

AGENDA
BOARD OF DIRECTORS
WEDNESDAY, NOVEMBER 20, 2019
6:30 – 9:00 p.m.
1001 17TH STREET
ASPEN-BIRCH CONFERENCE ROOM

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

INFORMATIONAL GUEST BRIEFING

5. 6:35 Kendrick Lakes Elementary School – FIRST Lego League Presentation
6. 6:45 Community Spotlight
 - Boulder County
7. 6:55 Report of the Chair
 - Report on Performance and Engagement Committee
 - Report on Finance and Budget Committee
8. 7:00 Report of the Executive Director
9. 7:10 Public Comment

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

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

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



CONSENT AGENDA

10. 7:30 Move to Approve Consent Agenda
• Minutes of October 16, 2019
(Attachment A)

ACTION ITEMS

11. 7:35 Discussion of 2020 Budget
(Attachment B) Jenny Dock, Director, Accounting and Finance
12. 7:45 Selection of member to Nominating Committee
(Attachment C) Douglas W. Rex, Executive Director

INFORMATIONAL BRIEFINGS

13. 7:55 Presentation on I-70 Coalition
(Attachment D) Ron Papsdorf, Director, Transportation Planning & Operations, and Margaret Bowes, Director, I-70 Coalition
14. 8:15 CDOT Statewide Plan Midpoint Report
(Attachment E) Ron Papsdorf, Director, Transportation Planning & Operations, and Rebecca White, Director, CDOT Division of Transportation Development
15. 8:30 Update on Metro Vision Regional Transportation Plan – Scenario Planning
(Attachment F) Jacob Riger, Manager, Long Range Transportation Planning, Transportation Planning & Operations
16. 8:50 Committee Reports
The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG
- A. Report from State Transportation Advisory Committee – Elise Jones
 - B. Report from Metro Mayors Caucus – Herb Atchison
 - C. Report from Metro Area County Commissioners – Roger Partridge
 - D. Report from Advisory Committee on Aging – Jayla Sanchez-Warren
 - E. Report from Regional Air Quality Council – Doug Rex
 - F. Report from E-470 Authority – Bob Roth
 - G. Report on FasTracks – Bill Van Meter

INFORMATIONAL ITEMS

17. Regional Data Brief
(Attachment G) Brad Calvert, Director, Regional Planning & Development
18. 2050 MVRTP Phase 1 Public Engagement Results
(Attachment H) Lisa Houde, Communication Specialist, Communications and Marketing

INFORMATIONAL ITEMS (cont.)

19. State Legislative Policy
(Attachment I) Rich Mauro, Senior Policy and Legislative Analyst
20. Scorecard report
(Attachment J) Jerry Stigall, Director, Organizational Development
21. 2020-2023 Transportation Improvement Program Administrative Amendments
(Attachment K) Todd Cottrell, Senior Planner, Transportation Planning & Operations

ADMINISTRATIVE ITEMS

22. Next Meeting – December 18, 2019
23. Other Matters by Members
24. 9:00 Adjourn

CALENDAR OF FUTURE MEETINGS

November 2019

15	Advisory Committee on Aging	Noon – 3 p.m.
19	Regional Transportation Committee	Cancelled
20	Finance and Budget Committee	6:00 p.m.
20	Board of Directors	6:30 p.m.

December 2019

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

January 2020

1	Board Work Session	Cancelled
1	Performance and Engagement Committee	Cancelled
14	Regional Transportation Committee	8:30 a.m.
15	Finance and Budget Committee	6:00 p.m.
15	Board of Directors	6:30 p.m.
17	Advisory Committee on Aging	Noon – 3 p.m.
27	Transportation Advisory Committee	1:30 p.m.

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

** If these meetings are held in January, a new date will be selected

MINUTES
BOARD OF DIRECTORS
WEDNESDAY, OCTOBER 16, 2019

Members/Alternates Present

Bob Fifer, Chair	City of Arvada
Eva Henry	Adams County
Jeff Baker	Arapahoe County
Elise Jones	Boulder County
David Beacom	City and County of Broomfield
Randy Wheelock	Clear Creek County
Nicholas Williams	City and County of Denver
Kevin Flynn	City and County of Denver
Libby Szabo	Jefferson County
Larry Vittum	Town of Bennett
Aaron Brockett	City of Boulder
Margo Ramsden	Town of Bow Mar
George Teal	Town of Castle Rock
Tammy Maurer	City of Centennial
Randy Weil	City of Cherry Hills Village
Rick Teter	City of Commerce City
Kathryn Wittman	City of Dacono
Steve Conklin	City of Edgewater
Cheryl Wink (Alternate)	City of Englewood
Bill Gippe	Town of Erie
Lynette Kelsey	Town of Georgetown
Rachel Binkley	City of Glendale
Jim Dale	City of Golden
Ron Rakowsky	City of Greenwood Village
Stephanie Walton	City of Lafayette
Dana Gutwein	City of Lakewood
Karina Elrod	City of Littleton
Larry Strock	Town of Lochbuie
Wynne Shaw	City of Lone Tree
Joan Peck	City of Longmont
Ashley Stolzmann	City of Louisville
Joyce Palaszewski	Town of Mead
Paul Sutton	Town of Morrison
Julie Duran Mullica	City of Northglenn
John Diak	Town of Parker
Sandie Hammerly	Town of Superior
Jessica Sandgren	City of Thornton
Bud Starker	City of Wheat Ridge
Rebecca White	Colorado Department of Transportation
Bill Van Meter	Regional Transportation District

Others Present: Douglas W. Rex, Executive Director, Connie Garcia, Executive Assistant, DRCOG; Bryan Weimer, Arapahoe County; Don Wick, Arvada; Mac Callison, Aurora; Kim Groom, Lane Claxton, Sarah Grant, Fonda Buckles, Broomfield; Brad Boland, Castle Rock; Joe Wilson, Commerce City; Justin Begley, Deborah Turner, Denver; Jacob LaBure, Mike Whiteaker, Lakewood; Kent Moorman, Thornton; Shoshana Lew, CDOT; Ed Bowditch, Bowditch & Cassell Public Affairs; and DRCOG staff.

Chair Bob Fifer called the meeting to order at 6:37 p.m. with a quorum present.

The Chair recognized several members for whom this is their last meeting. Directors Teter, Dick, and Rakowsky were recognized.

Move to approve agenda

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

Community Spotlight

Sarah Grant and Fonda Buckles provided information on activities and projects in the City and County of Broomfield

Boulder County and Centennial are the next two communities in the spotlight.

Report of the Chair

- Director Stolzmann reported the Performance and Engagement Committee met and discussed the Executive Director's performance evaluation. She noted the committee selected Director George Teal to represent P&E on the Nominating Committee.
- Director Flynn reported the Finance and Budget Committee approved contracts for the Area Agency on Aging and Human Service Transportation and recommended the 2020 Budget to the Board of Directors for approval.

Report of the Executive Director

- Executive Director Rex noted there will be a Board work session on November 6.
- The 2020 DRCOG Awards celebration is scheduled for April 22 and will be held at Empower Field at Mile High. The theme is 2020 Vision.
- DRCOG recently provided meeting space for a climate action planning workshop hosted by the City and County of Denver and the City of Boulder.
- The next City/County Manager Forum is scheduled for Thursday, November 14. Director Brockett asked for the information to be sent to them for passing on to their managers.
- The Medicare Enrollment is now open, DRCOG provides free health insurance counseling in Arapahoe, Douglas, and Jefferson counties.
- The fall Citizens Academy is underway. Mr. Rex thanked Chair Fifer and Arvada staff for hosting the group on October 8 in Old Town Arvada.
- Funding for Age-Friendly Strategies through Rose Community Foundation has been awarded to Broomfield, Castle Pines, Centennial and Edgewater.

- Executive Director Rex noted that a form for expressing interest in serving on the Executive Committee will be sent to members soon.
- A note from Mayor Daniel Dick was read to the members.
- Executive Director Rex reported he participated in a farewell reception for Mayor Rakowsky.

Public comment

Randle Loeb, citizen, provided comment on the importance of including the homeless population in housing and planning decisions.

Move to approve consent agenda

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

Items on the consent agenda included:

- Minutes of the September 18, 2019 meeting

Discussion of amendments to the 2020-2023 Transportation Improvement Program

Todd Cottrell, Senior Transportation Planner, provided an overview of the proposed amendments.

Director Teal asked how FASTER safety projects get added to the list for funding. Danny Herrmann noted projects are determined by various traffic units across the state, however all safety projects are eligible.

Director Jones thanked CDOT for fixing US-36.

Director Jones **moved** to approve amendments to the *2020-2023 Transportation Improvement Program*. The motion was **seconded** and **passed** unanimously.

Discussion of recommendations of projects to be funded through the Community Mobility Planning and Implementation (CMPI) set-aside of the 2020-2023 Transportation Improvement Program (TIP)

Emily Lindsey, Transportation Planner, and Derrick Webb, Regional Planner, provided background on the set-aside program and outlined the proposed recommendations.

Director Conklin **moved** to approve the 2020-2021 project funding through the CMPI set-aside of the DRCOG *2020-2023 TIP*. The motion was **seconded** and **passed** unanimously.

Discussion of second year TIP project delays

Todd Cottrell, Senior Transportation Planner, provided an overview of the second-year delays. Both Denver and Lakewood staff provided information on the delays.

Director Williams **moved** to approve a 120-day variance for the Denver project. The motion was **seconded** and **passed** unanimously.

Director Flynn **moved** to approve a 120-day variance for the Lakewood project. The motion was **seconded** and **passed** unanimously.

CDOT state highway and transit funding allocation discussion

Colorado Department of Transportation Executive Director Shoshana Lew provided an overview of discussions occurring on future state highway funding allocations. She noted emphasis will be placed on safety and preservation of current assets. Executive Director Lew noted recommendations for multimodal project funding will be discussed with the Transportation Commission next month.

Annual Congestion Report

Robert Spotts, Transportation Planner, and Steve Cook, Manager, Travel Model/Transportation Operations, provided an overview of the Annual Congestion Report.

Update on regional transportation funding

Executive Director Rex provided information on the status of efforts to craft legislation on empowering MPOs in Colorado with taxing authority. He reported some legislative language has been drafted, and staff has met with some legislative members. The consensus of the group is for staff to remain involved to help shape the discussion.

Committee Reports

State Transportation Advisory Committee – Director Jones reported the group received a report on the planning process, an update on SB 239, with recommendations due by November 1, and an update on the budget.

Metro Mayors Caucus – Director Starker reported the MMC received information on the metro growth initiative from Brad Calvert, Mobility Next, and Propositions CC and DD. The group agreed to support both propositions. They also received a presentation on the 2020 Census and E-MPOs.

Metro Area County Commissioners – Director Baker noted the MACC received a report on wildland wildfires.

Advisory Committee on Aging – No report was provided.

Regional Air Quality Council – Doug Rex reported the RAQC received a report on the ozone review and the regional haze program. Amendments were made to the agency's bylaws.

E-470 Authority – Director Diak reported the Authority authorized an easement for Parker Water and Sanitation. The Authority's debt rating was increased to "A." There was discussion of a commercial vehicle toll rate restructure, and a budget workshop.

Report on FasTracks – Director Van Meter reported the Board received a presentation on the N line and an update on the opening schedule. General Manager Dave Genova is providing updates to elected officials on the N Line. He noted RTD has received a communication from BNSF railroad on the B Line Peak Service Plan.

Next meeting – **November 20, 2019**

Board of Directors Minutes

October 16, 2019

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Other matters by members

No other matters were discussed.

Adjournment

The meeting adjourned at 9:05 p.m.

Bob Fifer, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Executive Director

ATTACH B

To: Chair and Members of the Board of Directors

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

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

SUBJECT

This item is related to approval of the DRCOG 2020 Budget. The budget highlights work activities in DRCOG's Work Plan for the Denver metropolitan region.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends that the Board of Directors approve the DRCOG 2020 Budget.

ACTION BY OTHERS

The Finance and Budget Committee moved to recommend approval of the 2020 Budget on October 16, 2019.

SUMMARY

The budget is a fiscal guide for the operation of DRCOG beginning January 1 – December 31, 2020. The budget highlights work activities in the DRCOG Metropolitan Planning Organization's Unified Planning Work Program (UPWP), the Area Agency on Aging (AAA), The Communications and Marketing Division, Executive Office and Administration and Finance.

Each year the Board of Directors reviews and approves a proposed budget for the coming year.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to approve the DRCOG 2020 Budget

ATTACHMENT

1. Draft resolution
2. Staff presentation

[2020 Budget with Work Plan](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Doug Rex, Executive Director, at 303-480-6701 or drex@drcog.org or Jenny Dock, Director of Administration and Finance, at 303-480-6707 or jdock@drcog.org.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____, 2019

A RESOLUTION APPROVING THE DRCOG 2020 BUDGET

WHEREAS, the Executive Director has submitted the DRCOG 2020 Budget to the Finance and Budget Committee in accordance with Article XIII, paragraph A, of the Articles of Association; and

WHEREAS, the 2020 Budget of the Denver Regional Council of Governments has been approved and recommended by the Finance and Budget Committee for approval by the Board; and

WHEREAS, the Board of Directors has received the DRCOG 2020 Budget, in accordance with Article XIII, paragraph B, of the Articles of Association; and

WHEREAS, the Board of Directors has duly considered the DRCOG 2020 Budget.

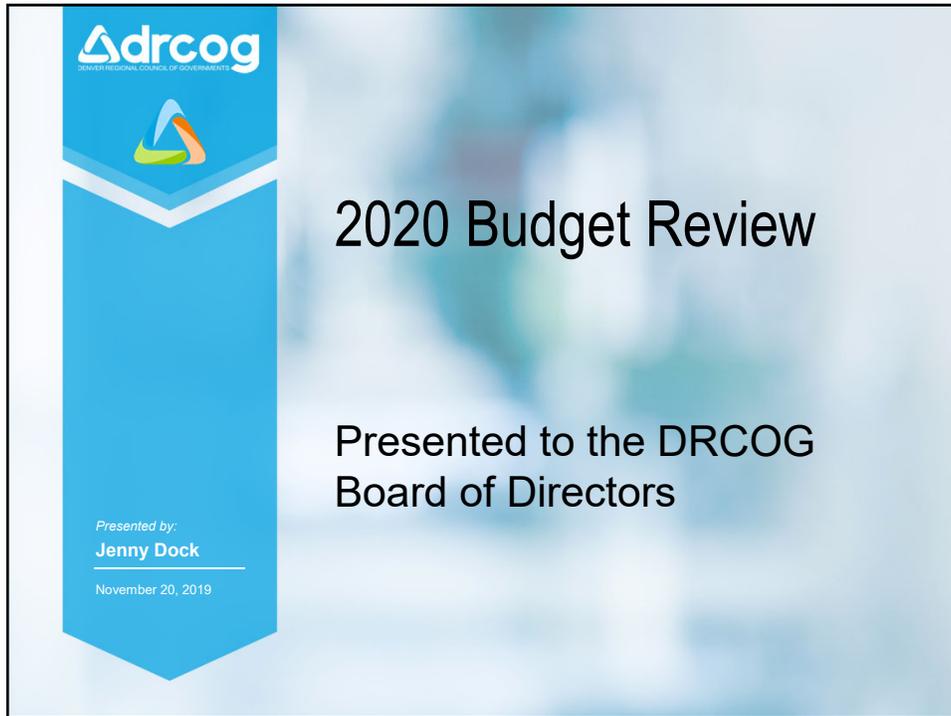
NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Denver Regional Council of Governments that the 2020 Budget, incorporated herein by this reference as is fully set forth, is adopted.

RESOLVED, PASSED AND ADOPTED this _____ day of _____, 2019 at Denver, Colorado.

Bob Fifer, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Executive Director



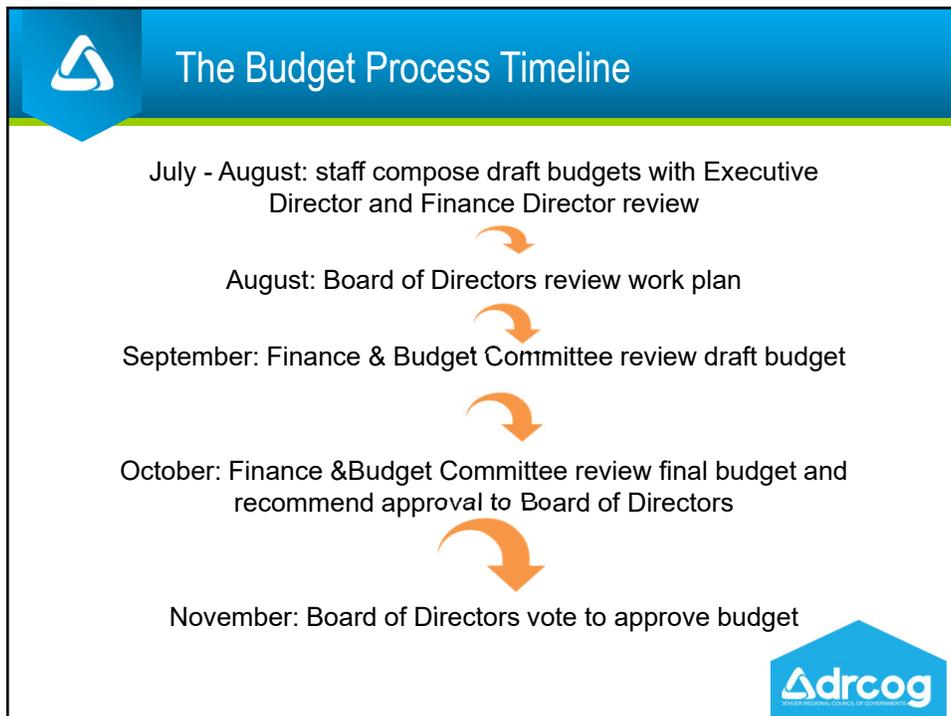
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DENVER REGIONAL COUNCIL OF GOVERNMENTS

2020 Budget Review

Presented to the DRCOG
Board of Directors

Presented by:
Jenny Dock

November 20, 2019



The Budget Process Timeline

July - August: staff compose draft budgets with Executive Director and Finance Director review

August: Board of Directors review work plan

September: Finance & Budget Committee review draft budget

October: Finance & Budget Committee review final budget and recommend approval to Board of Directors

November: Board of Directors vote to approve budget



2020 Budget Review

The Big Picture

Beginning General Fund Balance:	\$ 8,050,121
Revenues:	\$ 27,190,017
Expenses:	\$ 27,160,017
Pass Through Funds:	\$ 16,054,246
Ending General Fund Balance:	\$ 8,080,121
Total Operating Budget:	\$ 43,244,263

Year Over Year...

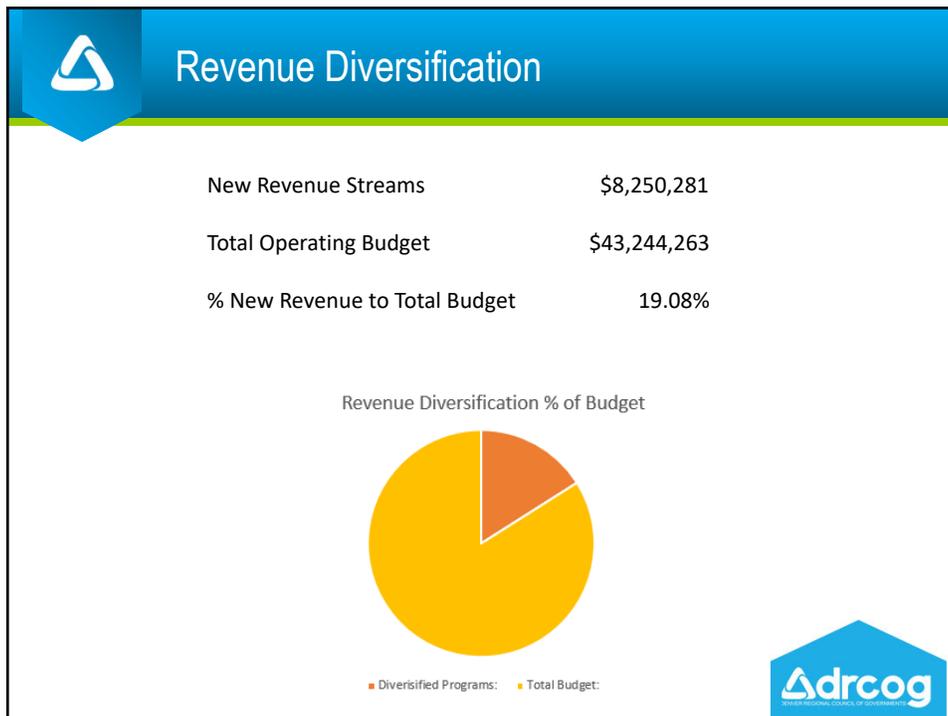
Year Over Year Comparison

The chart displays five data series over five years. Revenues (light green bars) and Expenses (grey bars) show a steady increase from 2016 to 2020. General Fund Balance (red bars) remains relatively stable. Pass Through Funds (dark green bars) also shows a slight upward trend. The Total Operating Budget (black line) shows a significant and consistent increase over the period.

Year	Revenues	Expenses	General Fund Balance	Pass Through Funds	Total Operating Budget
2016 Actuals	\$16,000,000	\$16,000,000	\$8,000,000	\$13,000,000	\$33,000,000
2017 Actuals	\$16,000,000	\$16,000,000	\$8,000,000	\$13,000,000	\$33,000,000
2018 Actuals	\$19,000,000	\$19,000,000	\$8,000,000	\$14,000,000	\$36,000,000
2019 Budget	\$27,000,000	\$27,000,000	\$8,000,000	\$14,000,000	\$40,000,000
2020 Budget	\$27,200,000	\$27,160,000	\$8,080,000	\$16,050,000	\$43,240,000

Revenue Diversification

Program	2020 Budget	Funding Source
Veterans Directed Care	\$ 3,402,000	Veterans Administration
Accountable Health Communities	\$ 1,321,930	Centers for Medicaid and Medicare
State Health Insurance Assistance Program	\$ 425,000	Administration for Community Living/State Homestead
Human Service Transportation Set Aside	\$ 1,000,000	FASTER Funds
Ride Alliance	\$ 350,351	Federal Transit Administration
I-25 Gap	\$ 251,000	Rocksol / CDOT
Data Acquisition Projects	\$ 1,500,000	Various Partners/USGS

The Impact

What does it all mean?

