

AGENDA
BOARD OF DIRECTORS
WEDNESDAY, October 21, 2020
6:30 – 8:40 p.m.
VIDEO/WEB CONFERENCE
Denver, CO

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

STRATEGIC INFORMATIONAL BRIEFING

4. 6:35 Colorado Greenhouse Gas Pollution Reduction Roadmap Recommendations (Attachment A) Will Toor, Executive Director, Colorado Energy Office
5. 7:00 Report of the Chair
 - Report on Performance and Engagement Committee
 - Report on Finance and Budget Committee
6. 7:05 Report of the Executive Director
7. 7:10 Public Comment

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

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

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



CONSENT AGENDA

- 8. 7:25 Move to Approve Consent Agenda
 - i. Minutes of September 16, 2020
(Attachment B)

INFORMATIONAL BRIEFINGS

- 9. 7:35 Solicitation of interest to serve on the RTC, STAC, E-470, and the ACA
(Attachment C) Douglas W. Rex, Executive Director
- 10. 7:45 Results of the 2050 small-area forecast “gap” analysis
(Attachment D) Brad Calvert, Director, Regional Planning and Development
- 11. 8:10 DRCOG Equity Activities
(Attachment E) Douglas W. Rex, Executive Director
- 12. 8:30 Committee Reports
The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG
 - A. Report from State Transportation Advisory Committee – Elise Jones
 - B. Report from Metro Mayors Caucus – Herb Atchison
 - C. Report from Metro Area County Commissioners – Roger Partridge
 - D. Report from Advisory Committee on Aging – Jayla Sanchez-Warren
 - E. Report from Regional Air Quality Council – Doug Rex
 - F. Report from E-470 Authority – George Teal
 - G. Report from CDOT – Rebecca White
 - H. Report on FasTracks – Bill Van Meter

INFORMATIONAL ITEMS

- 13. Denver Region Data Brief, “Regional growth deceleration”
(Attachment F) Brad Calvert, Director, Regional Planning and Development
- 14. Transportation Improvement Program (TIP) administrative modifications
(Attachment G) Todd Cottrell, Senior Transportation Planner, Transportation Planning and Operations

ADMINISTRATIVE ITEMS

- 15. Next Meeting – November 18, 2020
- 16. Other Matters by Members
- 17. 8:40 Adjourn

CALENDAR OF FUTURE MEETINGS

October 2020

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

November 2020

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

December 2020

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

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

ATTACH A

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
October 21, 2020	Strategic Informational Briefing	4

SUBJECT

Update and discussion on the public comment draft of Colorado's Greenhouse Gas Pollution Reduction Roadmap.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

House Bill 19-1261 was signed into law on May 30, 2019. The bill concerns the reduction of greenhouse gas pollution and establishing statewide greenhouse gas pollution reduction goals.

The law sets statewide goals to reduce greenhouse gas emissions from 2005 levels by at least 26% by 2025, at least 50% by 2030, and at least 90% by 2050.

On September 30, 2020, Colorado released a public comment draft of its Greenhouse Gas Pollution Reduction Roadmap which details early action steps the state can take toward meeting the near-term goals of reducing greenhouse gas (GHG) pollution

Under the direction of the Governor's Climate Cabinet, several state agencies - including the Colorado Energy Office, Department of Public Health and Environment, Department of Transportation, Department of Natural Resources and Department of Agriculture - developed the draft GHG Pollution Reduction Roadmap of actions that will reduce greenhouse gas pollution. The Roadmap establishes the 2005 greenhouse gas pollution baseline and evaluates additional pathways to ensure timely progress toward the state's GHG pollution reduction goals.

All sectors have an important role to play in emissions reductions if the state is to reach its near- and long-term goals. Proposed near-term actions to reduce GHG pollution from the transportation sector include:

- GHG pollution standards for transportation plans
- Trip reduction/Transportation Demand Management(TDM) requirements and encouraging telecommuting for large employers
- Clean trucking strategy with multiple components including infrastructure investments, incentives for fleet turnover, and evaluation of regulatory options.
- New revenue to fund infrastructure and incentives to transition to low and zero emissions cars, trucks and buses
- Incentives for land use decisions by local governments that reduce vehicles miles traveled, reduce emissions of GHGs and other pollutants, and support greater access to housing near jobs

- Indirect source standards for some types of new development
- Expansion of public transit, including setting the stage for front range rail

The Colorado Energy Office's executive director, Will Toor, will provide a more detailed summary of the Roadmap and the work the state is doing to implement it for Board discussion.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

- Colorado Energy Office Presentation
- Link: [Colorado Greenhouse Gas Pollution Reduction Roadmap](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at drex@drcog.org or (303) 480-6701; or Robert Spotts, Program Manager, at rspotts@drcog.org or (303) 480-5626



Colorado Roadmap to Address Climate Change

October 2020

Governor Polis' Bold Four



Energy & Renewables

Set Colorado on a path to
100% renewable energy by
2040



Tax Reform & Economic Development

Fiscal reform that serves hard-working Coloradans



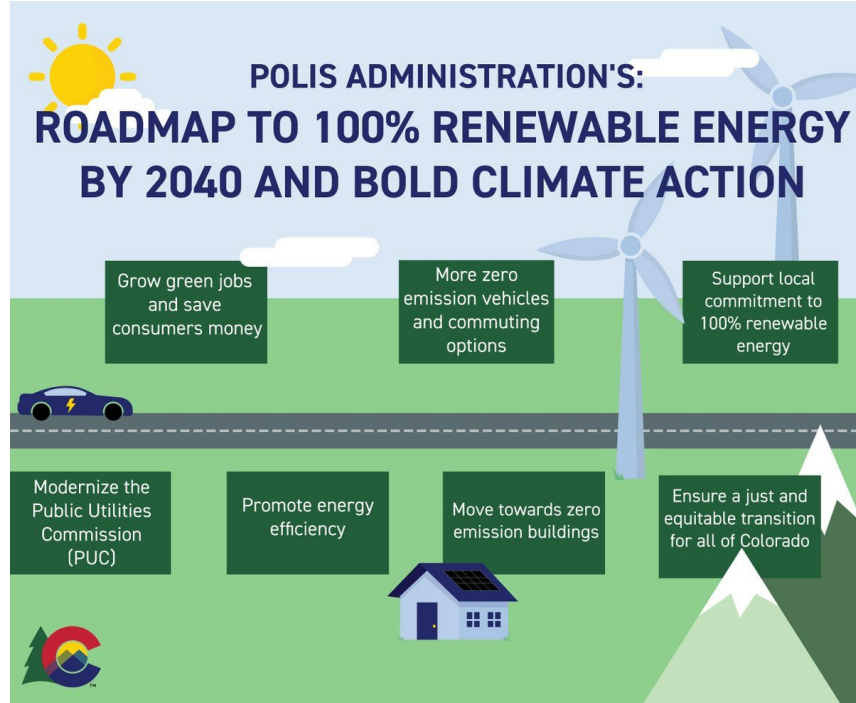
Health

Reduce the cost of healthcare



Education & Workforce

Implement free full-day kindergarten for all and expand preschool

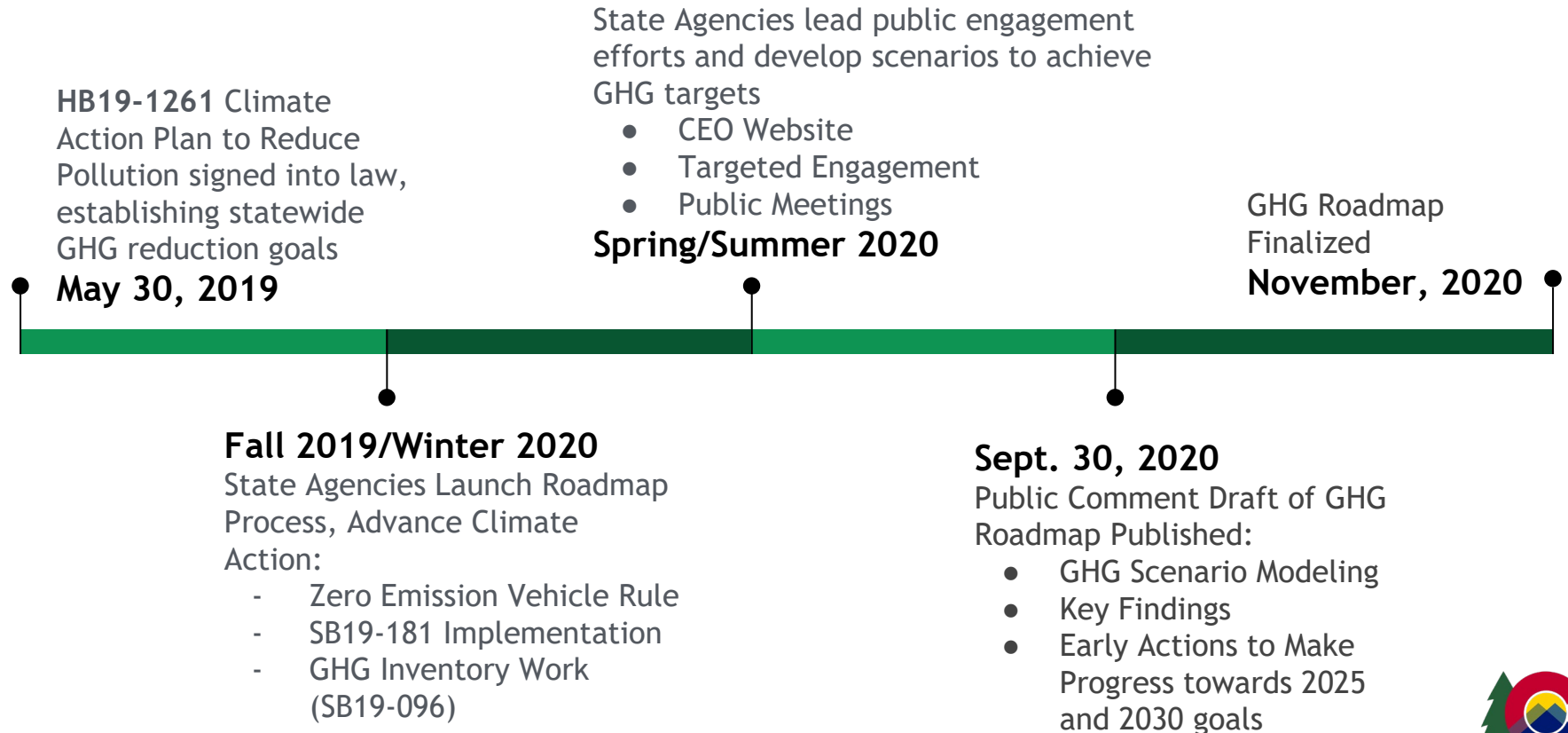


Snapshot of Key Progress

- **HISTORIC 2019 LEGISLATIVE SESSION**
 - 14 pieces of clean energy and climate legislation.
- **SWIFT TRANSITION TO RENEWABLES**
 - HB19-1261 + SB19-236 create strong incentives for utilities to reduce pollution. Secured commitments from ~95% of utility service within the state to reduce emissions 80% or more by 2030.
- **TRANSITION TO ZERO EMISSION VEHICLES**
 - First state in nearly a decade to adopt ZEV rule.