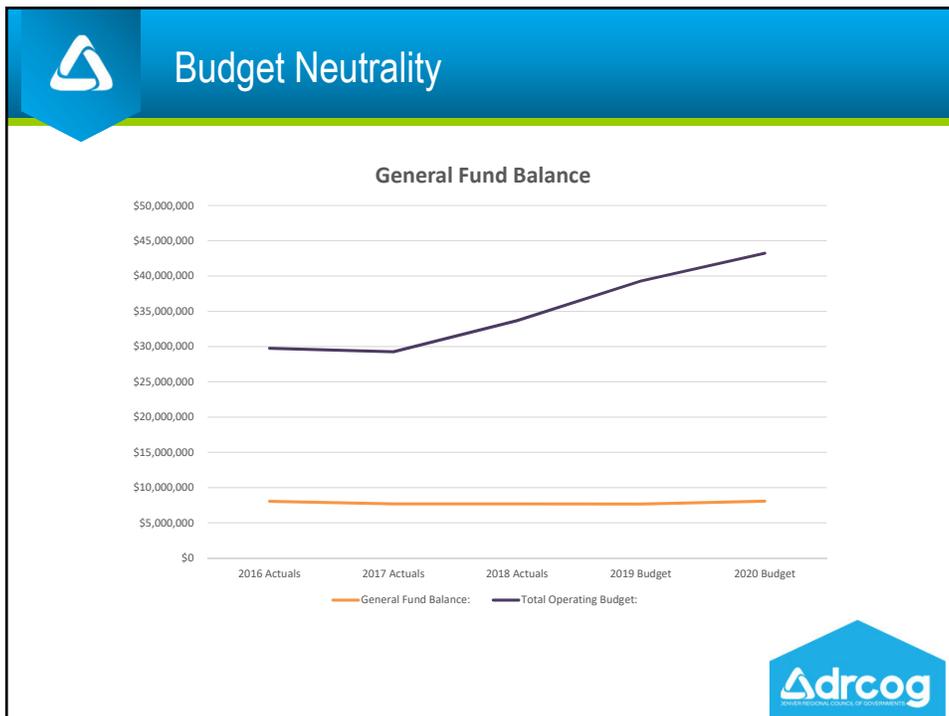
- More people served*
- More demographics of people served*
- Data analysis*
- Technological improvements*
- Healthier communities*
- Cleaner air*
- Better quality of life*
- Reduced healthcare costs*
- Tax payer savings*

And more...











ATTACH C

To: Chair and Members of the Board of Directors

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

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

SUBJECT

This action is related to selection of one member of the Board of Directors to serve on the Nominating Committee.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends the Board of Directors select one (1) member to serve on the Nominating Committee in accordance with the *Articles of Association*.

ACTION BY OTHERS

N/A

SUMMARY

The *Articles of Association* state that “The Nominating Committee shall be appointed in November of each year and consist of member representatives herein designated: The Immediate Past Chair of the Board (or the Vice Chair if there is no Immediate Past Chair); one Board member representing the City and County of Denver; one member selected by the Performance & Engagement Committee ...; one member selected by the Finance & Budget Committee ...; one member selected by the Board; and one member selected by the Board Chair.” If more than one member expresses interest in serving, a ballot vote will be taken to select the Nominating Committee member.

At the January meeting each year, the Nominating Committee shall present to the Board nominations for Executive Committee members to be elected at the February meeting.

The Board has established the following guidelines to assist in selection of members of the Nominating Committee:

- Members of the Nominating Committee are not eligible to be nominated for a position on the Executive Committee by the committee or from the floor.
- Members of the Nominating Committee shall have served not less than one year on the Board before being eligible to serve on the Nominating Committee.
- A designated alternate may not serve on the Nominating Committee.
- In the appointment of the Nominating Committee, consideration shall be given to providing representation of a broad cross-section of the Board, taking into account community size, geographic location, the rate of growth, county and municipality, rural and suburban and other factors.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to select one member of the Board of Directors to the Nominating Committee

Select Member to the Nominating Committee

November 20, 2019

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ATTACHMENTS

List of Board Directors who are eligible to serve on the Nominating Committee

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; or Connie Garcia, Board Coordinator, at 303-480-6701 or cgarcia@drcog.org.

Board Directors who have been member representatives for one year or longer:

Eva Henry
Commissioner, Adams County

Richard Champion
Mayor, Columbine Valley

Jeff Baker
Commissioner, Arapahoe County

Steve Conklin
Mayor Pro Tem, Edgewater

Elise Jones
Commissioner, Boulder County

Linda Olson
Mayor, Englewood

Randy Wheelock
Commissioner, Clear Creek County

Bill Gippe
Trustee, Erie

Roger Partridge
Commissioner, Douglas County

Drew Peterson
Trustee, Firestone

Ron Engels
Commissioner, Gilpin County

Lisa Jones
Mayor, Foxfield

Libby Szabo
Commissioner, Jefferson County

Laura Brown
Mayor Pro Tem, Frederick

Larry Vittum
Trustee, Bennett

Lynette Kelsey
Police Judge, Georgetown

David Spellman
Mayor, Black Hawk

Jim Dale
Council Member, Golden

Aaron Brockett
Council Member, Boulder

Mike Hillman
Mayor, Idaho Springs

Margo Ramsden
Trustee, Bow Mar

Stephanie Walton
Council Member, Lafayette

Lynn Baca
Council Member, Brighton

Dana Gutwein
Council Member, Lakewood

Roger Hudson
Council Member, Castle Pines

Karina Elrod
Council Member, Littleton

George Teal
Council Member, Castle Rock

Connie Sullivan
Mayor, Lyons

Tammy Maurer
Council Member, Centennial

Joyce Palaszewski
Council Member, Mead

Paul Sutton
Council Member, Morrison

Jessica Sandgren
Council Member, Thornton

Kris Larsen
Mayor, Nederland

Bud Starker
Mayor, Wheat Ridge

Sally Daigle
Council Member, Sheridan

Previous Board alternates that became members in December 2018:

Larry Strock
Council Member, Lochbuie

ATTACH D

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
November 20, 2019	Informational Briefing	13

SUBJECT

Update on the I-70 Coalition.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

The I-70 Coalition is a non-profit membership organization whose mission is to enhance mobility and accessibility in the I-70 mountain corridor. Among other things, the Coalition advocates for improvements included in the I-70 mountain corridor Record of Decision (ROD), provides Transportation Demand Management (TDM) services within the corridor, and is directly involved in various studies, plans and processes affecting the corridor.

The Coalition will provide an update to the Board of Directors on the importance of the I-70 mountain corridor, the Coalitions advocacy and services, and priorities.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. I-70 Coalition Presentation

ADDITIONAL INFORMATION

If you need additional information please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; Ron Papsdorf, Director, Transportation Planning and Operations, at 303-480-6747 or rpapsdorf@drcog.org; or Margaret Bowes, Director, I-70 Coalition, at 970-389-4347 or mbowes@i70solutions.org.



DRCOG Board Meeting

November 20, 2019

About Us



- ▶ Non-profit, membership organization
- ▶ Mission: Enhance mobility & accessibility on I-70
- ▶ Advocate for improvements
- ▶ Direct involvement in studies, plans & processes
- ▶ Maintains state and federal attention on corridor

Current Members



COUNTIES

- ▶ Clear Creek County
- ▶ Eagle County
- ▶ Jefferson County
- ▶ Summit County

MUNICIPALITIES

- ▶ Aspen
- ▶ Black Hawk
- ▶ Central City
- ▶ Idaho Springs
- ▶ Golden
- ▶ Avon
- ▶ Breckenridge
- ▶ Dillon
- ▶ Eagle

- ▶ Empire
- ▶ Fraser
- ▶ Frisco
- ▶ Georgetown
- ▶ Grand Lake
- ▶ Minturn
- ▶ Silver Plume
- ▶ Silverthorne
- ▶ Vail
- ▶ Winter Park

PRIVATE SECTOR

- ▶ Climax Molybdenum Company
- ▶ Copper Mountain Resort
- ▶ Vail Resorts
- ▶ Winter Park Resort

The Problem: Severe Congestion

- ▶ Highway capacity largely unchanged since 1979
 - Top ten daily/hourly counts at Eisenhower Tunnel have occurred since Jan. 2016
 - CDOT predicts those number to continue to grow
- ▶ Colorado forecasted to grow by 3 million people by 2050—with 2.5 million on the Front Range.
- ▶ Costs state \$839M per year.



Economic Impact

- ▶ Mountain resorts and destinations significant economic drivers
 - ▶ 20% of state's tourism revenue
 - ▶ Add \$88 M to state's annual tax receipts
- ▶ Tourism impacts
- ▶ 1% decline in tourism spending in Mountain Region = annual loss of \$25M in business revenue

I-70 Record Of Decision



The guiding document for improvements thru 2050

Calls for:

1. Highway Improvements
2. High Speed Transit: Determine feasibility
3. Non Infrastructure Improvements

Highway Improvements



- ▶ Mountain Express Lane
 - EB MEXL
 - WB MEXL – under construction

- ▶ I-70 Coalition Priority Projects
 - Floyd Hill
 - West Vail Pass

High Speed Transit



- ▶ AGS Feasibility Study, 2014
- ▶ Interregional Interconnectivity Study, 2015
- ▶ CDOT Rapid Speed Mobility Study, 2017
- ▶ Economic Impact Study, 2019

- ▶ Front Range Passenger Rail Study (underway)

Transportation Demand Management (TDM)

Goal: Reduce Congestion

- ▶ Shift Travel Patterns
- ▶ Decrease # of Vehicles
 - ▶ Carpooling
 - ▶ Transit Use
- ▶ Public Education & Outreach
 - ▶ Direct Communications/Social Media
 - ▶ Paid Advertising
 - ▶ Partnerships
 - ▶ Resorts
 - ▶ Lodging Sector
 - ▶ TMOs



A screenshot of a web browser displaying the GO I70 website. The browser's address bar shows "https://goi70.com". The website has a green header with the GO I70 logo and navigation links: TRAVEL FORECAST, I-70 NEWS, MOUNTAIN TRANSIT, RIDESHARE & PARKING, DEALS, and REAL-TIME ROAD INFO. The main content area features a large image of a mountain road at night with light trails. Overlaid on this image is the text "TRAVEL FORECAST" in large white letters. Below this, a scrollable text box contains the message: "I-70 traffic is quite predictable unless affected by weather or accidents. Plan to avoid peak travel times, and enjoy a delay-free trip along I-70. Our weekend travel forecast is updated every Thursday afternoon." A green "Read More" button is positioned below the text. The Windows taskbar is visible at the bottom of the screen, showing the time as 4:57 PM on 7/9/2019.

Home :: goi70
https://goi70.com

GO I70

TRAVEL FORECAST I-70 NEWS MOUNTAIN TRANSIT RIDESHARE & PARKING DEALS REAL-TIME ROAD INFO

RIDESHARE & PARKING

Whether you want to save money, save the environment, there's no reason not to carpool to the mountains!

Read More

12:48 PM 7/10/2019

This screenshot shows the homepage of goi70.com. The main banner features an aerial view of a highway with a significant traffic jam. The text 'RIDESHARE & PARKING' is prominently displayed in white over the image. Below the title, a sub-headline encourages carpooling. A 'Read More' button is centered over the traffic. The website's navigation menu is visible at the top, and the Windows taskbar is at the bottom.

Home :: goi70
https://goi70.com

GO I70

TRAVEL FORECAST I-70 NEWS MOUNTAIN TRANSIT RIDESHARE & PARKING DEALS REAL-TIME ROAD INFO

MOUNTAIN TRANSIT OPTIONS

Leave the mountain driving to someone else! Spend the trip reading, napping or visiting with friends.

Read More

5:01 PM

This screenshot shows the homepage of goi70.com with a different banner. The banner features a purple bus with 'BUSSTAND' written on its side. A person is standing by the open door of the bus. The text 'MOUNTAIN TRANSIT OPTIONS' is displayed in white. Below the title, a sub-headline promotes the benefits of using transit. A 'Read More' button is centered over the bus. The website's navigation menu and Windows taskbar are also visible.

Focus for Winter 2019-2020



- ▶ **Snowstang: Direct Denver-to-Resort bus service proposed**
 - ▶ Facilitated partnerships between CDOT and resorts

- ▶ **Support New **Gondola** Carpool App**
 - ▶ Facilitating partnerships
 - ▶ Resorts
 - ▶ Local governments
 - ▶ CDOT
 - ▶ Climate/Sustainability Groups

- ▶ **Transportation Funding**



Questions?

Margaret Bowes, Director
 I-70 Coalition
 970-389-4347
 mbowes@i70solutions.org



ATTACHE

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
November 20, 2019	Informational Briefing	14

SUBJECT

Colorado Department of Transportation (CDOT) Statewide Transportation Plan mid-point report.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

The Statewide Plan (SWP) identifies the future needs for Colorado's transportation system, establishes a transportation vision and goals for the state, and outlines the strategic direction necessary to achieve these goals. The Plan connects current and future funding realities with business practices and partnering efforts to deliver an effective and efficient transportation system that works for Colorado today and in the future.

Federal and state regulations require that CDOT develop a statewide transportation plan that provides a vision for the future of transportation priorities and investments. This year, CDOT is taking a different approach to their usual plan development. It will include a 10-year time horizon, which provides a more near-term picture of transportation needs than the usual 20 or 25 year time period covered by a transportation plan.

In May 2019, CDOT embarked on an effort to refresh its transportation plan and priorities based on firsthand input from residents across the state. Thousands of people weighed in.

CDOT works with its transportation planning partners in the metro areas, including DRCOG, to ensure their transportation planning efforts are reflected in the SWP. To that end, CDOT and DRCOG have been working closely to coordinate the concurrent transportation planning efforts through the Statewide Plan and the 2050 Metro Vision Regional Transportation Plan.

CDOT staff will present their midpoint report detailing the process so far and what they've heard.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

CDOT Presentation

Link: [Your Transportation Plan midpoint report](#)

ADDITIONAL INFORMATION

If you need additional information please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; Ron Papsdorf, Director, Transportation Planning and Operations, at 303-480-6747 or rpapsdorf@drcog.org; or Rebecca White, Director, CDOT Division of Transportation Development, at 303-757-9525 or rebecca.white@state.co.us.

YOUR TRANSPORTATION PLAN
CONNECTION. CHOICE. COLORADO FOR ALL.

COLORADO
Department of Transportation

Where We've Been & What We've Heard

YOUR TRANSPORTATION PLAN | MIDPOINT REPORT
November 12, 2019

We're looking beyond building separate plans for every issue and every way people choose to travel.

Give all areas of the state equal opportunity to provide input in the planning process.

Bring all modes and varying needs into a single statewide conversation.

Give small projects equal consideration as large projects.

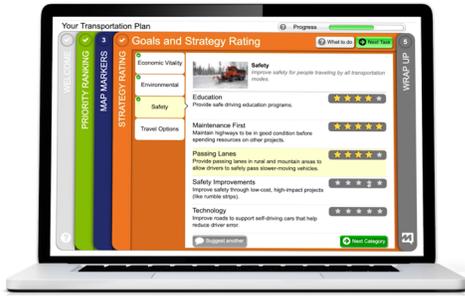
Identify what Coloradans want from their transportation system and what projects best deliver that vision.

The GOAL

- A 10-year strategic pipeline of projects, inclusive of all modes, informed both by a data-driven needs assessment and public and stakeholder input.

November 12, 2019 Your Transportation Report | Midpoint Summary 2

We doubled down on outreach and sought input from residents in every corner of the state.



November 12, 2019

Your Transportation Report | Midpoint Summary

3

WHERE WE'VE BEEN

- 36** Community Events
- 81** Local Elected Official and Community Leader Meetings
- 10** Transportation Planning Region Meetings
- 15** Stakeholder Meetings

WHO WE'VE REACHED

- 9,079** Survey Responses
- 17,305** Online Map Comments
- 15,000+** Website Pageviews
- 16,201** Telephone Town Hall (TTH) Participants
- 1.2 MILL.+** Views on Social Media
- 3,500+** People Talked With at Community Events

“Your Transportation Plan is the most expansive and inclusive transportation planning effort in CDOT’s history. Thank you to everyone who took the time to be part of this important conversation.”

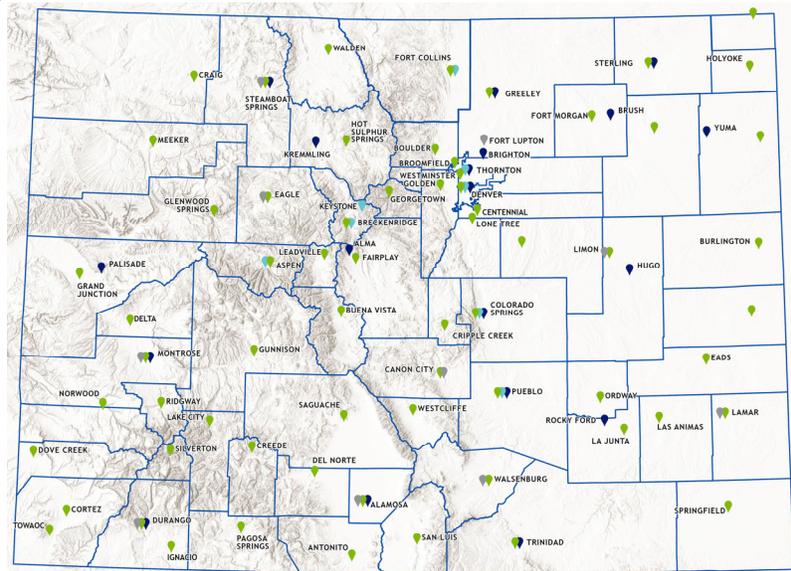
– Shoshana Lew, CDOT Executive Director

November 12, 2019

Your Transportation Report | Midpoint Summary

4

We touched every county in the state and worked to hear from as many residents as possible; **no matter how they travel.**



● Local Elected Official and Community Leader Meetings
 ● TPR Meeting
 ● Stakeholder Meeting
 ● Community Event

November 12, 2019

Your Transportation Report | Midpoint Summary

5

Thousands of people weighed in, and there are **three common transportation themes** on which most people agree:



Road condition and safety need to be addressed



Growth and congestion are impacting quality of life



Lack of travel options is an issue

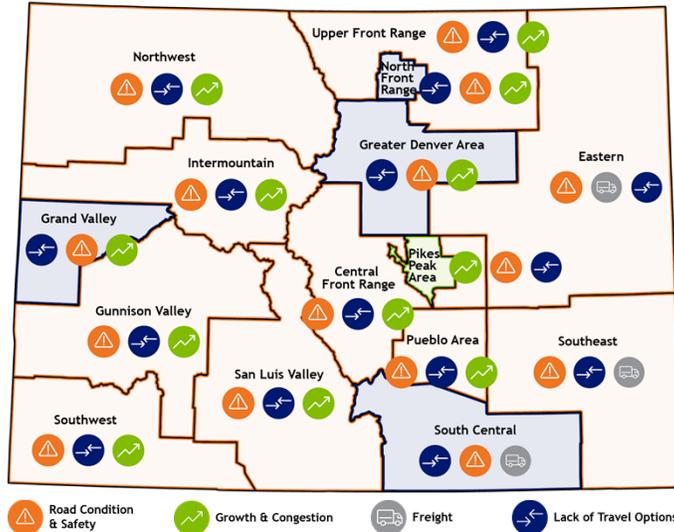
November 12, 2019

Your Transportation Report | Midpoint Summary

6

WHAT WE'VE HEARD | BY REGION

In priority order from left to right.



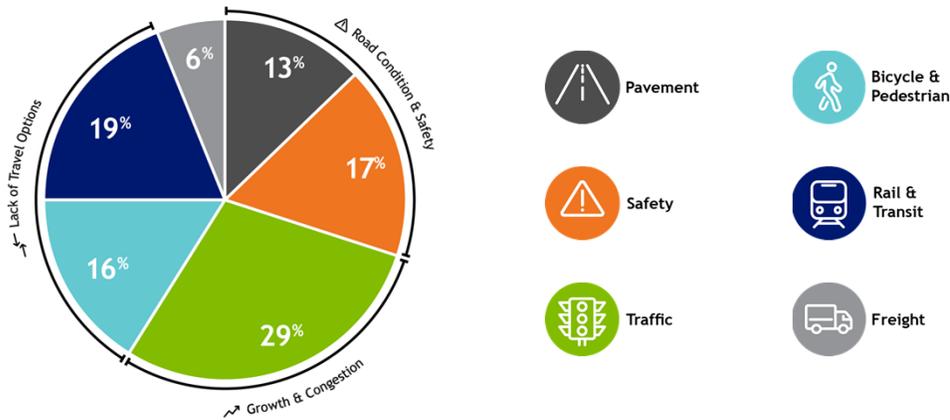
November 12, 2019

Your Transportation Report | Midpoint Summary

From anecdotes at community events and feedback from elected officials at regional meetings, to data collected online and during telephone town halls, we heard about the **transportation trends and issues that have the biggest impact on people's lives.**

7

Online survey responders made **location-specific comments** on a map pertaining to six different categories.



November 12, 2019

Your Transportation Report | Midpoint Summary

8

We're working with regional stakeholders to turn **transportation needs into projects**, and we're building from work that has already been done.

November 12, 2019

What's Next?

Fall 2019

- Release project lists for SB267/SB262/SB1 funding.
 - Efforts to date have helped inform selection of SB267 projects.