 - July 2020 launch of Clean Trucking Strategy
 - Expansion of multi-modal options, charging corridors, utility investment in TEPs
- **OIL AND GAS**
 - SB19-181 Implementation
- **AQCC ADOPTION OF REG 22**, requiring enhanced reporting and monitoring of GHG pollution and establishing phase-out dates for use of hydro-fluorocarbons (HFCs)
- **NATURAL AND WORKING LANDS**
 - Interagency Task Force to improve inventory + advance land-based climate solutions
 - Dept. of AG soil health initiative
- **OFFICE OF JUST TRANSITION**
 - Draft Plan Released; final plan submitted to the Governor and General Assembly December 31, 2020.
- **CLIMATE EQUITY FRAMEWORK**
 - Data mapping strategies to identify disproportionately impacted communities + best practice for equitable authentic community engagement.



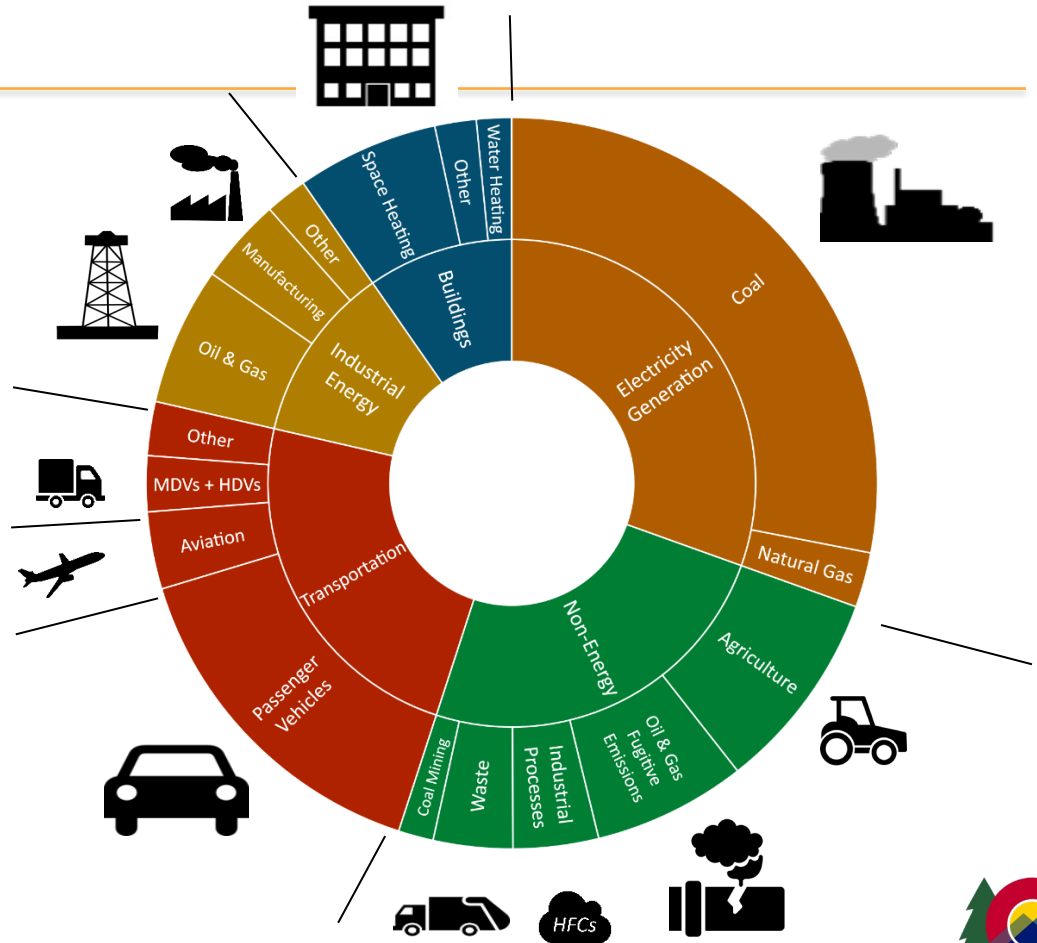
Colorado GHG Roadmap Timeline



GHG Roadmap

Goals:

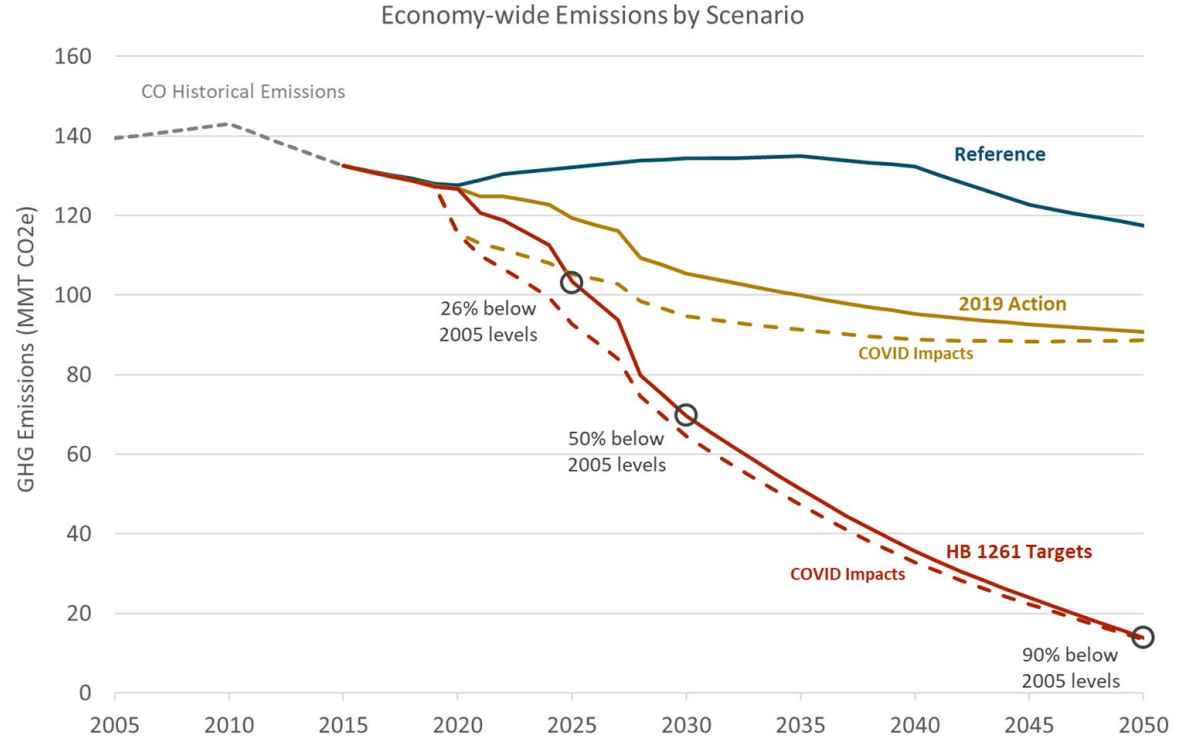
- Accurately assess sources of GHG pollution and progress made to date.
- Identify a series of policy actions and other steps- informed by robust public feedback- to further reduce GHG pollution and progress towards HB19-1261 goals.