Fall/Winter 2020

- Develop and finalize 10-year plan (pipeline of projects)
 - Will require continued close collaboration with DRCOG as your 2050 plan is developed.

Long Term

- Establish process for updating 10-year plan
- Advance visualizations and other tools to increase public accessibility of plan

Your Transportation Report | Midpoint Summary

9



HOW TO REACH US

YourTransportationPlan@state.co.us

DOWNLOAD A COPY OF THE MIDPOINT REPORT

YourTransportationPlan.com

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
November 20, 2019	Informational Briefing	15

SUBJECT

Introduction to the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) and scenario planning process.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

One of DRCOG’s most important responsibilities as the federally designated transportation planning agency for the Denver region is to develop the [Metro Vision Regional Transportation Plan](#) (MVRTP). Along with the [Metro Vision Plan](#) and [Transportation Improvement Program](#), the MVRTP is one of the foundational plans DRCOG prepares and implements. The current version, the [2040 MVRTP](#), presents a complete picture of the region’s envisioned and fiscally constrained (cost feasible) multimodal transportation system through 2040.

DRCOG adopted the 2040 MVRTP in 2017 and must adopt the [2050 MVRTP](#) by early 2021. The MVRTP is integrated closely with and helps implement the Metro Vision Plan. Accordingly, the 2050 MVRTP will focus on how the region’s multimodal transportation system can best implement Metro Vision’s outcomes and performance targets. The 2050 MVRTP will also incorporate DRCOG’s planning efforts, including Mobility Choice Blueprint, Active Transportation Plan, Multimodal Freight Plan, Regional Vision Zero Action Plan, and others.

As DRCOG completes phase I (visioning and education) of the 2050 MVRTP planning process, staff is initiating phase II, which involves conducting a robust scenario planning analysis. The primary objective of the scenario planning analysis is to test the ability of conceptual transportation and urban form approaches to address Metro Vision Plan outcomes through 2050. It is an exploratory exercise to test regional relationships between urban form, travel behavior, and transportation investments.

It is important to understand regional scenario planning:

- Explores “what if” alternative futures at the regional level
- Includes relative comparisons between scenarios and baseline
- Does not dictate or usurp local land use decision-making
- Will provide guidance and direction to develop the 2050 Fiscally Constrained Regional Transportation Plan

The scenarios to test will be defined based on the public input received in phase I, existing urban form guidance in DRCOG's Metro Vision Plan, the capabilities of DRCOG's land use and travel demand model tools, staff time and resources, and the 2050 MVRTP adoption schedule.

Staff will provide an overview of the 2050 MVRTP and scenario planning process at the November Board meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Staff presentation

ADDITIONAL INFORMATION

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



DEVELOPMENTAL REGIONAL COUNCIL OF GOVERNMENTS



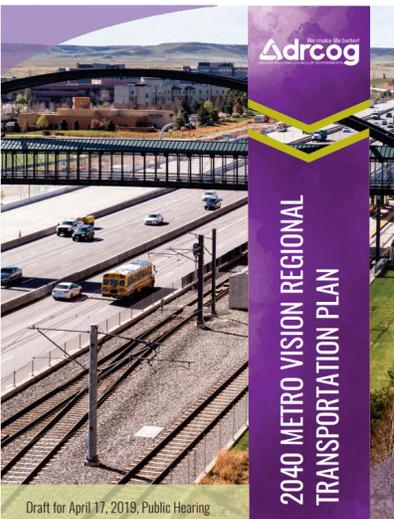
2050 Metro Vision Regional Transportation Plan (2050 MVRTP) & Scenario Analysis Introduction

DRCOG Board
November 20, 2019

Presented by:
Jacob Riger, AICP



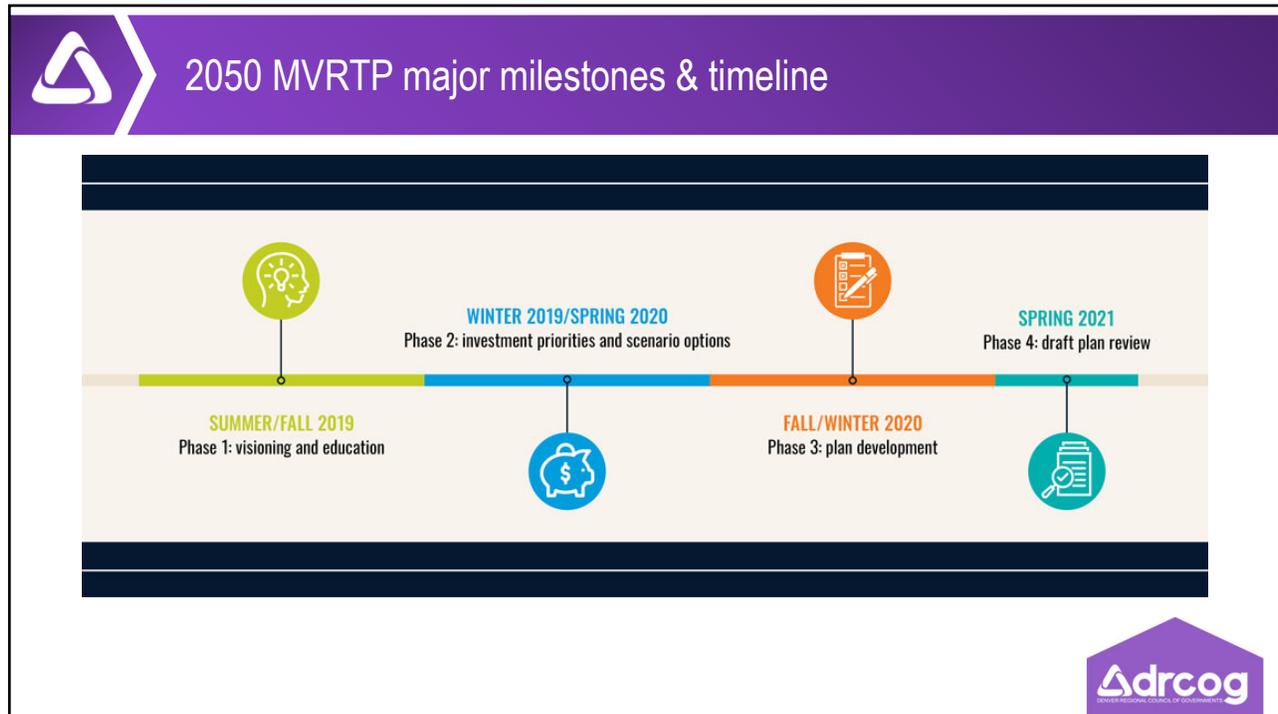
MVRTP Overview



Draft for April 17, 2019, Public Hearing

- Presents region's vision for multimodal transportation system
- Helps implement Metro Vision
- Addresses federal requirements – core MPO function
- Determines eligibility for major projects to compete for Transportation Improvement Program funding
- Is updated every four years and amended more frequently

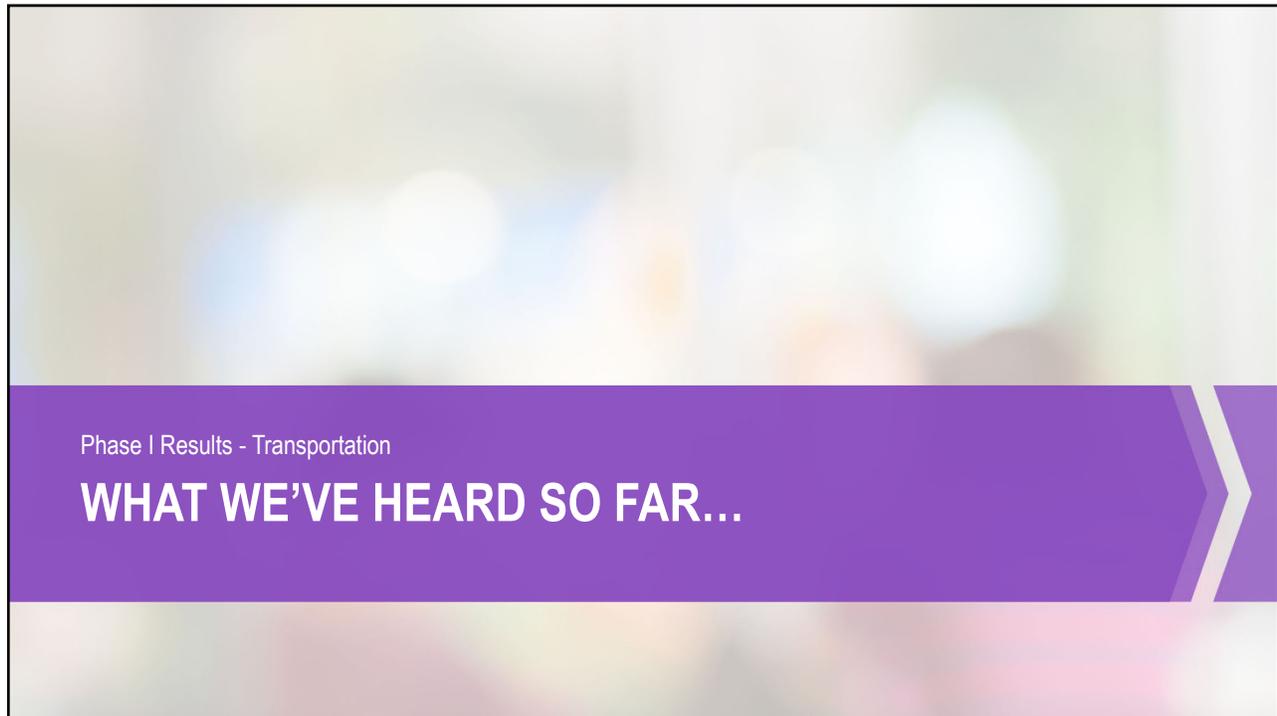




2050 MVRTP Strategic Issues

- How will our region grow & change by 2050?
- How do we make our streets safer for all travelers?
- What role will technology play in travel and mobility?
- How do we respond to the persistent lack of adequate transportation funding?
- What mix of investments in the 2050 MVRTP will best achieve the shared expectations outlined in Metro Vision?
- What choices and tradeoffs is the region willing to make around mobility, travel choices, congestion, and maintenance?

The Adrcog logo is located in the bottom right corner of the slide.



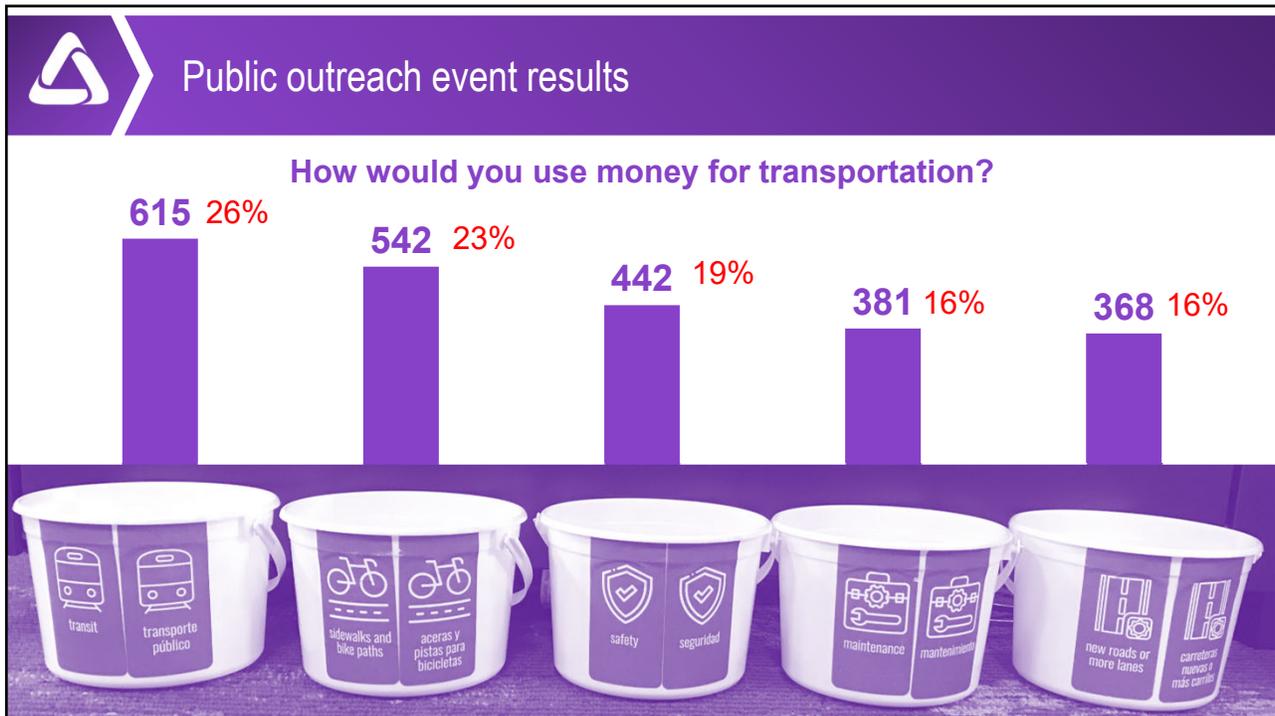
Phase one:
vision &
priorities

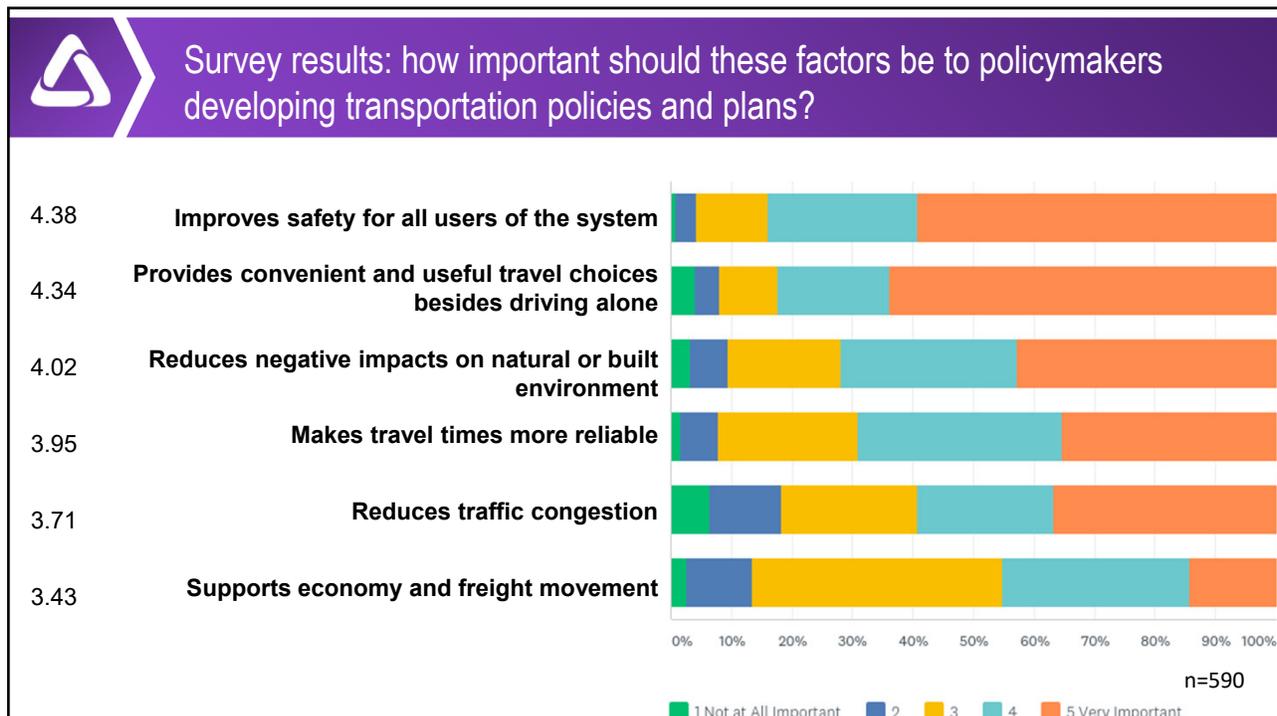
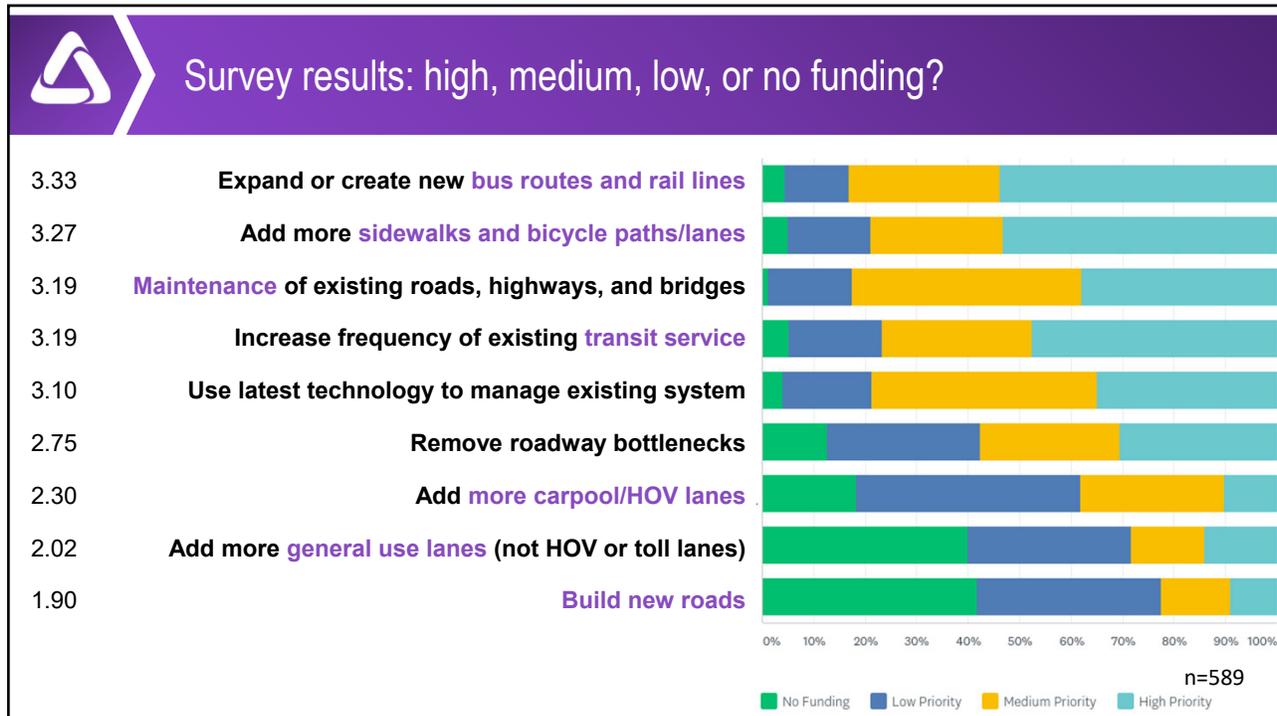
-  Pop-up events
-  Online survey
-  Telephone town hall
-  County transportation forums
-  Youth outreach
-  Video development



Pop-up events

- Six events
- Talked to over 500 people
- Activity:
 - Safety
 - Transit
 - Sidewalk and bike paths
 - Maintenance
 - New roads or lanes







Urban form guidance from *Metro Vision* outcomes

“...investment/reinvestment **in existing communities...**”

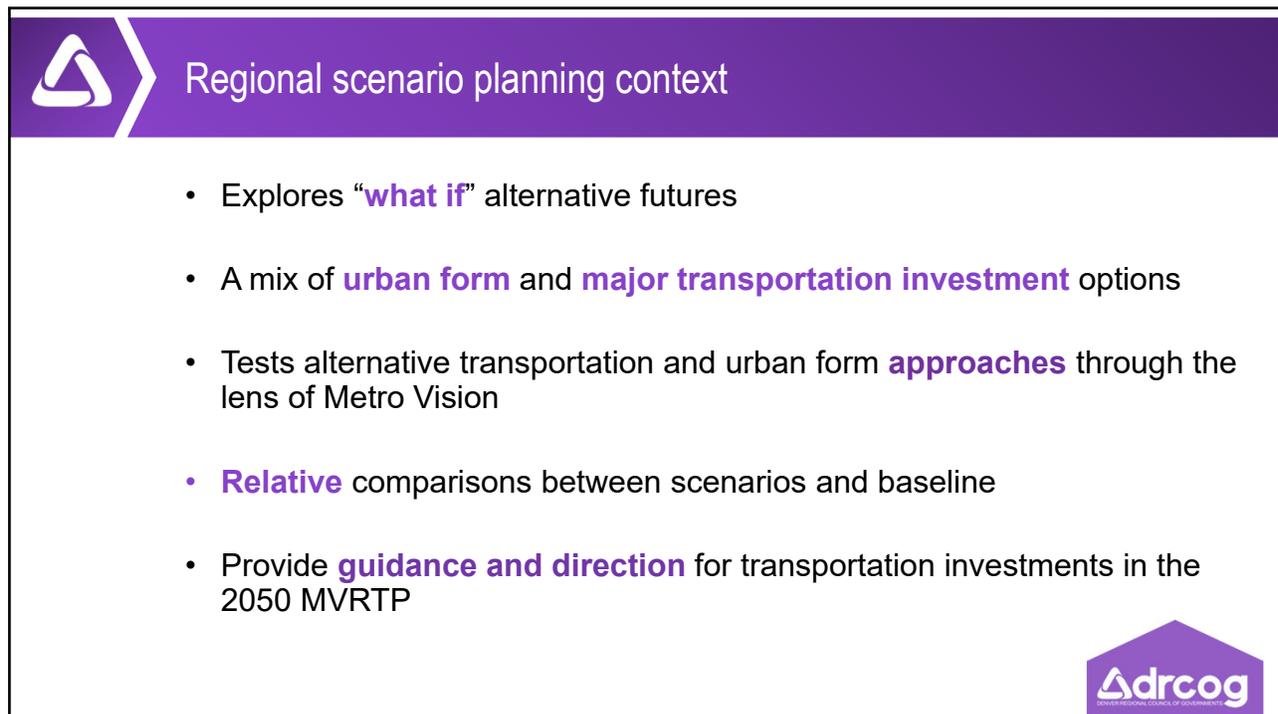
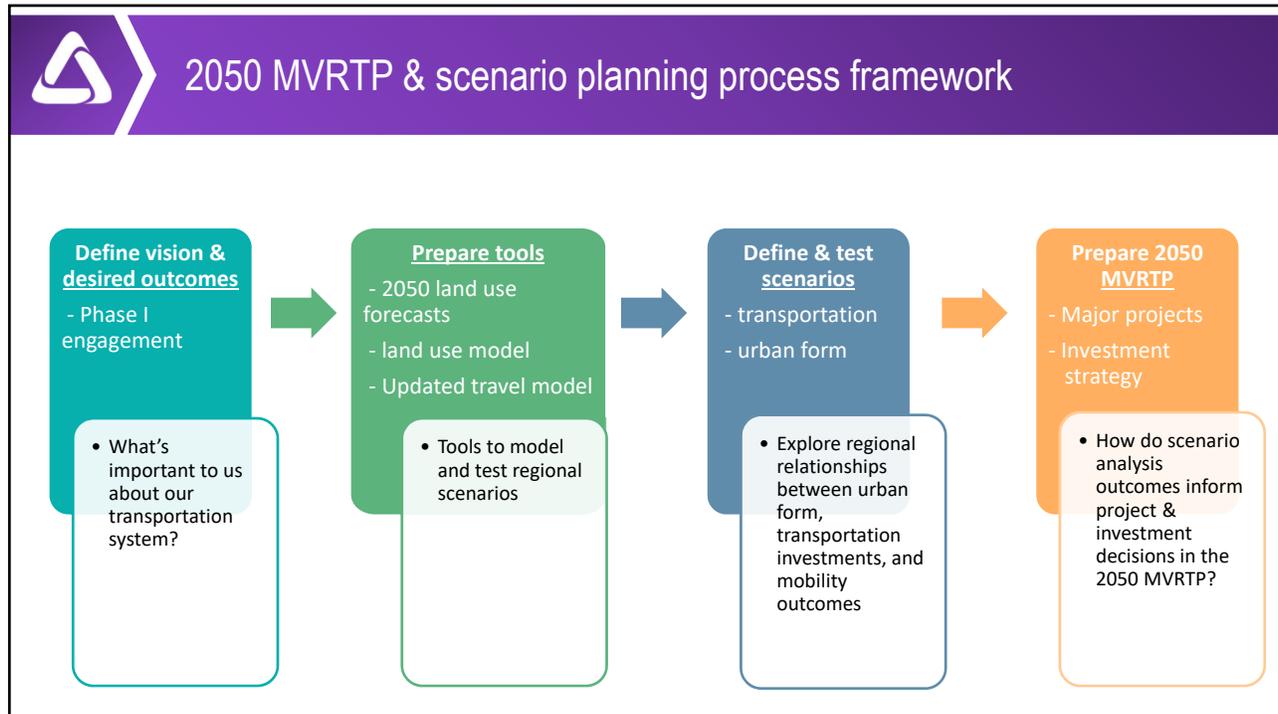
“...**orderly and compact** pattern...”

“Connected **urban centers** and **multimodal corridors...**”

“...range of **housing options...**in or **near major employment centers...**”



SCENARIO ANALYSIS INTRODUCTION



 Opportunities & limitations



Opportunities

- Robust land use & travel model tools
- Data-rich environment
- Explore & test vision



Limitations

- 2050 MVRTP adoption schedule
- Time & resource allocation
- Not everything can be modeled



 Initial Thematic Scenario Concepts?

<p style="text-align: center;"><u>Status Quo</u></p> <ul style="list-style-type: none"> - Business as usual - “As Planned” (2040 MVRTP) 	<p style="text-align: center;"><u>Transit Concepts</u></p> <ul style="list-style-type: none"> - Regional BRT System - Increased frequency - Expanded access - Supportive land use 	<p style="text-align: center;"><u>Highway Express Lanes Concepts</u></p> <ul style="list-style-type: none"> - Build out managed lanes system - Direct connections
<p style="text-align: center;"><u>Non-motorized Concept</u></p> <ul style="list-style-type: none"> - Complete regional high comfort/low stress network 	<p style="text-align: center;"><u>Congestion Mitigation Concept</u></p> <ul style="list-style-type: none"> - Mitigate off-peak congestion on freeway system 	<p style="text-align: center;"><u>Jobs/Housing Concept</u></p> <ul style="list-style-type: none"> - Jobs/housing balance to address VMT





Next steps

- October-December: input from: public, county forums, TAC, RTC, Board
- January-March: conduct scenario analysis
- March: initial scenario results at TAC



THANK YOU!

ATTACH G

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
November 20, 2019	Informational Item	17

SUBJECT

Providing the third *Denver Region Data Brief*, "Migration"

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

In 2017 and 2018, regional stakeholders and the Board provided input on programs and initiatives that better coordinate local and regional planning for growth. This is the third data briefing under the pilot phase of the Regional Growth Initiative. Additional briefings will be provided to the Board over the coming months.

To support regional decision-making, DRCOG staff maintains and analyzes various data sets. This data brief is an opportunity to highlight insights from some of these data sets. This briefing's source is "Metro Area-to-Metro Area Migration Flows" from the Census Bureau's American Community Survey.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Denver Region Data Brief, "Migration"

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcoq.org; or Brad Calvert, Division Director, Regional Planning & Development at 303-480-6839 or bcalvert@drcoq.org.

DENVER REGION DATA BRIEF

Migration

November 2019

MOVING TO AND FROM THE DENVER REGION

More people are moving to the Denver region. Estimates based on the American Community Survey indicate that 165,000 people moved to the region from 2013 to 2017, representing a 13% increase over the previous five-year period. However, more people are also moving out of the region. For 2013 to 2017, an estimated 130,000 people moved away – a 21% increase over the previous five-year period. Consequently, the region’s net gain due to migration dropped from more than 39,000 to less than 35,000.

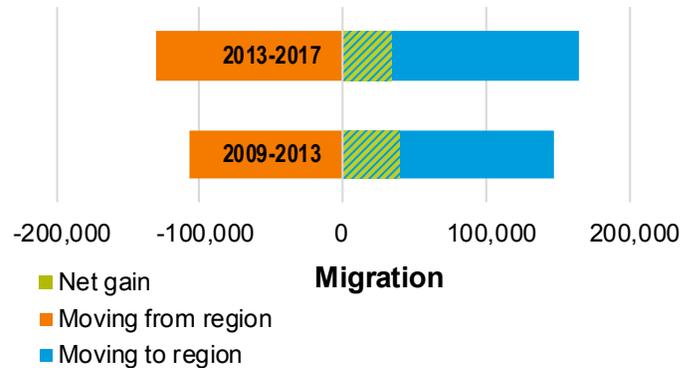
Just the numbers

- More than 165,000 people moved to the region from 2013 to 2017, which was up from more than 146,000 from 2009 to 2013.
- For 2013 to 2017, an increase in the number of people moving out of the region resulted in a net migration gain of less than 35,000, down from more than 39,000 from 2009 to 2013.
- Over three quarters of those moving to the region during 2013 to 2017 came from other metro areas in the U.S.
- On net, the region lost more than 10,000 people to other metro areas in Colorado during 2013 to 2017. That same net loss to other Colorado metro areas was less than 1,000 people from 2009 to 2013.

Analysis geography

For the purposes of this analysis, the Denver region corresponds with the Denver-Aurora-Lakewood metropolitan statistical area combined with the Boulder metropolitan statistical area. The U.S. Office of Management and Budget labels all of Weld County, including a portion of DRCOG, as the Greeley metropolitan statistical area.

Denver region migration



Data source: "Metro Area-to-Metro Area Migration Flows" 2013-2017 and 2009-2013 American Community Surveys.

<https://www2.census.gov/programs-surveys/demo/tables/geographic-mobility/2017/metro-to-metro-migration/metro-to-metro-2013-2017.xlsx>

and <https://www2.census.gov/programs-surveys/demo/tables/geographic-mobility/2013/metro-to-metro-migration/metro-to-metro-2009-2013.xlsx>

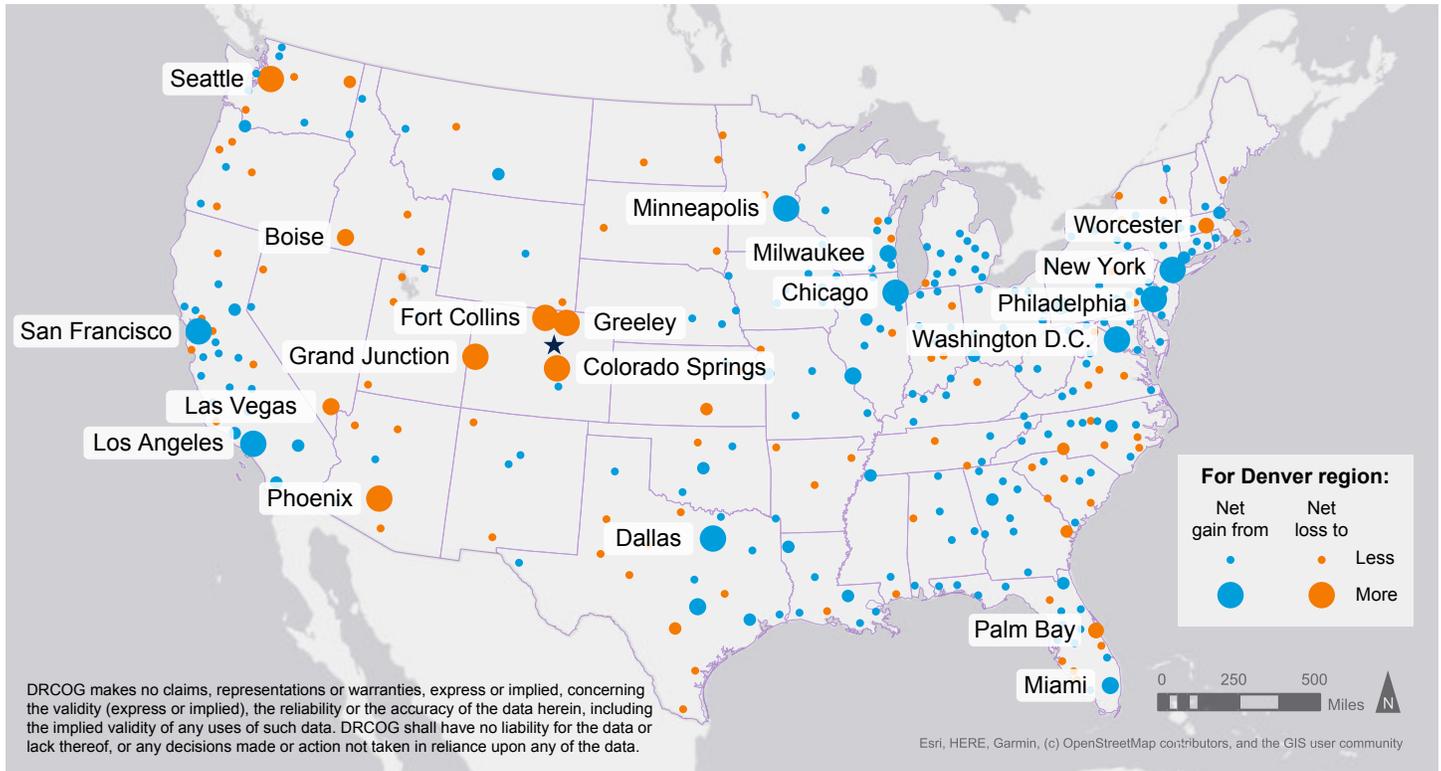
Accessed Oct 2019.

MIGRATION FROM, AND TO, OTHER METRO AREAS

The origins and destinations of people moving to and from the Denver region are most likely to be other metro areas in the U.S. More than three quarters of those moving to the region from 2013 to 2017 came from other metro areas in the U.S. Nearly 85% of people moving away from the region moved to other metro areas in the U.S.

The Denver region exchanged migrants with 314 of the other 388 metro areas in the U.S. from 2013 to 2017. For more than 80% of metro areas where there was an exchange, people moved in both directions. To make sense of this two-way exchange, demographers calculate net migration – the number of movers to an area, minus the number of movers from an area – to understand patterns of net loss and net gain.

Metro area net migration with the Denver region, 2013-2017



Data source: "Metro Area-to-Metro Area Migration Flows" 2013-2017 American Community Survey. <https://www2.census.gov/programs-surveys/demo/tables/geographic-mobility/2017/metro-to-metro-migration/metro-to-metro-2013-2017.xlsx>. Accessed Oct 2019.

STAYING IN COLORADO

Colorado is home to four of the top ten metro areas to which people from the Denver region moved, resulting in a net migration loss. The Denver region experienced a net loss of more than 10,000 people to other Colorado metro areas from 2013 to 2017, up from less than a 1,000-person net loss during the previous five-year period. However, further analysis may be warranted to estimate how much of the migration to the Greeley metro area involves Weld County communities near to, or with significant economic associations with, the Denver region.

Top metro areas from which the Denver region had a net migration gain from 2013 to 2017

Metro area	Net gain
Chicago	3,235
New York	3,020
Los Angeles	2,183
DC	1,677
Dallas	1,470
San Francisco	1,447
Philadelphia	1,195
Minneapolis	1,021
Milwaukee	622
Miami	575

Top metro areas to which the Denver region had a net migration loss from 2013 to 2017

Metro area	Net loss
Greeley	-3,474
Fort Collins	-3,212
Colorado Springs	-2,972
Seattle	-1,207
Phoenix	-1,098
Grand Junction	-1,009
Boise City	-511
Las Vegas	-510
Palm Bay	-424
Worcester	-372

The Denver Regional Council of Governments is a forum where local governments collaborate to make the region a great place to live, work and play. To support decision-making, DRCOG staff maintains and analyzes various data sets. This briefing is an opportunity to highlight insights from the data sets.

Questions? Ideas for topics? Contact Andy Taylor at ataylor@drcog.org. For more data, visit data.drcog.org.



ATTACH H

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
November 20, 2019	Informational Item	18

SUBJECT

2050 MVRTP public engagement summary from summer events and fall survey

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

Since June, DRCOG staff has been planning and implementing public engagement strategies for the initial phase of the 2050 Metro Vision Regional Transportation Plan. The goal of these initial activities was to learn more about people's vision and priorities for the future of transportation in our region. This input is intended to help guide the scenario planning analysis for the plan (see separate agenda item).

The attached document summarizes the results of the in-person outreach conducted at several events this summer and the online survey that was available in September and October. A more detailed summary report of all our efforts will be shared when the first phase of engagement for the plan is complete.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Phase one public engagement results summary document

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; or Lisa Houde, Communications Specialist (Public Engagement), at 303-480-5658 or lhoude@drcog.org.

PHASE ONE PUBLIC ENGAGEMENT RESULTS
IN-PERSON POP-UP OUTREACH AND ONLINE SURVEY
SUMMER/FALL 2019

BACKGROUND

DRCOG is working on the 2050 Metro Vision Regional Transportation Plan, a document that guide the region’s future multimodal transportation system. The plan is our long-range vision for regional transportation through 2050 and anticipates the transportation infrastructure and services needs as our region grows. This document summarizes results of initial public engagement activities.

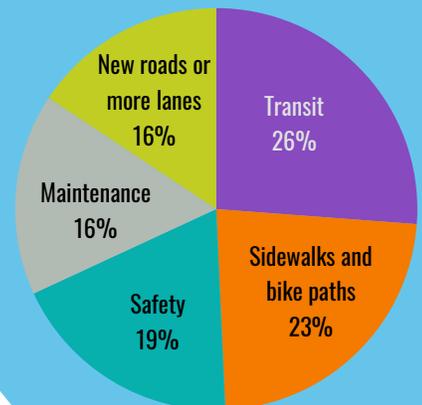
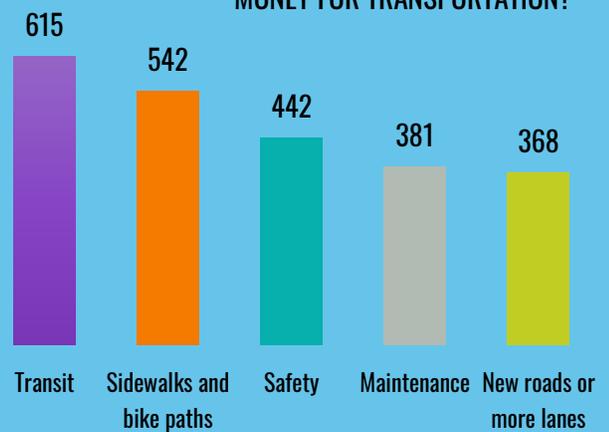
IN-PERSON POP-UP OUTREACH

In July and August 2019, DRCOG staff attended six different festivals and fairs around the region: the Colorado Black Arts Festival, the Gilpin County Fair, the Westminster Latino Festival, the Boulder County Fair, the Aurora Global Fest, and the Colorado Classic Open Streets event. At each event, DRCOG staff introduced event attendees to the regional transportation plan effort, distributed information about how to participate in the planning process, and asked attendees to participate in a game at our booth.

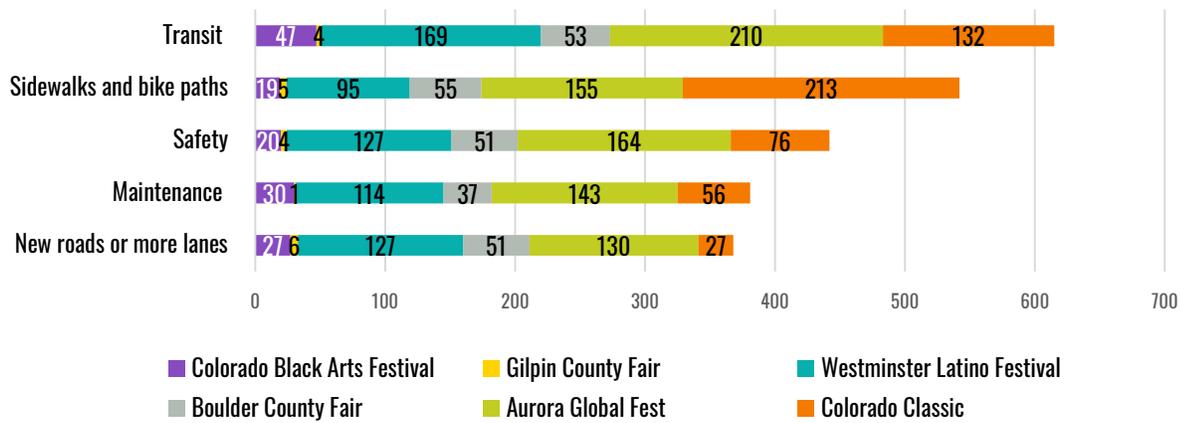
The game involved five buckets that each represented a different aspect of the transportation system: maintenance, sidewalks/bike paths, new roads or more lanes, safety, and transit. A card on the table included the main prompt for the game: “How would you use your money for transportation?” Each participant was given five plastic gold coins and was asked to distribute the coins amongst the buckets based on what was most important to them or what they would fix about the transportation system if they were in charge of funding decisions.

A total of approximately 470 people gave their input by playing the game and dozens more interacted with staff at the booth. The compiled results of the activity are documented to the right. Results displayed by event are noted on the following page.

RESULTS: HOW WOULD YOU USE YOUR MONEY FOR TRANSPORTATION?



RESULTS BY EVENT



OBSERVATIONS:

Transit, sidewalks/bike paths, and safety received the most overall coins. Transit was the highest priority of attendees at the Colorado Black Arts Festival, the Westminster Latino Festival, and the Aurora Global Fest, and second-highest at the Colorado Classic and Boulder County Fair. Sidewalks and bike paths were rated highest at the Colorado Classic and Boulder County Fair, but received the least number of coins at the Colorado Black Arts Festival and the Westminster Latino Festival.

ONLINE SURVEY

DRCOG hosted an online survey to solicit input from the public on several high-level questions to help inform the development of the plan. The first five questions were designed to understand the public's opinions about the current status of the regional transportation system, as well as their values and priorities for the future of transportation in the region. The final seven questions were entirely optional and served to document the demographics of respondents to better understand who participated in the survey. The survey was available in both Spanish and English.

This survey is an engagement tool for collecting feedback from the public; it is not intended to express a scientific, statistically-valid representation of all of the region's residents. Understanding the demographics of respondents through the optional questions helps us determine whether we need to use additional methods in the future to hear from a wider range of people in the region.

The survey was promoted through an eblast sent to over 2,700 people on existing DRCOG mailing lists as well as through multiple Spanish and English social media posts on Twitter, Facebook, and Instagram. The eblast requested additional distribution of the survey through each recipient's own organizations or networks.

Between September 4 and October 6, 2019, 594 people submitted responses to the survey. The majority of responses came from City & County of Denver residents (45 percent), followed by Arapahoe County (15 percent), and Jefferson County (14 percent). One percent of responses came from people living outside the DRCOG region. For a comparison of demographic characteristics of respondents to the regional population, see pages 11 and 12.