Colorado GHG Pollution Over Time

SIGNIFICANT PROGRESS UNDERWAY & MORE ACTION NECESSARY

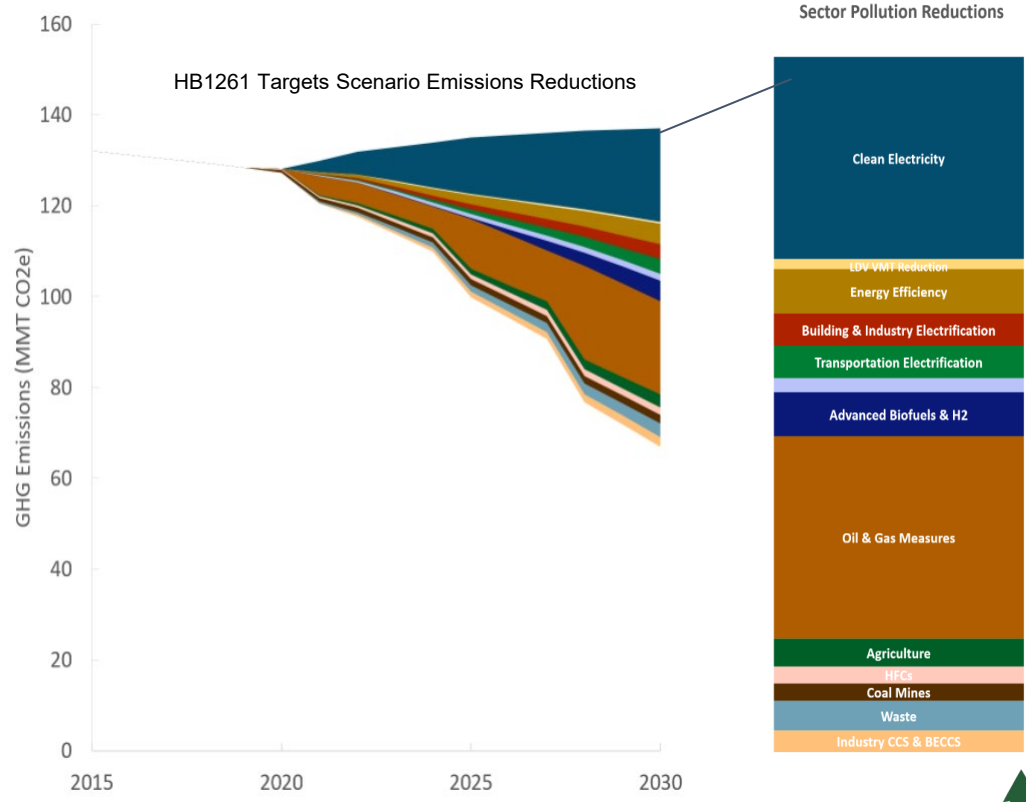
- As a result of the state's actions to date, *we are on a trajectory to achieving approximately half* the level of emission reductions to meet the 2025 and 2030 goals.
- Additional strategies can advance co-benefits* such as reducing local air pollution, generating economic growth, advancing environmental justice and equity.



Key Findings through 2030

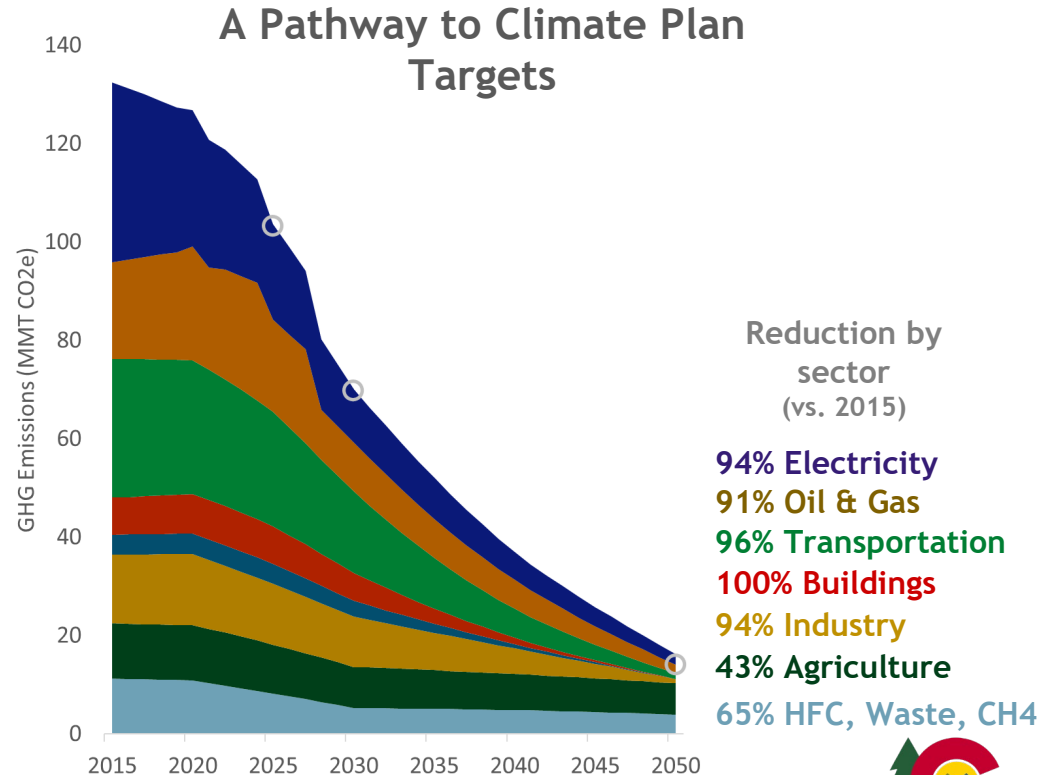
ACHIEVING THE GOALS WILL RELY ON:

- Continued, swift transition to renewables
- Accelerating the transition to electric cars, trucks and buses; making changes to transportation planning and infrastructure to reduce growth in driving
- Accelerating improvements to building efficiency and electrification of buildings
- Reducing methane emissions from the oil and gas industry, landfills, sewage plants and agriculture.
- All sectors have an important role to play in emissions reductions if the state is to reach 90% reductions by 2050.



Getting to Colorado's 2050 Climate Goals

*Will require efforts
and policy adoption
across many
agencies including
CDPHE, CDOT and
work by CEO*



Next Actions Needed - Legislative & Regulatory

Sector	Proposed Near Term Actions
Electricity	<ul style="list-style-type: none">● Clean Energy Plan adoption and AQCC Regional Haze rulemakings● Consider mechanisms- such as performance based regulation at the PUC- to incentivize deeper reductions and serving new beneficial electrification load with zero carbon generation.
Transportation	<ul style="list-style-type: none">● GHG pollution standards for transportation plans● Trip reduction/TDM requirements and encouraging telecommuting for large employers● Clean trucking strategy including evaluation of Advanced Clean Truck ZEV standards● New revenue mechanism to fund infrastructure and incentives to transition to low and zero emissions cars, trucks and buses● Incentives for land use decisions by local governments that reduce pollution and support greater access to housing near jobs.● Indirect source standards for some types of new development.● Expansion of public transit, including setting the stage for front range rail.



Next Actions Needed (con't)

Sector	Proposed Near Term Actions
Buildings and Natural Gas Utilities	<ul style="list-style-type: none">• Expanding energy efficiency investments from natural gas utilities to support building shell improvements.• Setting carbon reduction goals, leak reduction efforts, and renewable natural gas requirements for utilities.• Requiring large commercial buildings to track energy use and achieve energy and pollution performance standards; supporting adoption of advanced building codes.• Requiring regulated electric utilities to create programs that support customer adoption of electric heat pumps and other forms of beneficial electrification.
Oil and Gas	<ul style="list-style-type: none">• Continued AQCC rulemaking to achieve deep methane emissions reductions from the oil and gas industry
Industry	<ul style="list-style-type: none">• AQCC action on energy and emission audits requirements and further HFC reduction (refrigerants, aerosols, etc.)



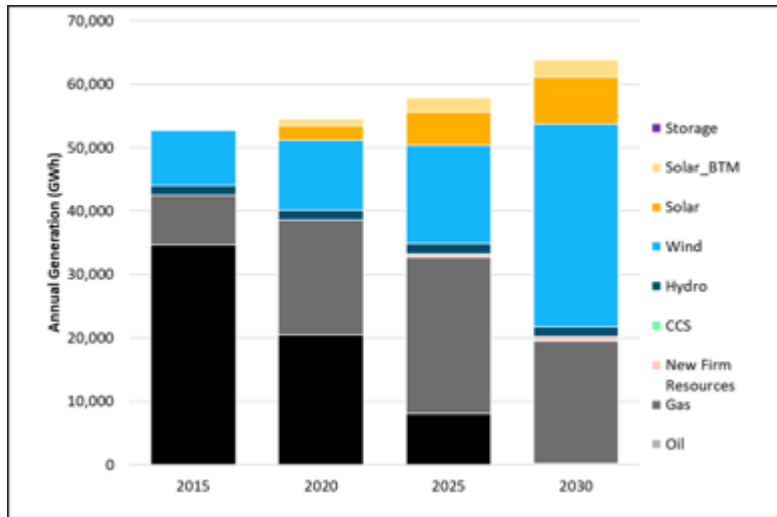
Next Actions Needed (con't)

Sector	Proposed Near Term Actions
Agriculture	<ul style="list-style-type: none">● Expanding “Advancing Colorado Renewable Energy and Energy Efficiency” (ACRE3) Program● Improving soil function and carbon sequestration through regenerative farming practices● Increasing participation in Field to Market, Soil Health Partnership and Precision Agriculture programs
Natural and Working Lands	<ul style="list-style-type: none">● Reducing GHG pollution and protecting and enhancing carbon sequestration on Natural and Working Lands.
Waste	<ul style="list-style-type: none">● Reducing methane emissions from coal mines, landfills, sewage treatment plants and agriculture through renewable natural gas incentives and potential AQCC rulemaking.