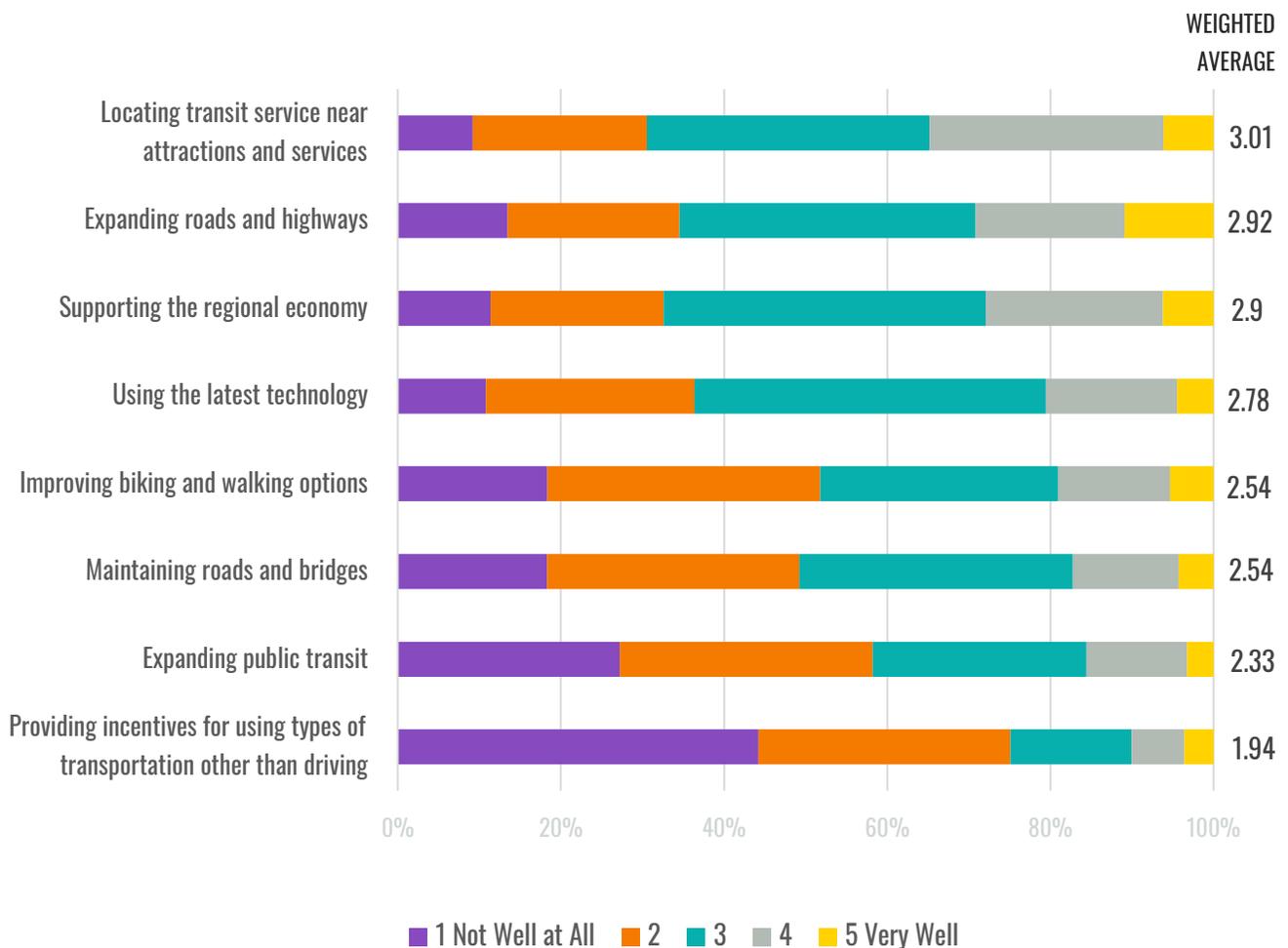
The remainder of this report documents the results of the survey and provides some observations about the responses, highlighting some of the variations in responses by residents of different counties. The results and responses from both this survey and the in-person outreach events will be used to inform the ongoing development of the plan.

ONLINE SURVEY: SUMMARY OF RESPONSES BY QUESTION

Q1: HOW WELL DO YOU THINK THE REGIONAL TRANSPORTATION SYSTEM IS DOING IN EACH OF THE AREAS LISTED BELOW? RATE EACH OF THEM ON A SCALE OF 1 TO 5, WITH 1 BEING “NOT WELL AT ALL” AND 5 BEING “VERY WELL”.

OBSERVATIONS:

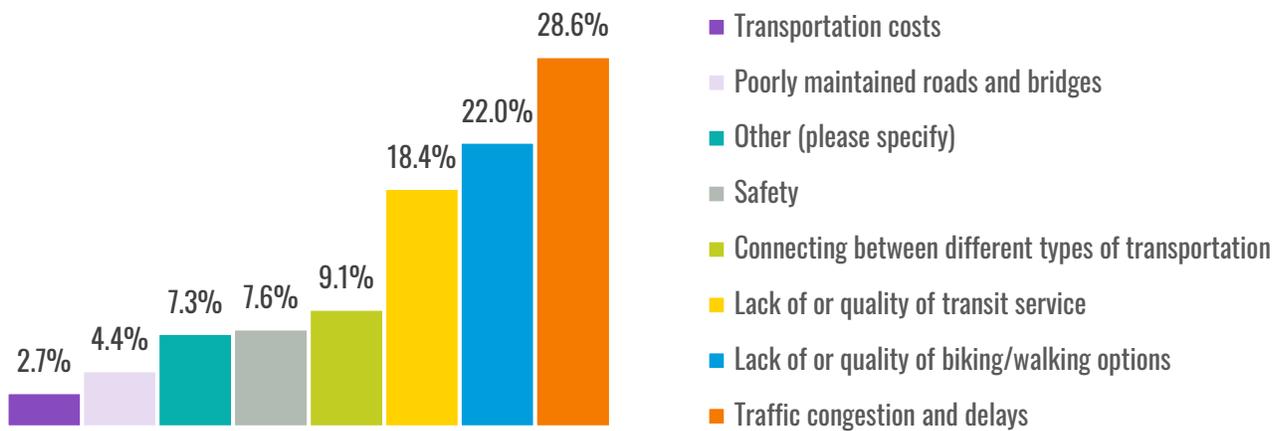
- › Residents rated the regional transportation system as average in most areas. Locating transit service near attractions and services received the highest average rating, while providing incentives for using types of transportation other than driving received the lowest rating.
- › Adams, Arapahoe, Douglas, and Jefferson gave lower ratings than Denver and Boulder to how well the region performs in expanding roads and highways and maintaining roads and highways.
- › Denver and Boulder gave lower ratings to locating transit service near attractions and services, using the latest technology, improving biking and walking options, and expanding public transit.



Q2: IN YOUR DAILY LIFE, WHAT IS YOUR MOST CRITICAL TRANSPORTATION CHALLENGE? SELECT THE ONE CHALLENGE THAT IS MOST CRITICAL TO YOU.

OBSERVATIONS:

- › Traffic congestion and delays was the most critical transportation challenge cited in every county but Denver, where lack of quality biking/walking options was the most critical challenge. Lack of quality transit service was also more often selected than traffic congestion and delays as the most critical challenge in Denver.
- › Adams County differed from other counties in that poorly maintained roads and bridges was the second most frequently selected transportation challenge, instead of lack of quality transit service or lack of quality biking/walking options.



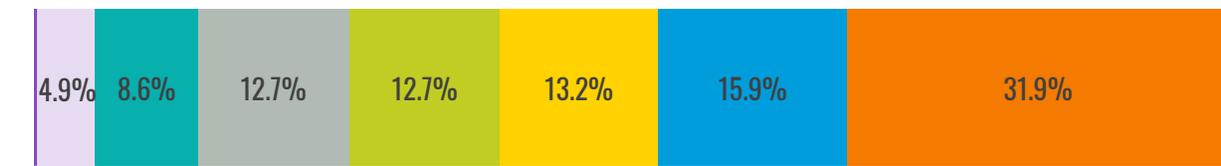
“OTHER” WRITTEN RESPONSES:

Air pollution | Ride hailing for older adults, people in wheelchairs | Inefficient use of tax money | Construction disrupting sidewalks and bus routes | Roadway space for too many modes | At-grade train crossings | Poor traffic engineering and signal timing | No restrooms at transit stops | Dangerous scooters | Access to the mountains for recreation | HOV requirement of 3 people | Global warming and climate change | Lack of first and last mile solutions | No transportation challenges | More than one option or all of the above

Q3: THE SUCCESS OF A TRANSPORTATION SYSTEM INVOLVES MANY DIFFERENT FACTORS. IN YOUR OPINION, WHICH FACTOR IS MOST IMPORTANT TO A SUCCESSFUL REGIONAL TRANSPORTATION SYSTEM?

OBSERVATIONS:

- > Transit was rated the most important overall, followed by people spending less time in traffic.
- > Transit was rated most important in four of the six largest counties.
- > People time was most important in Arapahoe and Douglas counties, and second most important in Adams and Jefferson.
- > In contrast to other counties, health was the second most frequently selected factor in Boulder County.
- > Equity was more frequently selected as most important in Adams County, compared to other counties.

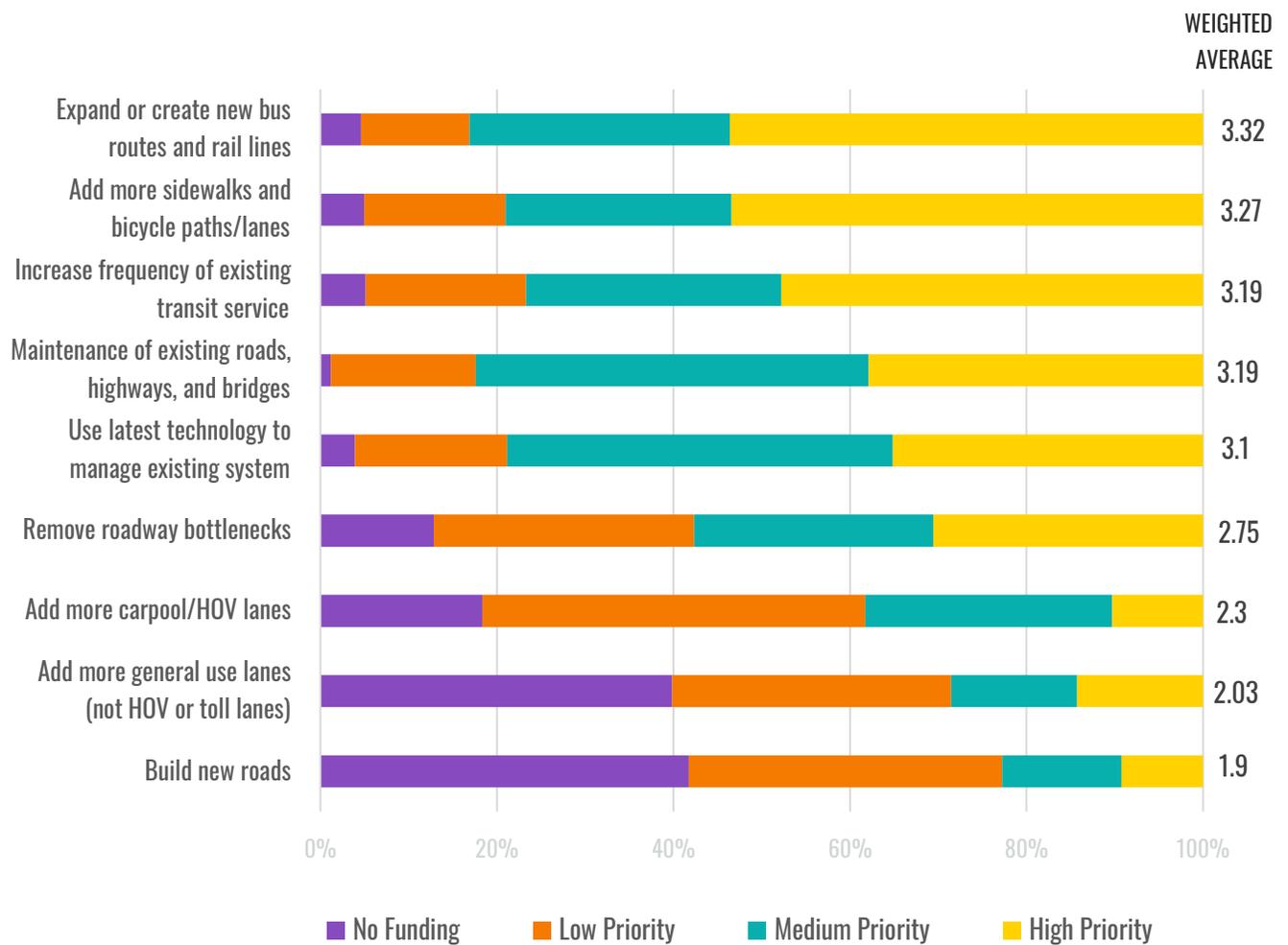


- Freight time: Delivery trucks spend less time in traffic.
- Other (please specify)
- Cost: Housing and transportation costs are manageable for households of all incomes.
- Safety: Fewer people are seriously injured or die from crashes.
- Health: Community health is improved, because of less pollution from transportation and more people are able to walk and bike to get places.
- Equity: It's easier for older people, people of color, people with low incomes, or people living with disabilities to access places they need to go.
- People time: People spend less time in traffic.
- Transit: Transit is more frequent, convenient, and goes to more places.

Q4: FUNDING IS LIMITED FOR TRANSPORTATION PROJECTS, SO IMPROVEMENTS MUST BE PRIORITIZED. PLEASE INDICATE WHETHER YOU THINK EACH OF THE FOLLOWING TRANSPORTATION PROJECTS SHOULD BE GIVEN A HIGH, MEDIUM, OR LOW PRIORITY FOR FUNDING, OR IF NO FUNDING SHOULD BE SPENT.

OBSERVATIONS:

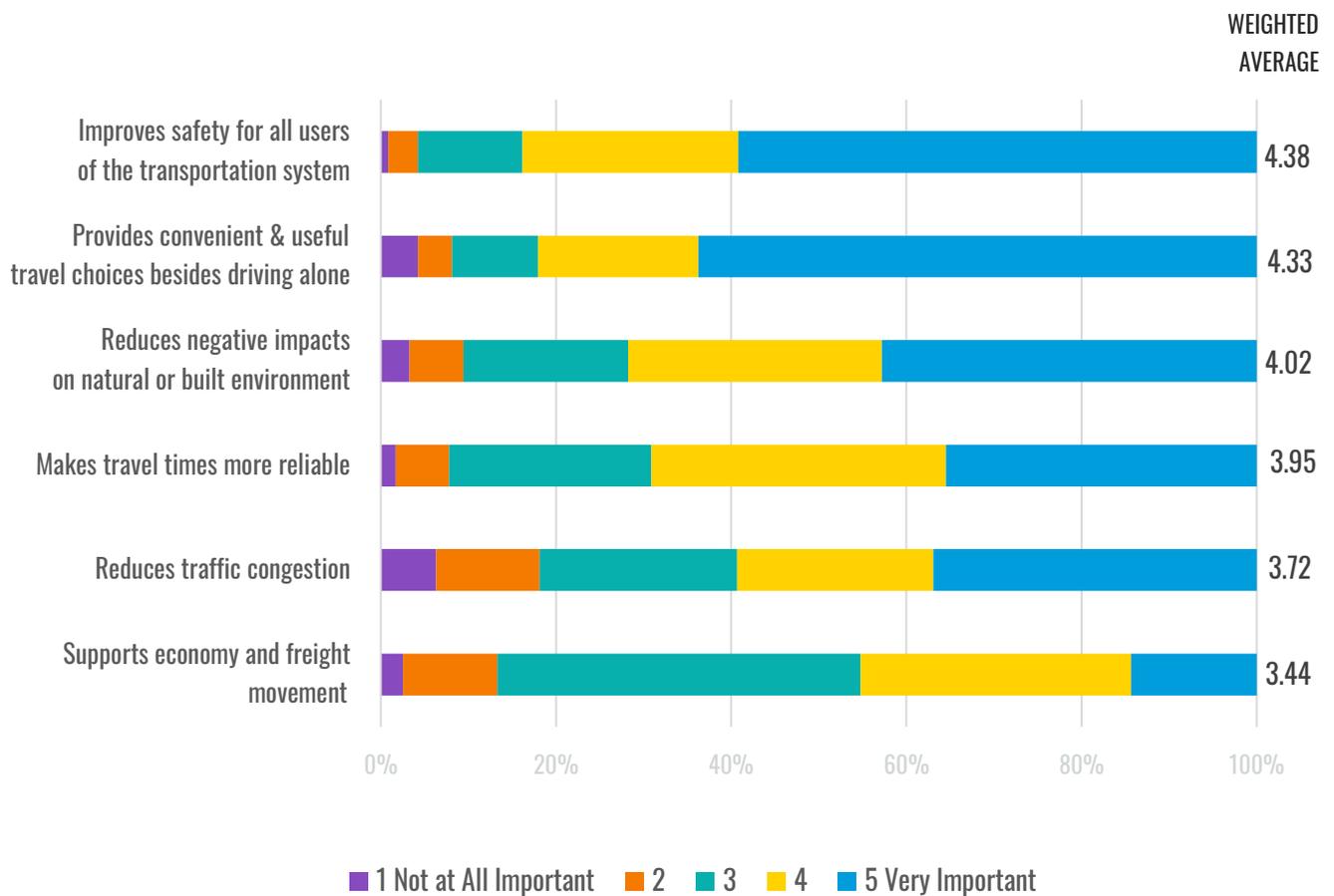
- > Overall, respondents gave the highest priority to expanding or creating new bus routes and rail lines, adding more sidewalks and bicycle paths/lanes, maintenance of existing roads, highways, and bridges, and increasing frequency of existing transit service.
- > Boulder and Denver did not give as high of priority to maintenance of existing roads, highways and bridges as other counties.
- > Boulder and Denver were very similar in that residents gave the highest priority to expanding or creating new bus routes, adding more sidewalks and bicycle paths/lanes, and increasing the frequency of existing transit service.
- > Douglas County residents placed the highest priority on maintenance of existing roads, highways, and bridges, removing roadway bottlenecks, and using the latest technology to manage the existing transportation system.



Q5: HOW IMPORTANT SHOULD EACH OF THE FOLLOWING FACTORS BE WHEN POLICYMAKERS ARE DEVELOPING TRANSPORTATION POLICIES & PLANS FOR THE DENVER REGION? RATE EACH OF THEM ON A SCALE OF 1 TO 5, WITH 1 BEING “NOT AT ALL IMPORTANT” AND 5 BEING “VERY IMPORTANT”.

OBSERVATIONS:

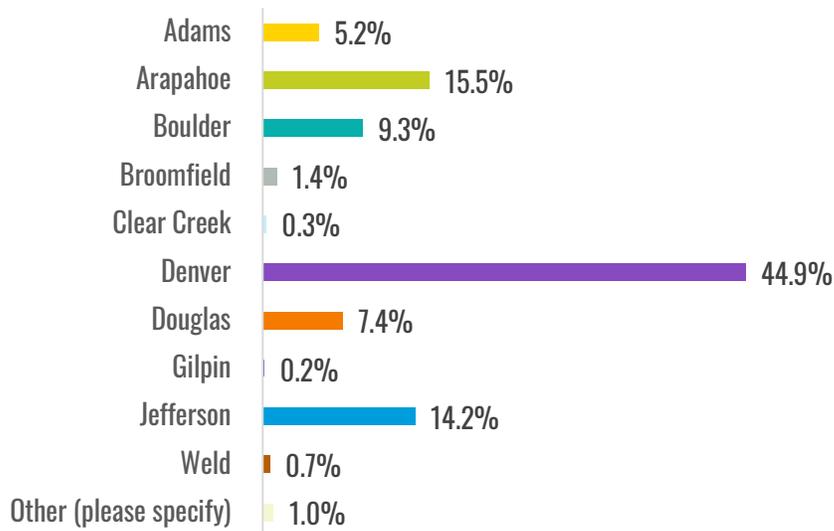
- > Improving safety is important to all residents.
- > Reducing traffic congestion is more important to residents of counties such as Adams, Arapahoe, and Douglas.
- > Making travel times more reliable is also more important to residents of counties such as Arapahoe, Douglas, and Jefferson.
- > Providing convenient and useful travel choices besides driving alone, and reducing negative impacts on natural or built environment is more important to Denver and Boulder County residents.



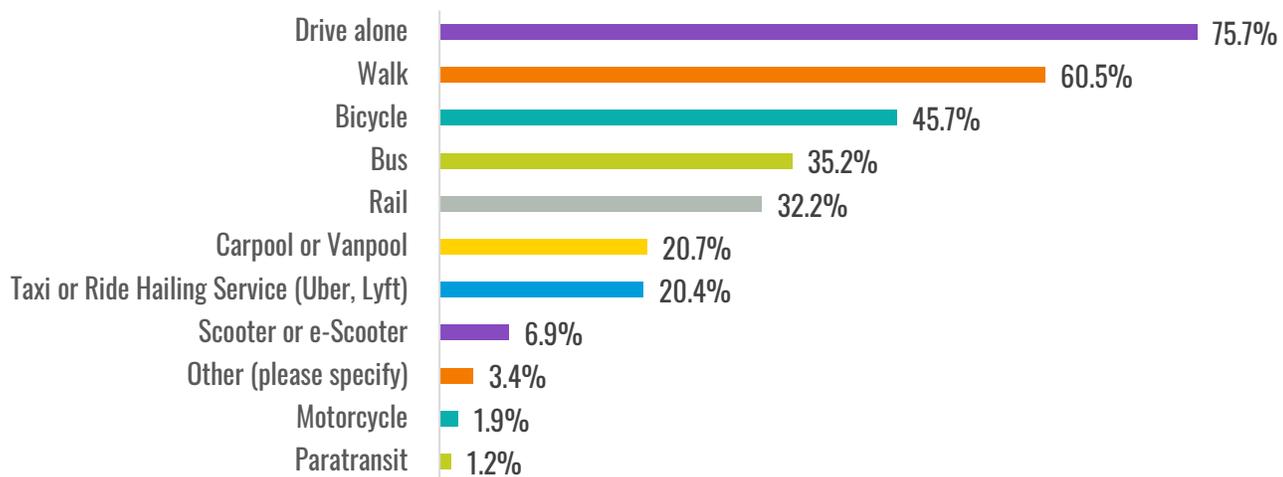
ONLINE PARTICIPANT DEMOGRAPHICS

594 people participated in the survey. In addition to the questions above, participants were also asked to provide optional demographic information to help DRCOG understand if our survey tool is reaching a representative group of people from the region. These results will allow us to better tailor our future outreach and ensure we hear a wide range of perspectives.