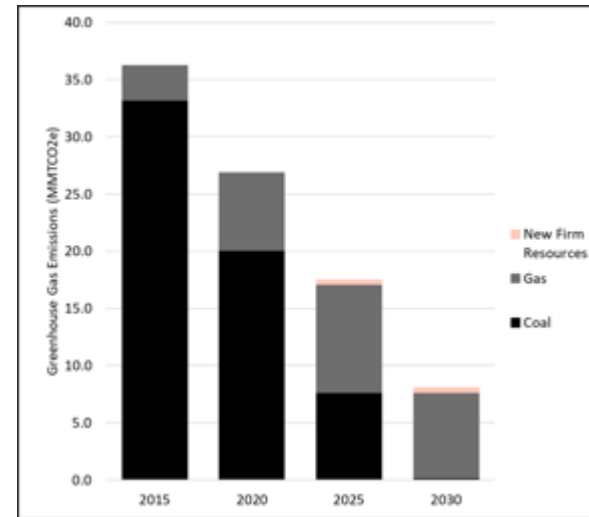


Deep dive: Significant progress on clean power will fuel growing ZEV fleet

Electricity mix: ⅔ renewables by 2030
2005 levels by 2030



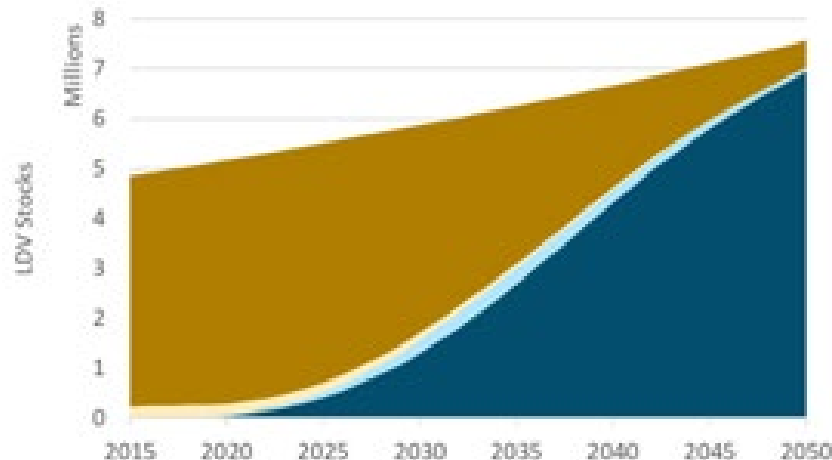
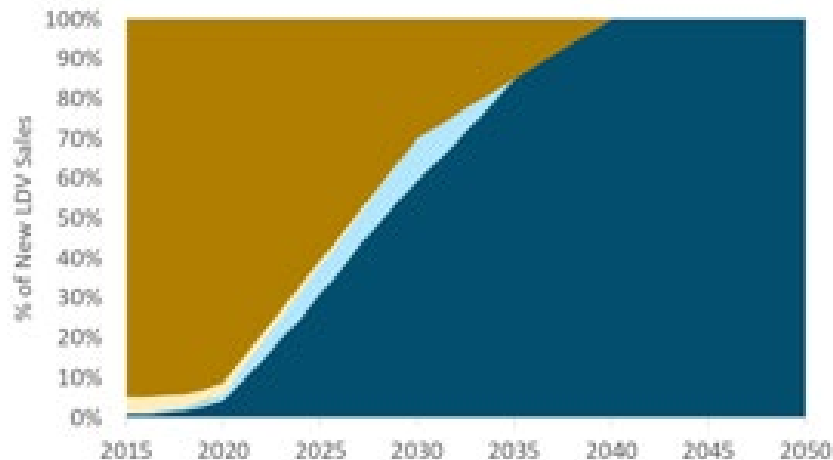
Emissions - 80% below



Modeling assumes new vehicles fully ZEV by 2040 to achieve goal of nearly all LDVs in service being ZEV by 2050

Sales

Onroad vehicle stocks

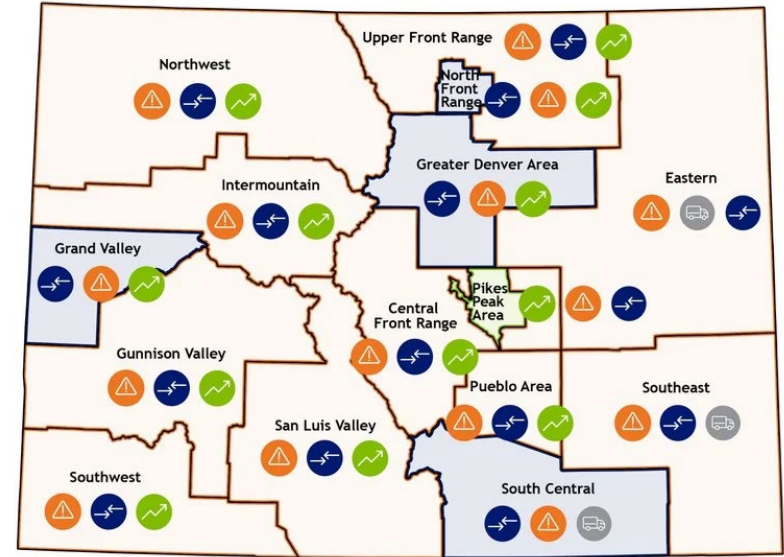


■ Battery Electric ■ Plug in Hybrid Electric ■ Diesel ■ Gasoline



Integrate GHG Pollution Standards and Analysis in Regional and Statewide Transportation Plans

Establishing GHG budgets for projects, programs, and future plans and requiring the inclusion of the social cost of carbon in benefit-cost analyses will more accurately reflect the trade-offs between projects and allow for planners, decision-makers, and the public to evaluate them accordingly.

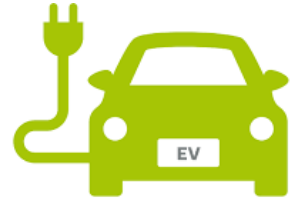
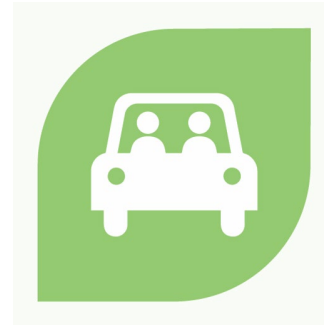


Source: 2019 Your Transportation Plan MetroQuest Online Survey, County Meetings, Transportation Planning Region Meetings, Stakeholder Meetings, Telephone Town Halls



Trip reduction/TDM requirements and encouraging telecommuting for large employers

- Utilizing incentives, marketing, and other creative tools to encourage non-SOV travel, is a core strategy to reducing VMT.
- In light of COVID-19, a specialized focus on making teleworking more permanent will be essential in promoting a longer-term shift towards alternatives to driving.
- One recommended strategy is a trip reduction requirement for large employers, which would require employers over a size threshold to develop TDM programs for their employees



Clean Trucking Strategy



In July 2020, CDOT, CDPHE, and CEO announced plans to develop an all-of-the-above strategy to reduce pollution from medium and heavy duty transportation.