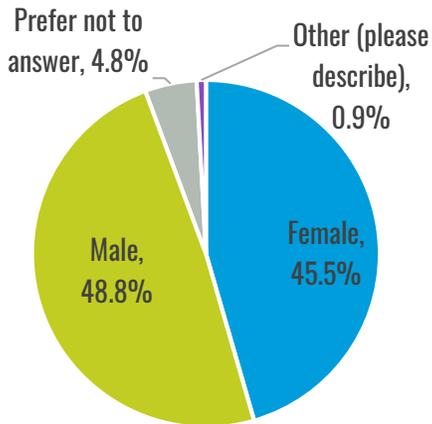
Q6: IN WHICH COUNTY DO YOU LIVE?



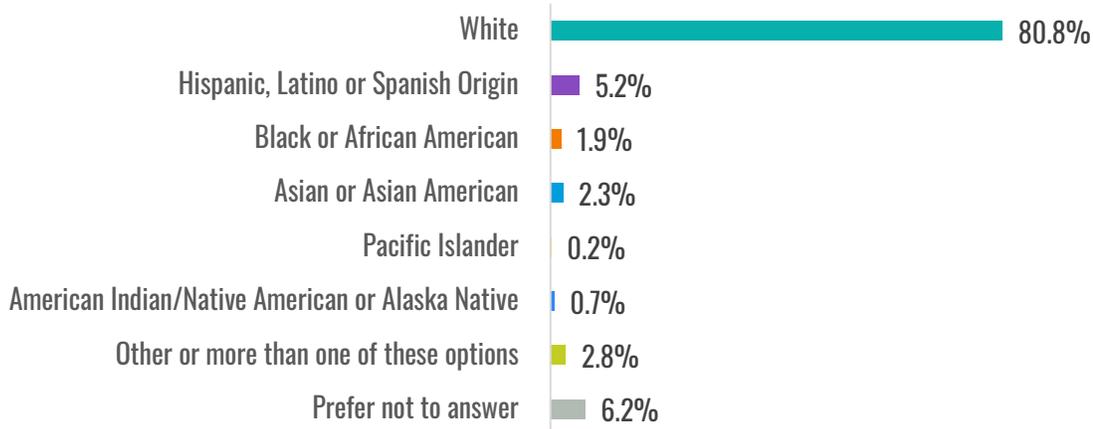
Q7: DURING A TYPICAL WEEK, WHICH OF THESE FORMS OF TRANSPORTATION DO YOU USE TO GET AROUND THE REGION? SELECT ALL THAT YOU USE.



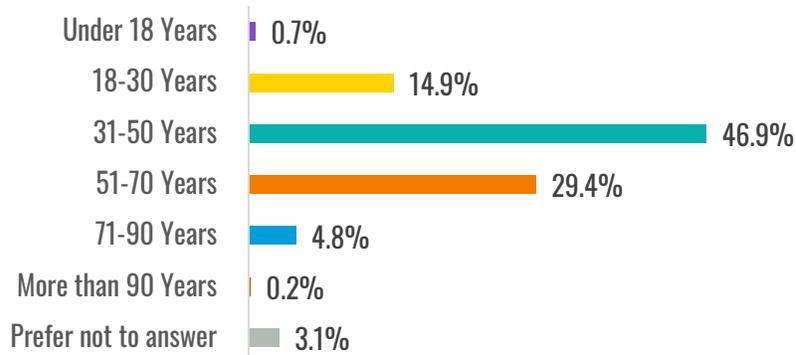
Q8: TO WHICH GENDER DO YOU MOST CLOSELY IDENTIFY?



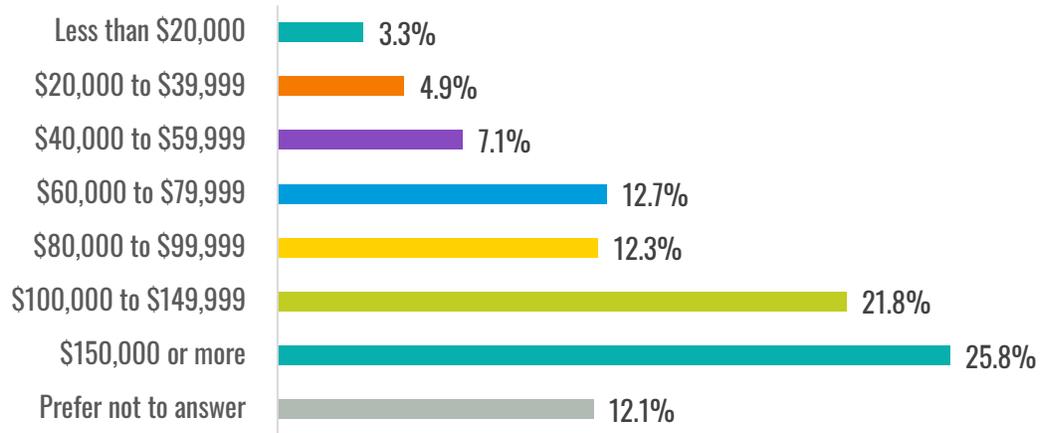
Q9: WHICH OF THESE OPTIONS BEST DESCRIBES YOUR ETHNICITY?



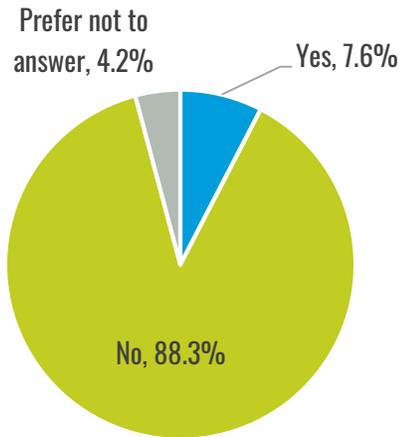
Q10: WHAT IS YOUR AGE?



Q11: WHAT IS YOUR ANNUAL HOUSEHOLD INCOME, BEFORE TAXES?



Q12: DO YOU HAVE ANY LIMITATIONS OR A DISABILITY THAT IMPACTS YOUR MOBILITY?



ONLINE PARTICIPANT COMPARISON TO REGIONAL POPULATION

The following tables help us analyze whether participants in the online survey were a representative group reflective of our diverse communities and broad range of experiences in our region. Groups that were underrepresented in respondent information by four percent or more are indicated in orange and groups that were overrepresented by four percent or more are indicated in blue.

COUNTY	PERCENT SURVEY RESPONDENTS	PERCENT OF POPULATION OF REGION
Adams	5.3%	15.7%
Arapahoe	15.7%	19.8%
Boulder	9.4%	9.9%
Broomfield	1.4%	2.1%
Clear Creek	0.3%	0.3%
Denver	45.3%	21.9%
Douglas	7.5%	10.5%
Gilpin	0.2%	0.2%
Jefferson	14.3%	17.6%
SW Weld	0.7%	2.0%

Respondents (593) minus those living outside DRCOG region (6)

GENDER	PERCENT SURVEY RESPONDENTS	PERCENT OF POPULATION OF REGION
Male	51.3%	49.8%
Female	47.8%	50.2%
Other (please describe)	0.9%	not available

Respondents (582) minus "prefer not to answer" (28)

RACE	PERCENT SURVEY RESPONDENTS	PERCENT OF POPULATION OF REGION*
White	86.2%	86.7%
Hispanic, Latino or Spanish Origin	5.5%	22.4%
Black or African American	2.0%	6.4%
American Indian/Native American/Alaska Native	0.7%	1.7%
Asian or Asian American	2.4%	5.2%
Pacific Islander	0.2%	
Other or more than one of these options	2.9%	Not available

Respondents (579) minus "prefer not to answer" (36).

*Does not include data for the portion of Weld County located within the DRCOG region. In addition, the Colorado Department of Local Affairs data differentiates by race (White, Black, American Indian, Asian/Pacific Islander) and ethnicity (Hispanic Origin or Not of Hispanic Origin), which allows for only a general comparison with the survey question. Data for Asian/Pacific Islander is combined.

AGE	PERCENT SURVEY RESPONDENTS	PERCENT OF POPULATION OF REGION*
Under 18	0.7%	21.6%
18-30 years	15.4%	18.8%
31-50 years	48.4%	29.0%
51-70 years	30.4%	22.9%
71-90 years	5.0%	7.4%
More than 90	0.2%	0.5%

Respondents (578) minus “prefer not to answer” (18)

*Does not include data for the portion of Weld County located within the DRCOG region.

INCOME	PERCENT SURVEY RESPONDENTS	PERCENT OF POPULATION OF REGION*
Less than \$20,000	3.7%	11.2%
\$20,000 to \$39,999	5.5%	15.3%
\$40,000 to \$59,999	8.1%	15.4%
\$60,000 to \$79,999	14.4%	10.0%**
\$80,000 to \$99,999	14.0%	13.6%***
\$100,000 to \$149,999	24.9%	17.4%
\$150,000 or more	29.4%	17.1%

Respondents (577) minus “prefer not to answer” (70)

*Does not include data for the portion of Weld County located within the DRCOG region.

**Available data is for 60,000-74,999.

***Available data is for 74,999-99,999.

ATTACH I

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
November 20, 2019	Informational Item	19

SUBJECT

This item concerns transmittal of the *Draft 2020 Policy Statement on State Legislative Issues*.

PROPOSED ACTION/RECOMMENDATIONS

No action is requested. This item is provided for information only.

ACTION BY OTHERS

N/A

SUMMARY

Each year, the Board adopts two policy statements on a range of specific state and federal legislative issues. These documents provide the DRCOG Board, staff and lobbyists with policy direction on legislative issues during the coming year.

The *Draft 2020 Policy Statement on State Legislative Issues* is provided now to give Board members and their staff sufficient time to review its contents before the Board considers and acts on the document at its December 2019 meeting. If you have suggested changes to the draft, you are encouraged to contact staff prior to December 6, 2019. Action to approve the document will be requested at the December Board meeting.

Also note the attached Principle Statement. It lays out the Board's general guidelines for the types of issues to be considered for positions. These particularly focus on issues with a specific significance to the Denver region; a unique effect upon local governments in this region; or a specific effect on DRCOG.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. Legislative Principle Statement
2. Draft 2020 Policy Statement on State Legislative Issues (with track changes)

ADDITIONAL INFORMATION

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

BOARD PRINCIPLES GUIDING DRCOG LEGISLATIVE POSITIONS

The Denver Regional Council of Governments' federal and state Legislative Program is defined by the character of the Denver region and the concerns of its local governments. The Denver region constitutes a unique area as distinguished from the rest of the state because its member governments comprise a large and highly urbanized population.

In the Denver region, the regional council, organized as a voluntary association of county and municipal governments, is the only regional spokesman for these entities. Due to DRCOG's regional character and local government orientation, the council is the appropriate forum for regionally focused legislative activity.

This self-imposed limitation to regional issues is reinforced by the activities of two other organizations, the Colorado Municipal League (CML) and Colorado Counties, Inc. (CCI). As statewide associations of municipal and county governments respectively, their interests are correspondingly broad. As a consequence, they address the entire range of local government issues before the state legislature, state executive and regulatory agencies, and the federal government. Both associations generally avoid issues that are unique to an individual community or region.

In addition to regional issues, DRCOG is concerned with issues that affect the organization or its programs. The organization assumes the responsibility for identifying and promoting the regional interest in its various fields of planning and management to state and federal legislative and administrative bodies.

It is not the policy of the Legislative Program to address all legislative/administrative issues of interest to local governments generally. Support of or opposition to a bill or legislative funding measure will be given, and be subject to reassessment, according to the bill's or measure's consistency with DRCOG's adopted principles, policies and plans. Where appropriate, DRCOG will strive to collaborate with other organizations representing local government(s), such as CCI and CML.

DRCOG's legislative activity generally will be focused on the following types of issues:

1. Proposals of special significance to the Denver region;
2. Proposals that would have a unique effect upon local governments in this region;
3. Proposals that affect DRCOG as an agency or which would affect one or more of its programs.

2020 POLICY STATEMENT ON STATE LEGISLATIVE ISSUES

INTRODUCTION

This paper outlines the key state policy issues of the Denver Regional Council of Governments (DRCOG). It identifies policy positions intended to inform the General Assembly, state executive branch officials and others as they develop and implement state policy on these issues. This policy statement guides positions and actions taken by the DRCOG Board, its staff and members during the 2019 state legislative session.

DRCOG is a membership organization of local elected officials representing 48 municipalities and nine counties in the Denver metro area. Under federal law, DRCOG serves as the metropolitan planning organization (MPO) coordinating transportation planning with air quality goals and serves as the Area Agency on Aging in eight counties to aid the 60-plus population. Under state statutes DRCOG, as the regional planning commission, prepares and adopts a regional plan for the metro area and has regional responsibility for oversight of transit projects and certain state-sponsored and private toll-road projects.

REGIONAL PLANNING & DEVELOPMENT

Regional growth and development are of significant concern for metro area residents, policymakers and community leaders. The counties and municipalities of the Denver region have been advancing a shared aspirational vision of the future of the metro area for more than 60 years. Working together to make life better for our communities and residents, that vision has taken various forms over the years— most recently as a regional plan known as Metro Vision.

Metro Vision fulfills DRCOG's statutory duty to make and adopt a regional plan for the physical development of the region's territory. The plan remains advisory for a local jurisdiction unless its planning commission chooses to adopt it as its official advisory plan under Colorado Revised Statutes 30-28-106(2). The current Metro Vision plan was most recently adopted by DRCOG's board of directors on April 18, 2018.

Metro Vision guides DRCOG's work and establishes shared expectations with our region's many and various planning partners. The plan outlines broad outcomes, objectives and initiatives established by the DRCOG board to make life better for the region's residents. Metro Vision is aspirational and long-range in focus, but it has historically served to inform nearer-term policies and initiatives.

The DRCOG board of directors recognizes that the success of the Metro Vision plan requires the coordinated efforts of local, state and federal governments; the business community; and other planning partners, including philanthropic and not-for-profit organizations. **DRCOG supports those efforts that contribute to the achievement of Metro Vision's regional outcomes and encourages state and regional entities to align their policies and investment decisions with Metro Vision and other regional**

agreements to advance shared objectives.

Metro Vision establishes 14 interrelated aspirational outcomes, which describe a future that DRCOG, local governments and its partners will work toward together. DRCOG may support or oppose legislative proposals based on their potential to impact the region's ability to achieve these outcomes and the associated performance measures, targets and action elements. These Metro Vision outcomes are as follows:

Outcomes – An efficient and predictable development pattern

- The region is comprised of diverse, livable communities.
- Through a coordinated effort between DRCOG and local communities, new urban development occurs in an orderly and compact pattern within regionally designated areas.
- Connected urban centers and multimodal corridors throughout the region accommodate a growing share of the region's housing and employment.

Outcomes – A connected multimodal region

- The regional transportation system is well-connected and serves all modes of travel.
- The transportation system is safe, reliable and well-maintained.

Outcomes – A safe and resilient natural and built environment

- The region has clean water and air, and lower greenhouse gas emissions.
- The region values, protects and connects people to its diverse natural resource areas, open space, parks and trails.
- The region's working agricultural lands and activities contribute to a strong regional food system.
- The risk and effects of natural and human-created hazards is reduced.

Outcomes – Healthy, inclusive and livable communities

- The built and natural environment supports healthy and active choices.
- The region's residents have expanded connections to health services.
- Diverse housing options meet the needs of residents of all ages, incomes and abilities.

Outcomes – A vibrant regional economy

- All residents have access to a range of transportation, employment, commerce, housing, educational, cultural and recreational opportunities.
- Investments in infrastructure and amenities allow people and businesses to thrive

and prosper.

Metro Vision also includes numerous objectives and strategic initiatives that identify areas for continuous improvements and specific voluntary opportunities that DRCOG and our many partners can consider. To help track the region's progress toward our shared outcomes, the plan establishes a series of regional performance measures.

More information on the Metro Vision plan, including objectives and performance measures that may inform DRCOG's position on legislative proposals can be found on the DRCOG website (metrovision.drcog.org).

Transit-oriented development

The residents of the Denver metro area have made a significant financial commitment to expand the region's rapid transit system. To maximize the benefit of this investment, the areas surrounding existing and future transit stations should be developed or redeveloped to include appropriate higher-density, mixed-use, pedestrian- and bicycle-oriented development that supports transit use. **DRCOG supports legislative initiatives that foster transit-oriented development, including but not limited to: a) providing the Regional Transportation District (RTD) with the ability to manage its park-and-ride facilities using best practices that help the region reduce vehicle miles traveled (VMT); b) expanding the ability of RTD and local governments to enter into joint- development agreements; and c) protecting local authority to use tax-increment financing to lever- age development in areas around transit stations.**

Local land use authority and planning

Local comprehensive/master plans provide a framework for the exercise of local land use authority. They form the basis for local growth and development decisions. **DRCOG supports the use of comprehensive/master plans as the foundation for local land use decision- making.**

Private property rights

DRCOG respects private property rights within a legal context that protects local land use authority and emphasizes that governmental actions often add value to private property. While acknowledging that there are concerns over a potential for inappropriate uses of that authority, DRCOG believes that U.S. Supreme Court decisions defining constitutional restrictions on local government regulation of private property are adequate to protect both public and private rights. When these restrictions are coupled with established precedents of the Colorado Supreme Court, protections accorded to landowners are reasonable, appropriate and balanced. Therefore, **DRCOG opposes further restrictions on the ability of governmental entities to regulate private property for the benefit of the public and opposes takings and eminent domain legislation that goes beyond the existing rulings of the U.S. Supreme Court and the Colorado Supreme Court as an attempt to unconstitutionally restrict local**

land use authority.

Planning data and technical support

DRCOG recognizes the importance of unbiased, reliable and consistent data in effective local and regional planning and decision-making. DRCOG also collaborates with the state to provide a variety of planning and technical assistance services to small communities. **DRCOG encourages the General Assembly and state agencies to further support efforts that would provide local governments with planning tools, technical assistance and other resources needed to enhance local and regional decision-making. DRCOG supports legislation that ensures readily available access to public data sets, including digital data, for use in planning analysis.**

Housing

An adequate supply and mix of housing options continues to be a concern of local governments. Housing choices allow individuals and families to find desirable housing that is affordable and accessible in communities throughout the region, allowing them to stay in their community of choice as their economic or life circumstances change. A range of housing options across the region benefits both individuals and families and can improve the economic vitality and diversity of local communities. **DRCOG supports the following principles pertaining to the quality, quantity and affordability of housing in the Denver metro area:**

- 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
- regional approaches to addressing the affordable housing issue that incentivize local efforts, particularly as they relate to preservation of existing affordable housing stock
- an adequate supply of permanently affordable housing located near job and transit hubs and continued public- and private-sector support for such an effort
- increased state financial support for loan and grant programs for low- and moderate-income housing, including associated [amenities supportive services and programs](#) that promote [wellness, stability and](#) access to opportunity
- collaboration among public and private entities, including efforts to develop loan programs and address the jobs-housing connections
- renters and homeowners (including manufactured home owners) have appropriate protections from discrimination and displacement. Policies should emphasize the rights of residents and minimize disparities in treatment under the law.
- actions to provide more accessible and obtainable housing options for seniors

TRANSPORTATION

Transportation planning

Federal and state laws and regulations establish a critical role for the metropolitan planning organization (MPO) in the transportation planning process. Congress has emphasized the importance of local government involvement, through the designated regional planning agency, in selecting projects and prioritizing funding for transportation. **DRCOG supports the process established between DRCOG, the Regional Transportation District (RTD) and the Colorado Department of Transportation (CDOT) to address the following issues before final adoption of the Statewide Transportation Plan and will evaluate state legislative and administrative actions for consistency with this process:**

- the distribution of estimated future transportation revenues and the range of certainty regarding estimated funding allocations
- rules and criteria for determining regional transportation project selection, including system preservation projects as well as immediate and future transportation priorities based on the Regional Transportation Plan
- a dispute-resolution process to mediate disputes related to these requirements

The synergy between transportation and land use affects the region's growth and development, use of transportation facilities and environmental quality. A coordinated approach between the state and regional transportation systems' planning efforts and local project development is crucial to ensure environmental compatibility, efficient system performance and cost-effective solutions. Although individual local governments can take actions to address these issues in their own jurisdictions, a regional approach to addressing them also is necessary. **DRCOG supports early and frequent consultations between state, regional and local agencies to coordinate regionwide system and project planning efforts, as well as to coordinate transportation, land use and air quality planning efforts. DRCOG will evaluate state legislative and administrative actions for consistency with this policy.**

Role of the MPO

The interdependence of transportation systems in metropolitan areas, particularly in the context of population growth and its demands on resources, necessitates a regional approach to transportation problem solving. As the MPO for the Denver metro area, DRCOG is responsible for planning and programming funds for a regional multimodal transportation system. The role of the MPO and the importance of cooperation among transportation agencies are recognized in federal law and regulation. The MPO serves as the forum for collaborative decision-making on regional transportation issues and brings together decision-makers from local governments, other regional agencies and state transportation agencies to consider strategic and innovative solutions.

The critical role of the MPO needs to be recognized and supported at the state level. Consensus between state and regional transportation agencies also is critical. **DRCOG supports the following principles with regard to the role of the MPO:**

- transportation planning that is coordinated between DRCOG, CDOT, RTD and local communities, with each participating transportation agency's plan recognizing the region's priorities in the context of statewide transportation priorities
- a strong role for MPOs placing them on equal footing with CDOT and applicable regional transit agencies in selecting projects to be funded to ensure that local, regional and state transportation needs are met in a coordinated and cooperative manner
- legislation that reinforces collaboration between state and regional transportation agencies and recognizes their respective roles, responsibilities and interests
- legislation to ensure that representation on the Transportation Commission reflects approximately equal populations based on the most recent population census

Transportation financing

Colorado and the Denver metro area face serious funding shortages for meeting their transportation needs. Regional and statewide analyses show existing revenue sources are inadequate to maintain current infrastructure, let alone address congestion, provide multimodal options desired by the public, address needs in agricultural and energy-impacted areas, and ensure safe travel throughout the state. The region's long-term economic vitality requires a built environment that includes effective and convenient transportation options. Colorado and the metro area need a revenue system that is reliable and sufficient to maintain the existing transportation system in good condition and to invest in the system to keep pace with population growth. Thus, enhancements to existing revenue sources and the enactment of new revenue sources are necessary.

DRCOG supports the following principles and actions to meet transportation financing needs:

- Increase funding for transportation to preserve the system, address congestion and safety, and provide multi-modal options for people of all ages, incomes and abilities.
- Reduce or eliminate off-the-top appropriations from the Highway Users Tax Fund.
- Consider alternative revenue and financing mechanisms, such as road usage charges, and, under certain circumstances, tolling and congestion pricing of existing roadways.
- Provide an appropriate share of new or increased revenues back to local governments.
- Consider the effects of land use decisions on transportation infrastructure needs.

- Protect and expand the authority of regions to implement regional financing tools.
- Where appropriate, support the use of managed lanes, including tolled express lanes, to help drivers reliably anticipate travel time on major corridors in the Denver metropolitan area. Retain the requirement that any road, highway or tolled lane within or affecting the Denver metro area be reviewed and approved by the DRCOG board for inclusion in the fiscally constrained regional transportation plan. Ensure toll receipts remain in the regional highway system that is being tolled.
- Allow toll receipts to be used for multimodal improvements and accumulated for system reconstruction.
- Allocate federal and state funds to achieve funding equity statewide based on justified needs (system preservation, congestion and multimodal options) and contribution to overall revenues.
- Re-examine state formulas and procedures to ensure an adequate amount of federal and state funds are made available to urbanized and metropolitan areas to relieve congestion, increase safety, and achieve and maintain air quality standards.
- Consider revising the responsibilities for maintenance and supervision of the non-National Highway System portions of the current state highway system, subject to the condition that any devolution to local governments be accompanied by the funding necessary to avoid unfunded mandates and pursuant to review by, and consent of, affected local and regional agencies.

Multimodal transportation

Efforts to address transportation needs in the region must draw upon an array of transportation modes to reduce single-occupant vehicle demand and to provide a variety of transportation choices. DRCOG strongly believes multimodal travel options are imperative to preserve and enhance our quality of life. **DRCOG 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.**

Coordination of regional and statewide transportation efforts

The DRCOG area generates a significant number of trips throughout the state of Colorado. At the same time, residents from throughout Colorado travel to, and through, the metro area. Coordination of transportation planning and funding efforts between DRCOG and neighboring councils of governments, transportation planning regions and coalitions, especially in the primary north-south (Interstate 25) and east-west (Interstate 70) corridors will provide mobility and economic benefits not just for the DRCOG region but for the entire state. Regional consensus through the existing planning processes is critical for defining large-scale projects in the state's major transportation corridors, establishing their priorities, and broadening the base for their funding. **DRCOG**

supports regional and statewide efforts to enhance consensus-building among partners and will work to pursue multimodal transportation solutions. DRCOG supports using the regional and statewide transportation planning processes to explore and identify transportation solutions and will evaluate state legislative and administrative actions for consistency with this policy.

Advanced mobility

Rapidly changing technology is revolutionizing transportation mobility. From dockless scooters and e-bikes (electric bicycles) to the potential for connected and automated vehicles, the transportation sector is undergoing a rapid and uncharted evolution toward mobility on demand and mobility as a service. In 2018, DRCOG participated in Mobility Choice Blueprint – a one-of-a-kind planning and funding partnership among CDOT, DRCOG, RTD and the Denver Metro Chamber of Commerce to help the Denver region identify how to best prepare for the era of advanced mobility. Through the Mobility Choice Blueprint process, DRCOG has identified leadership opportunities in the areas of advanced mobility governance and data management. As the MPO, DRCOG coordinates the region’s transportation planning process among DRCOG, CDOT and RTD. Advanced mobility represents a natural extension of DRCOG’s MPO role as the region implements and expands the Mobility Choice Blueprint process. Similarly the cooperative and collaborative data management essential to the region’s successful integration of new and emerging transportation technologies will be facilitated by DRCOG’s experience leading the Denver Regional Data Consortium and creating or serving as a repository of numerous land use, transportation, traffic, GIS and other data sets. **DRCOG encourages the General Assembly and state agencies to support efforts to provide local governments with planning tools, technical assistance and the other resources necessary to prepare for new and emerging transportation technologies.**

Transportation demand management

Transportation demand management programs, projects and services can help reduce congestion and improve air quality by decreasing the amount of automobile traffic during high-demand periods. DRCOG sees transportation demand management as an important element of the region’s long-range growth management and transportation planning strategy. **DRCOG supports the following principles and programs to promote transportation demand management efforts:**

- a coordinated regionwide effort (Way to Go) to promote and encourage adoption of non-single- occupant-vehicle (non-SOV) travel options
- active transportation to encourage healthier travel choices, including bicycling and walking
- transit
- telecommuting, flextime and other changes to normal work patterns to avoid peak traffic conditions

- carpooling, vanpooling and other forms of ridesharing including the underlying technologies to facilitate matches
- encouraging parents to use carpools for taking students to school and infrastructure that facilitates these transportation options
- non-automobile infrastructure investments by the state, counties and cities
- employer promotion of alternative mode use by employees
- coordination of transportation alternatives wherever traffic congestion occurs, such as at schools, large retail shopping centers and in connection with sporting or cultural events or major transportation infrastructure construction
- incentives to individuals who use alternative modes

Safe and effective management of the transportation system

Efforts to promote the effective day-to-day operational management of the freeway and arterial road systems and transit facilities are important to making the best use of existing transportation investments. **DRCOG supports approaches that make use of the roadways and transit facilities more efficient, including collaborative programs for incident management and intelligent transportation systems. DRCOG supports efforts that improve or expand situational awareness for transportation operators and supports their ability to both effectively manage transportation systems and distribute real-time traveler information.**

DRCOG's board-adopted Metro Vision plan includes a safety performance measure to reduce the number of traffic fatalities to fewer than 100 annually by 2040. ~~Additionally, the~~The board will ~~focus its~~consider investments ~~in-through~~ the ~~next-~~Transportation Improvement Program ~~on improving~~to improve the safety and security of the transportation system. **DRCOG supports efforts to improve the safety of the traveling public – drivers, transit riders, pedestrians and bicyclists. DRCOG supports educational, enforcement and engineering approaches that enhance safety to reduce crashes, serious injuries and fatalities. These include approaches to optimize the multimodal transportation system to improve the safe and reliable flow of people and goods such as incident management, safety education and awareness, driver safety measures and other measures proved to enhance safety.**

Transportation for older adults and vulnerable populations

Access to transportation is critical for older adults and individuals with disabilities, low income individuals, veterans and other vulnerable populations. Transportation allows them to obtain health care, food and to maintain and increase social, family and other life-sustaining relationships. DRCOG promotes the concept of regional cooperation and coordination among counties and local service providers to most effectively use the limited resources available for transportation for older adults and other vulnerable populations. **DRCOG supports the following:**

- a system that:
 - ensures more and better service is provided to older adults and vulnerable populations
 - reduces administrative and service duplication
 - increases coordination among funding sources, providers, jurisdictions and trips
 - efficiently uses taxpayer dollars to provide life-sustaining mobility
- increased state funding for general and Medicaid transportation services for older adults and other vulnerable

OLDER ADULTS & INDIVIDUALS WITH DISABILITIES

As the designated Area Agency on Aging (under the federal Older Americans Act) for Adams, Arapahoe, Broomfield, Clear Creek, Denver, Douglas, Gilpin and Jefferson counties, DRCOG advocates, plans, funds and coordinates the provision of services for older adults. DRCOG also has been designated as an Aging and Disability Resource Center (ADRC) under the Affordable Care Act and in that capacity is charged with providing a coordinated and streamlined access point to long-term care services and supports for adults age 60 and over or age 18 and over living with a disability, and their caregivers. As an advocate for older adults, individuals with disabilities, veterans and their caregivers, DRCOG works with various agencies, groups and individuals to support state legislation, regulations and programs to meet their needs. DRCOG also provides the direct services of a long-term care ombudsman and information, referral and assistance. In performing these roles, **DRCOG supports the following:**

Planning and delivery of services

Federal and state laws mandate critical roles for area agencies on aging: planning and developing programs and services to meet the needs of older adults; advocating for and representing the issues and concerns of older adults; and distributing federal and state funds to service providers. As an ADRC, DRCOG is directed to provide older adults, individuals with disabilities, and their caregivers with information and assistance about available resources and options counseling. DRCOG works with the state, other government agencies, consumers, service providers, private and nonprofit organizations, and foundations to identify needs for services and then brings the parties together to determine the preferred approaches to address these needs. **DRCOG**

supports:

- state legislative and regulatory provisions reinforcing collaboration between the state and area agencies on aging and respecting their respective roles and interests, consistent with state and federal laws. ~~DRCOG supports~~
- collaboration and partnerships to better meet **the service needs of older adults** consistent with DRCOG's responsibilities as an area agency on aging and an ADRC, ~~including policies, projects, programs and funding to improve data collection and analysis of cost effectiveness.~~
- collaboration in the exploration of partnerships to provide access to area agency on aging services through public and private health insurance benefits that would be coordinated with the AAA's across the state to provide cost effective community-based services.
- the establishment of local wellness funds, which are locally controlled pools of funds created to support community wellbeing and clinical preventions efforts that improve health outcomes and reduce the cost of health care.

Funding

Colorado and the Denver metro area face serious funding shortages related to economically and socially needy older adults, individuals with disabilities and their caregivers in the region. Regional and statewide assessments show that existing revenue sources are insufficient to meet current needs for services such as home modifications, meals, transportation to medical appointments and health promotion. Thus, enhancements to existing sources and development of more reliable sources are necessary. **DRCOG supports:**

- increased funding for programs and exploration of programs providing services to older adults, individuals with disabilities, veterans and their caregivers, especially services that support individuals continuing to live independently in their homes and communities, including efforts to improve data collection and analysis of cost effectiveness.
- efforts to use state funds for programs that provide prescription drugs more efficiently and effectively, including efforts to increase pricing transparency and reduce the costs of purchasing such prescription drugs to enable associated programs to better serve their growing caseloads.
- 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.
- action by the General Assembly to fully fund the required share to match federal

funds available to the state through the Older Americans Act, including the National Family Caregiver Support Program, so as not to require an increase in the required local share. Such state or local shares or matches should not be required to come from existing program funds.

- distributing State Funding for Senior Services monies, including the Older Coloradans Cash Fund, using the existing structure created to administer Older Americans Act funds. DRCOG also supports the equitable distribution of federal and state funds to area agencies on aging based on the needs and contribution of each region.
- re-examination of state procedures and distribution formulas for federal and state funds to ensure adequate funds are available to urbanized areas to meet the needs of older adults.

Long-term care

Older adults receiving long-term care services, including those living in long-term care communities (such as nursing homes and assisted living facilities) and those enrolled in the Program of All-Inclusive Care for the Elderly (PACE) are some of the most vulnerable members of the regional community. As the operator of the Long-Term Care Ombudsman Program for the region, DRCOG is an advocate for the rights of residents and quality of care for those in long-term care communities and participants in PACE. **DRCOG supports increases in the quality of care and consumer protections for older adults and their caregivers and, in particular, legislation strengthening the role of the long-term care ombudsman and PACE ombudsman as resident and consumer advocates. DRCOG urges the state, when making decisions regarding funding for long-term care programs, to structure such funding to protect the quality of care for residents and participants, including funding for optimal ombudsman staffing.**

Housing

Available, affordable and accessible housing is a particular concern of older adults and individuals with disabilities, who mostly live on fixed incomes. However, an equally critical concern is the ability to live independently as part of the larger community. As individuals age or experience disability, the availability of in-home and related services that enable them to remain in their homes becomes increasingly important. Growing evidence indicates older adults and individuals with disabilities are healthier and require fewer costly services when they have affordable and accessible housing choices, are provided with the ability to age in place, remain connected to the community and its networks, and have access to long-term care. **DRCOG supports:**

- increased funding and regulatory changes that improve the availability of supportive services, while maintaining consumer protections for clients and family caregivers
- property tax relief to help reduce a tax liability that especially burdens low-income seniors and older adults on fixed incomes

- policies, programs and services that preserve existing affordable housing stock, promote access to a variety of housing options in diverse geographic locations, and provide consumer protections that enable older adults and individuals with disabilities to age in place

Driver safety and older adults

As individuals age, their ability to drive safely may diminish. However, DRCOG is concerned that addressing this issue solely based on age imposes undue hardships on older residents who can drive safely. When older residents are not allowed to drive, the availability of transportation for medical appointments, grocery shopping and social activities is essential for seniors to maintain independence. **DRCOG supports functional assessments of driving ability rather than age cut-off as the basis for imposing limitations on driving by individuals. DRCOG supports adequate funding for providing transportation services for the elderly and individuals with disabilities.**

ENVIRONMENT

Air quality

Air quality affects all residents of the region and continues to be a concern. The region fails to meet current federal standards for ozone and more stringent standards are expected to be established by the Environmental Protection Agency. Meeting a more aggressive ozone standard will require continuous efforts from many parties. **DRCOG supports:**

- efforts to reduce emissions from all sources sufficient to meet federal air quality standards
- transportation and land use strategies that improve air quality in the region
- alternative fuel sources and clean-burning technology and provision of infrastructure and services for alternative fuels
- incentives for purchasing high fuel economy or alternative fuel vehicles or for accelerated retirement of inefficient or high-polluting personal, commercial or fleet vehicles that are beyond repair
- offering services, including incentives that encourage and facilitate the use of alternative modes of travel
- examination of the potential of select speed limit reductions

Water supply

An adequate, dependable supply of water is necessary for urban, agriculture, recreation and open-space priorities both in the Denver metro area and throughout the state. Metro Vision calls for maximizing the wise use of water resources through efficient land development and other strategies. **DRCOG supports:**

- collaborative efforts among local governments, water providers and other stakeholders to promote water conservation
- data collection and research to increase understanding of the link between land development and water demand, and best practices to promote the efficient use of water resources across the region
- water resource planning, management and development within the existing constitutional framework and pursuant to the basin roundtables process established in the Colorado Water for the 21st Century Act (HB 05-1177), in which interbasin compacts are negotiated for the equitable distribution of the state's waters
- water reuse as one component in efforts to meet water supply needs and thus supports efforts to facilitate the reuse of water consistent with Colorado's constitutional water rights system
- policies and practices that, consistent with local government authority, protect Colorado's water resources
- the development of Colorado's Water Plan that emphasizes conservation, storage, drought mitigation and streamlining of the regulatory processes, aligns the state's various water efforts and provides a benchmark for future collaboration in addressing Colorado's water supply needs

Open space

Open space resources available to citizens in the Denver metro area are important to our quality of life. **DRCOG supports:**

- planning, acquisition, protection and preservation of open space resources
- increasing funding for open space preservation
- Great Outdoors Colorado and other efforts advancing major land acquisitions along the Front Range that link open spaces in the metro area to protect canyons and river corridors, the mountain backdrop and prominent geographic features, freestanding community buffer areas, and the east metro plains

INTERGOVERNMENTAL RELATIONS

Intergovernmental cooperation

The state government, local governments and regional agencies all provide critical services and implement programs for the benefit of Colorado residents. Legislative bodies and executive agencies at each level should respect the roles and responsibilities of the others. **DRCOG supports building consensus among state, local and regional entities in developing and implementing new and existing programs and improved approaches to planning and service provision.**

Shared services

Many of the services provided by local governments to their residents are also provided by neighboring communities. To address related coordination and funding concerns, local governments have entered into agreements with each other and with DRCOG for shared-service delivery. **DRCOG encourages local governments to enter into shared-services agreements and supports efforts to ensure such agreements are honored and endorsed by the state.**

State-regional relations

As the state's policy issues become more complex, it is evident that the solutions are not one-size-fits-all. The Denver metro area has made significant progress in developing collaborative solutions and decision-making processes for several complex issues with which it has been confronted – especially in the related areas of growth and transportation. As the regional planning commission, the metropolitan planning organization for transportation, and the Area Agency on Aging, DRCOG is in a unique position to convene parties of interest on intergovernmental issues, provide the necessary forum for their resolution and facilitate a negotiated outcome. **In recognition of the importance of regionalism, it is an appropriate role for DRCOG to act as a facilitator of regional approaches. Consequently, it is appropriate for state agencies to ensure that actions they take affecting the region are consistent with regionally derived solutions and the adopted Metro Vision plan.**

Regional service delivery

The state plays an important role in the funding of public services and programs administered at the regional and local levels. When making such funding and programmatic decisions, it is appropriate for state agencies and the General Assembly to give consideration to which programs are most appropriately implemented at the local and regional level. State administration of federal programs can be problematic for local governments, as state agencies tend to be more removed from clients and less responsive to their needs. On the other hand, individual local governments may lack the resources to achieve desired efficiencies and cost-effectiveness. Also, some programs are most appropriately and effectively addressed at the regional level. The collaborative partnerships typical of regional approaches can provide the critical mass of users and clients for services or programs to be cost-effective. **DRCOG urges the state, when making funding and programmatic decisions, including creating new programs or changing existing programs, to consider the following principles:**

- use existing local or regional service delivery systems wherever practical
- ensure a consultative process among federal, state and local governments and regional councils before making changes to services currently being delivered at the local or regional level
- ensure existing levels of services are maintained and adequate administrative funds are provided to implementing agencies

- ensure the state treats the continuity of service delivery as a key principle guiding any actions to create new programs or revise existing programs by respecting the local and regional programs already in existence

To: Chair and Members of the Board of Directors

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

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

SUBJECT

DRCOG Scorecard Measure Report – Membership Value

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

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

In 2016, an additional question was added to the Board Collaboration Assessment to determine the general level of *value* from Board Directors’ experience in being a member of DRCOG. This report shows the four years of results since adding the item to the Board assessment.

PREVIOUS DISCUSSIONS/ACTIONS

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

PROPOSED MOTION

N/A

ATTACHMENT

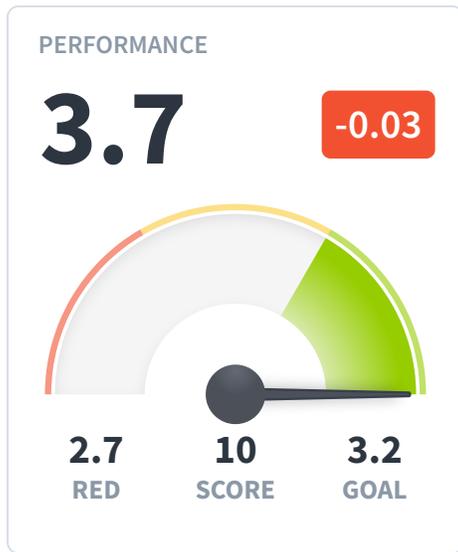
Scorecard report on Membership Value Score measure.

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; or Jerry Stigall, Director, Organizational Development, at 303-480-6780 or jstigall@drcog.org.

Membership Value Score

2019



This measure is from the DRCOG Board Collaboration Assessment and was added to the assessment in 2016 and is rated on a 4-point scale.

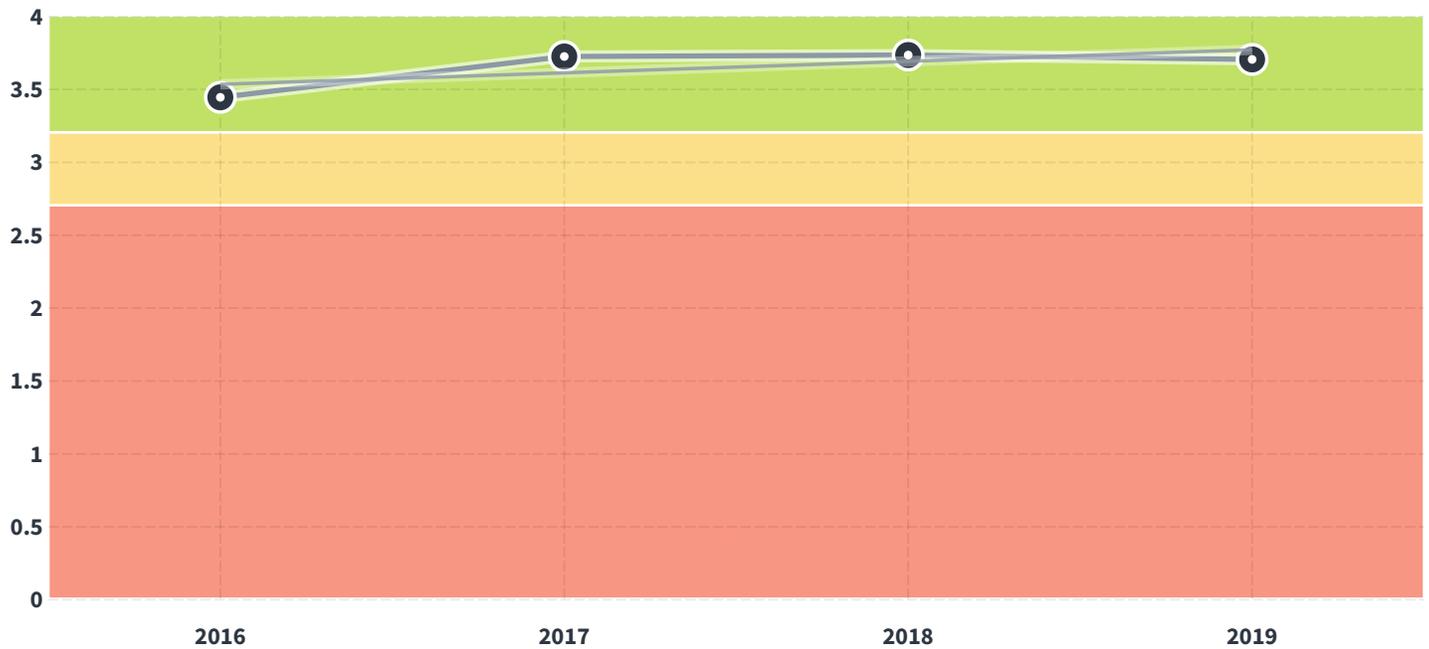
Details

Type
Measure

Goal: 3.2

Red Flag: 2.7

HISTORICAL PERFORMANCE



PERIOD	SCORE	ACTUAL	RED FLAG	GOAL
2016	8.27	● 3.44	2.7	3.2
2017	10	● 3.72	2.7	3.2
2018	10	● 3.73	2.7	3.2
2019	10	● 3.7	2.7	3.2

The table above shows the performance of this yearly measure since it was added to the Board Collaboration Assessment in 2016. The 'Score' column reports the 0-10 score assigned in QuickScore based on performance-to-target. The 'Actual' column shows the actual value for the measure from each of the four years. The 'Red Flag' and 'Goal' columns show the actual thresholds established for this measure.

To: Chair and Members of the Board of Directors

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

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

SUBJECT

November administrative modifications to the *2020-2023 Transportation Improvement Program*.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

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

After the Board is informed of the administrative modifications, the TIP adjustments are processed and posted on the [DRCOG 2020-2023 TIP web page](#). Then they are emailed to the TIP Notification List, which includes members of the Regional Transportation Committee, the Transportation Advisory Committee, TIP project sponsors, staff of various federal and state agencies, and other interested parties.

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

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. 2020-2023 TIP Administrative Modifications (November 2019)

ADDITIONAL INFORMATION

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

ATTACHMENT 1

To: TIP Notification List
From: Douglas W. Rex, Executive Director
Subject: **November 2019 Administrative Modifications to the 2020-2023
Transportation Improvement Program**
Date: November 20, 2019

SUMMARY

- Per the DRCOG Board-adopted [2020-2023 TIP Policy](#), administrative modifications to the [2020-2023 TIP](#) are reviewed and processed by staff. They are emailed to the TIP Notification List, and posted on the [DRCOG 2020-2023 TIP web page](#).
- The TIP Notification List includes the members of the DRCOG Regional Transportation Committee, the Transportation Advisory Committee, TIP project sponsors, staffs of various federal and state agencies, and other interested parties. The notification via email is sent when Administrative Modifications have been made to the 2020-2023 TIP. If you wish to be removed from the TIP Notification List, please contact Todd Cottrell at (303) 480-6737 or via e-mail at tcottrell@drcog.org.
- Administrative Modifications represent minor changes to TIP projects not defined as “regionally significant changes” for air quality conformity findings, or per CDOT definition.
- The projects included through this set of Administrative Modifications are listed below. The attached describes these modifications, with highlighted items depicting project revisions.

PROJECTS TO BE MODIFIED

- **2008-076:** **Region 1 FASTER Pool**
 - Add pool projects
- **2012-107:** **Enhanced Mobility for Elderly and Disabled (FTA 5310)**
 - Add pool projects and funding
- **2016-065:** **Transit Operating and Capital (FTA 5311)**
 - Add pool projects and funding

The entities involved in the SH-119 BRT Enhancements TIP project (Boulder County, City of Boulder, City of Longmont, CDOT Region 4, and RTD) have requested to separate out the single adopted project into individual TIP projects. Each project sponsor will have an individual IGA for their portion of the overall project. Two projects, the SH-119 BRT Enhancements and Coffman St. Busway, were amended in the TIP in October.

- **New Project:** **28th St. Business Access Transit (BAT) Lanes**
 - New project containing the project elements from the larger SH-119 BRT Enhancements project
- **New Project:** **SH-119 and SH-52 Transit Bypass Lanes**
 - New project containing the project elements from the larger SH-119 BRT Enhancements project

2008-076: Add two pool projects using available funding

Existing

Title: **Region 1 FASTER Pool**

Project Type: **Safety**

TIP-ID: **2008-076**

STIP-ID: **SR17002**

Open to Public:

Sponsor: **CDOT Region 1**

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



Affected County(ies)
Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson

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

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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
SH-95 Intersection Improvements	64th Ave	\$851	Long mast arm signal design (3 locations)	88 @ Revere, 121 @ Ken Caryl, 121 @ C-470 (2)	\$2,000	Aurora Signals 2019	SH30 @ Jewell and Yale	\$500
SH-121/72nd Ave	Right turn accel lanes	\$961	Aurora Signal Package	I-70 at Tower	\$600	Lakewood Safety Package 2020	I-70 @ Colfax, Colfax @ Quail, SH8 @ Garrison, and SH121 @ 1st Ave	\$4,960
SH-177 Sidewalks	Mineral Ave to Orchard Rd	\$521	SH224 @ Dahlia St.	Traffic Signal Replacement	\$450	I-70 and Kipling	Traffic signal replacement and access consolidation	\$2,000
High Line Canal Trail Underpass	Parker/Mississippi	\$3,201	Ramp Metering	I-76	\$1,500	6' Lane Lines Pavement Marking (2019-2021)	I-25, I-70, I-225, I-76, I-270	\$9,100
Founders Pkwy Intersection Reconstruct	Crowfoot Valley Rd	\$1,602	UG-285/SH-30	Resurfacing	\$1,400	SH-30 and Tower Improvements	Phase 1	\$691
Wadsworth TOD left turn protection	Girton, Eastman and Yale	\$200	North Signal Replacement Package	SH-128 @ Eldorado, SH-287 @ Midway, 6th, and SH-121 @ Ralston	\$1,000	SH-30 and Tower Improvements	Phase 2	\$719
FASTER Safety Design		\$4,000	SH-40 and SH-121	Signal Improvements	\$900	UG-285/SH-30 Resurfacing	Dahlia to Parker	\$1,200
SH-2 Traffic Signal Upgrades		\$440	SH391 (Kipling) @ 13th Ave and 13th Place	Intersection Improvements	\$660	Broadway Signal Replacement	at 62nd and 70th	\$1,000
Wadsworth	Right Turn Lane Extensions	\$1,621	I-25 and Plum Creek/Meadows	Signal poles, storage, and left turn lane and restriping improvements	\$2,300	SH-93 Signal Package		\$2,500
I-70 between MP 252 & 255	Median Barrier	\$2,000	I-70 EB Aux Lanes	Ward Rd to Kipling	\$2,300	I-70 @ Sheridan and Harlan Safety		\$3,700
SH 121 @ Deer Creek Canyon, C-470 @ Kipling, SH-95 @ WB I-75 Ramp Mod, SH-68 @ UG 285, SH-93 @ Washington St, SH-177 @ Otero, SH-121 @ Chatfield	Traffic Signal Replacements	\$2,500	South Federal Blvd	safety improvements	\$300	SH-75 Intersection Improvements	Bowles and Mineral	\$1,000
SH-95 @ 1st Ave, 32nd Ave, 38th Ave, 46th Ave, Wellington Ave	Traffic Signal Replacements	\$2,000	SH2 and SH95 Traffic Signals	SH2@Arizona, Kentucky, Bayaud, 1st. SH95@14th, 16th, 44th, 38th, 1st	\$1,500	C-470 and Ken Caryl	Intersection Improvements	\$5,000
UG-85 @ Dartmouth	Hampden to Florida SUR	\$2,500	SH83	Mississippi to Colorado	\$3,500	C-470 and Morrison Rd	Intersection Improvements	\$5,000
Roundabouts at C-470 @ Ken Caryl and I-70 @ Harlan	Roundabouts - design	\$500	SB I-225 Parker Rd Ramp	safety project	\$2,000	SH-40 and SH-121	CDOT Traffic Signal Improvements	\$1,720

ATTACHMENT 1

Administrative Modifications – November 2019

2020-2023 Transportation Improvement Program

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
VMS for I-25 south of Denver	VMS Installation	\$500	I-25 SB Bottleneck	restripe from I-76 to I-70	\$1,200	Denver West Runaway Truck Ramp		\$5,000
Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding	
Federal		\$0	\$0	\$0	\$0			
State (Faster-5)		\$23,345	\$28,410	\$29,120	\$26,990			
Local		\$0	\$0	\$0	\$0			
Total		\$64,714	\$23,345	\$28,410	\$29,120	\$26,990	\$0	\$172,579

Revised

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
SH-95 Intersection Improvements	64th Ave	\$851	Aurora Signal Package	I-70 at Tower	\$600	I-70 and Kipling	Traffic signal replacement and access consolidation	\$2,000
SH-121/72nd Ave	Right turn accel lanes	\$961	SH224 @ Dahlia St.	Traffic Signal Replacement	\$450	8" Lane Lines Pavement Marking (2019-2021)	I-25, I-70, I-225, I-76, I-270	\$9,100
SH-177 Sidewalks	Mineral Ave to Orchard Rd	\$521	Ramp Metering	I-76	\$1,500	SH-30 and Tower Improvements	Phase 1	\$691
High Line Canal Trail Underpass	Parker/Mississippi	\$3,201	US-285/SH-30	Resurfacing	\$1,400	SH-30 and Tower Improvements	Phase 2	\$719
Founders Pkwy Intersection Reconstruct	Crowfoot Valley Rd	\$1,602	North Signal Replacement Package	SH-128 @ Eldorado, SH-287 @ Midway, 6th, and SH-121 @ Ralston	\$1,000	US-285/SH-30 Resurfacing	Dahlia to Parker	\$1,200
Wadsworth TOD left turn protection	Girton, Eastman and Yale	\$200	SH-40 and SH-121	Signal Improvements	\$900	Broadway Signal Replacement	at 62nd and 70th	\$1,000
FASTER Safety Design		\$4,000	SH391 (Kipling) @ 13th Ave and 13th Place	Intersection Improvements	\$660	SH-93 Signal Package		\$2,500
SH-2 Traffic Signal Upgrades		\$440	I-25 and Plum Creek/Meadows	Signal poles, storage, and left turn lane and restriping improvements	\$2,300	I-70 @ Sheridan and Harlan Safety		\$3,700
Wadsworth	Right Turn Lane Extensions	\$1,621	I-70 EB Aux Lanes	Ward Rd to Kipling	\$2,300	SH-75 Intersection Improvements	Bowles and Mineral	\$1,000
I-70 between MP 252 & 255	Median Barrier	\$2,000	South Federal Blvd	safety improvements	\$300	C-470 and Ken Caryl	Intersection Improvements	\$5,000
SH 121 @ Deer Creek Canyon, C-470 @ Kipling, SH-95 @ WB I-76 Ramp Mod, SH-88 @ US 285, SH-93 @ Washington St, SH-177 @ Otero, SH-121 @ Chatfield	Traffic Signal Replacements	\$2,500	SH2 and SH95 Traffic Signals	SH2@Arizona, Kentucky, Bayaud, 1st, SH95@14th, 10th, 44th, 38th, 1st	\$1,500	C-470 and Morrison Rd	Intersection Improvements	\$5,000
SH-95 @ 1st Ave, 32nd Ave, 38th Ave, 46th Ave, Wellington Ave	Traffic Signal Replacements	\$2,000	SH83	Mississippi to Colorado	\$3,500	SH-40 and SH-121	CDOT Traffic Signal Improvements	\$1,720
US-85 @ Dartmouth	Hampden to Florida SUR	\$2,500	SB I-225 Parker Rd Ramp	safety project	\$2,000	Denver West Runaway Truck Ramp		\$5,000
Roundabouts at C-470 @ Ken Caryl and I-70 @ Harlan	Roundabouts - design	\$500	I-25 SB Bottleneck	restripe from I-76 to I-70	\$1,200	SH-30 and Tower Rd	ROW Phase	\$201

VMS for I-25 south of Denver	VMS Installation	\$500	Aurora Signals 2019	SH30 @ Jewell and Yale	\$500	I-70 VSL Concept of Operations and Implementation		\$530
Long mast arm signal design (3 locations)	88 @ Revere, 121 @ Ken Caryl, 121 @ C-470 (2)	\$2,000	Lakewood Safety Package 2020	I-70 @ Colfax, Colfax @ Quail, SH8 @ Garrison, and SH121@ 1st Ave	\$4,960			

2012-107: Add pool projects and associated funding

Existing

Title: Enhanced Mobility for Elderly and Disabled (FTA 5310)

Project Type: Transit Operational Improvements

TIP-ID: 2012-107

STIP-ID:

Open to Public:

Sponsor: CDOT

Project Scope

Funds will be used for Mobility Management and activities such as purchase of vans and operating assistance for door-to-door service for the elderly and disabled.



Affected County(ies)
Regional

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

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

Facility Name	Start-At and End-At	Cost (1,000c)	Facility Name (Cont)	Start-At and End-At	Cost (1,000c)	Facility Name (Cont)	Start-At and End-At	Cost (1,000c)
Via (Boulder)	Accessible Minivan Replacements (FY17 Small Urban)	\$82	Seniors Resource Center	Operating (FY19 Large Urban)	\$273	Broomfield	Equipment (FY20)	\$25
SRC (Arapahoe Co)	Cutaway Replacements (FY17 Large Urban)	\$124	DRMAC	Mobility Management (FY19 Large Urban)	\$250	DRMAC	Mobility Management (FY20)	\$288
SRC (Adams Co)	Cutaway and Sedan Replacements (FY17 Large Urban)	\$153	Douglas County	Mobility Management (FY19 Large Urban)	\$375	SRC	Mobility Management (FY20)	\$439
Via Mobility Services	Bus replacement (FY19 Small Urban)	\$105	Continuum of Colorado	Operating (FY19 Large Urban)	\$90	SRC	Operating (FY20)	\$385
Easter Seals	Minivan replacement (FY19 Large Urban)	\$38	Continuum of Colorado	Vehicle Replacement (FY19 Large Urban)	\$68	SRC	Van Expansion (FY20)	\$104
Seniors Resource Center	Bus Replacement (FY19 Large Urban)	\$408	Easter Seals Colorado	Vehicle Replacement (FY19 Large Urban)	\$55	SRC	BOC Expansion (FY20)	\$70
Via	Mobility Management (FY19 Small Urban)	\$285	SRC	Vehicle Replacement (FY19 Large Urban)	\$42	VIA	Mobility Management (FY20)	\$192
Via	Operating (FY19 Small Urban)	\$255	SRC	Bus Replacement (FY19 Large Urban)	\$72	Douglas County	1 Van Expansion (FY20)	\$48
Continuum of Colorado	Operating (FY18)	\$60	SRC	Bus Replacement (FY19 Large Urban)	\$124	Douglas County	Mobility Management (FY20)	\$395
Via	Operating (FY19 Small Urban)	\$168	VIA	Bus Replacement (FY19 Small Urban)	\$38	Easter Seals	1 BOC Expansion (FY20)	\$49
Via	Mobility Management (FY19 Small Urban)	\$418	VIA	Bus Replacement (FY19 Small Urban)	\$59	Laradon Hall Society	Van Replacement (FY20)	\$80
Via	Mobility Management (FY19 Large Urban)	\$227	Adams County	Mobility Management (FY20)	\$108	Goodwill - Denver	Replacement Vehicle (FY20)	\$48
Seniors Resource Center	Mobility Management (FY19 Large urban)	\$248	Broomfield	1 Vehicle Expansion (FY20)	\$61			
Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding	
Federal (5310)		\$2,292	\$1,800	\$1,800	\$1,800			
State		\$0	\$0	\$0	\$0			
Local		\$862	\$450	\$450	\$450			
Total		\$27,108	\$3,154	\$2,250	\$2,250	\$0	\$37,012	

ATTACHMENT 1

Revised

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Via (Boulder)	Accessible Minivan Replacements (FY17 Small Urban)	\$82	DRMAC	Mobility Management (FY19 Large Urban)	\$250	SRC	Mobility Management (FY20)	\$439
SRC (Arapahoe Co)	Cutaway Replacements (FY17 Large Urban)	\$124	Douglas County	Mobility Management (FY19 Large Urban)	\$375	SRC	Operating (FY20)	\$385
SRC (Adams Co)	Cutaway and Sedan Replacements (FY17 Large Urban)	\$153	Continuum of Colorado	Operating (FY19 Large Urban)	\$90	SRC	Van Expansion (FY20)	\$104
Via Mobility Services	Bus replacement (FY19 Small Urban)	\$105	Continuum of Colorado	Vehicle Replacement (FY19 Large Urban)	\$68	SRC	BOC Expansion (FY20)	\$70
Easter Seals	Minivan replacement (FY19 Large Urban)	\$38	Easter Seals Colorado	Vehicle Replacement (FY19 Large Urban)	\$55	VIA	Mobility Management (FY20)	\$192
Seniors Resource Center	Bus Replacement (FY19 Large Urban)	\$408	SRC	Vehicle Replacement (FY19 Large Urban)	\$42	Douglas County	1 Van Expansion (FY20)	\$48
Via	Mobility Management (FY19 Small Urban)	\$285	SRC	Bus Replacement (FY19 Large Urban)	\$72	Douglas County	Mobility Management (FY20)	\$395
Via	Operating (FY19 Small Urban)	\$255	SRC	Bus Replacement (FY19 Large Urban)	\$124	Easter Seals	1 BOC Expansion (FY20)	\$49
Continuum of Colorado	Operating (FY18)	\$60	VIA	Bus Replacement (FY19 Small Urban)	\$38	Laradon Hall Society	Van Replacement (FY20)	\$80
Via	Operating (FY19 Small Urban)	\$168	VIA	Bus Replacement (FY19 Small Urban)	\$59	Goodwill - Denver	Replacement Vehicle (FY20)	\$48
Via	Mobility Management (FY19 Small Urban)	\$418	Adams County	Mobility Management (FY20)	\$108	VIA	Mobility Management (FY20 Small Urban)	\$419
Via	Mobility Management (FY19 Large Urban)	\$227	Broomfield	1 Vehicle Expansion (FY20)	\$61	VIA	Operating (FY20 Small Urban)	\$248
Seniors Resource Center	Mobility Management (FY19 Large urban)	\$248	Broomfield	Equipment (FY20)	\$25			
Seniors Resource Center	Operating (FY19 Large Urban)	\$273	DRMAC	Mobility Management (FY20)	\$288			

Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal (5310)		\$2,959	\$1,800	\$1,800	\$1,800		
State		\$0	\$0	\$0	\$0		
Local		\$1,215	\$450	\$450	\$450		
Total	\$27,108	\$4,174	\$2,250	\$2,250	\$2,250	\$0	\$38,032

2016-065: Add pool project and associated funding

Existing

Title: **Transit Operating and Capital (FTA 5311)**

Project Type: **Transit Operational Improvements**

TIP-ID: **2016-065**

STIP-ID:

Open to Public:

Sponsor: **CDOT**

Project Scope

Expend 5311 grant funds on transit for non-Urbanized Areas.



Affected County(ies)

Regional

Performance Measures

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

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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
SRC (Jefferson Co)	Cutaway Replacement (FY17)	\$68						
Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding	
Federal (5311)		\$0	\$0	\$0	\$0			
State		\$0	\$0	\$0	\$0			
Local		\$0	\$0	\$0	\$0			
Total	\$1,367	\$0	\$0	\$0	\$0	\$0	\$1,367	

Revised

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
SRC (Jefferson Co)	Cutaway Replacement (FY17)	\$68	VIA	Admin & Operating (FY20 Small Urban)	\$309			
Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding	
Federal (5311)		\$309	\$0	\$0	\$0			
State		\$0	\$0	\$0	\$0			
Local		\$309	\$0	\$0	\$0			
Total	\$1,367	\$618	\$0	\$0	\$0	\$0	\$1,985	

New Project: New TIP project separated out from the SH-119 BRT Enhancements TIP project

New Project

Title: **28th St. Business Access Transit (BAT) Lanes**

Project Type: **Transit Operational Improvements**

TIP-ID: **Request**

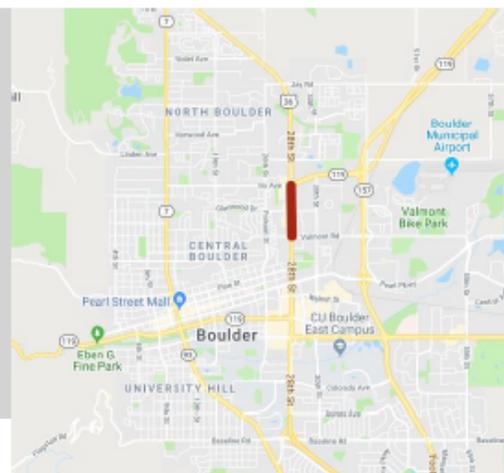
STIP-ID:

Open to Public: **2023**

Sponsor: **Boulder**

Project Scope

Construct Business Access Transit (BAT) lanes on 28th St. between Iris and Valmont.



Affected Municipality(ies)
Boulder

Affected County(ies)
Boulder

Project Phases	
Year	Phase
2022	Initiate Construction

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

Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal (STP-M)		\$0	\$0	\$4,560	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$1,140	\$0		
Total	\$0	\$0	\$0	\$5,700	\$0	\$0	\$5,700

New Project: New TIP project separated out from the SH-119 BRT Enhancements TIP project

New Project

Title: **SH-119 and SH-52 Transit Bypass Lanes**

Project Type: **Transit Operational Improvements**

TIP-ID: **Request**

STIP-ID:

Open to Public: **2024**

Sponsor: **Boulder County**

Project Scope

Design and construct transit bypass lanes on SH-119 at the northbound and southbound approaches to the SH-52 intersection.



Affected County(ies)
Boulder

Project Phases	
Year	Phase
2023	Initiate Construction

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

Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$0	\$0	\$0	\$3,070		
State		\$0	\$0	\$0	\$0		
State (R P P)		\$0	\$0	\$0	\$1,700		
Local		\$0	\$0	\$0	\$0		
Local (RTD)		\$0	\$0	\$0	\$3,630		
Total	\$0	\$0	\$0	\$0	\$8,400	\$0	\$8,400