The draft strategy includes a suite of ideas that will be evaluated comprehensively (including stakeholder input and in depth technical evaluation) to determine the most impactful and reasonable actions



Clean Truck Strategy (cont)

- Accelerating opportunities for fleet turnover within the conventional truck fleet, including diesel emissions reduction strategies
- Developing infrastructure to support zero emission vehicles in medium and heavy duty fleets
- Incorporating clean technologies into key freight corridors and highway projects and developing a strategy for medium/heavy duty ZEV fueling infrastructure along these critical routes
- Exploring opportunities for cleaner fleets
- Exploring potential adoption of Advanced Clean Truck standards for medium and heavy trucks
- Exploring Emission Reductions for Last Mile Freight Delivery and Pickup and Deployment of Sustainable Options
- Working with and Assisting Truck Dealerships and Private Maintenance Shops in Supporting Workforce Development and ZEV Vehicle Implementation
- Encouraging Private Fleets to Become Partners in the Voluntary EPA SmartWay Program
- Leading by example through green procurement



Public Investment in Clean Vehicles and Infrastructure

The level of funding that will be required to achieve the transition to high levels of zero emissions vehicles is unlikely to be available through the state general fund, and instead would need bondable and sustained long term revenue mechanisms that could be considered either as a standalone clean transportation measure or as part of a broader transportation funding package.



Land Use Planning and Incentives



State agencies must work with local governments and MPOs to develop strategies to promote more sustainable land use, and should develop criteria to use state investment to incentivize smart land use decisions.

Land use planning strategies can have a beneficial multiplier effect on other transportation policies.



Indirect Source Standards

- Indirect sources generate or attract motor vehicle activity, such as shopping malls, developments, office buildings, warehouses or industrial sites.
- For all or some categories of projects, indirect source rules could supplement local land use authority to ensure the impacts from large attractors of mobile sources are evaluated and mitigated.
- Implementation of this type of regulation could help encourage more sustainable, multimodal and transit-oriented development, and could generate mitigation measures that support electrification.



Expansion of Public Transit and Front Range Rail

Increased transit and active transportation options are critical to reducing VMT including

- More investment in physical infrastructure such as mobility hubs or light or commuter rail (e.g., the proposed Front Range Passenger Rail project, along I-25).
- More regular and reliable service along existing routes, such as more frequent and expansive bus rapid transit (BRT) along congested corridors.



How to Stay Engaged

- Provide comments via the web portal <https://energyoffice.colorado.gov/ghg-pollution-reduction-roadmap>
- Email written comments to climatechange@state.co.us
- Request to get email updates on Greenhouse Gas regulations on the Colorado Air Pollution Control Division (APCD) website





Thank You!

[*https://energyoffice.colorado.gov/ghg-pollution-reduction-roadmap*](https://energyoffice.colorado.gov/ghg-pollution-reduction-roadmap)

climatechange@state.co.us

ATTACH B

SUMMARY
BOARD OF DIRECTORS
WEDNESDAY, September 16, 2020

Members/Alternates Present

John Diak, Chair	Town of Parker
Eva Henry	Adams County
Jeff Baker	Arapahoe County
Alison Coombs (Alternate)	City of Aurora
Adam Cushing	City of Brighton
Elise Jones	Boulder County
Aaron Brockett	City of Boulder
William Lindstedt	City and County of Broomfield
Deborah Mulvey	City of Castle Pines
George Teal	Town of Castle Rock
Tammy Mauer	City of Centennial
Randy Weil	City of Cherry Hills Village
Nicole Frank	City of Commerce City
Nicholas Williams	City and County of Denver
Kevin Flynn	City and County of Denver
Roger Partridge	Douglas County
Steve Conklin	City of Edgewater
Bill Gippe	City of Erie
Linda Olson	City of Englewood
Josie Cockrell	Town of Foxfield
Lynette Kelsey	Town of Georgetown
Rachel Binkley	City of Glendale
Jim Dale	City of Golden
George Lantz	City of Greenwood Village
Libby Szabo	Jefferson County
Stephanie Walton	City of Lafayette
Jacob LaBure	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
Nicholas Angelo	Town of Lyons
Colleen Whitlow	Town of Mead
Sally Daigle	City of Sheridan
Jessica Sandgren	City of Thornton
Anita Seitz (Alternate)	City of Westminster
Bud Starker	City of Wheat Ridge
Rebecca White	Colorado Department of Transportation
Bill Van Meter	Regional Transportation District

Others Present: Douglas W. Rex, Executive Director, Melinda Stevens, Executive Assistant, DRCOG; J.J. Ament, Metro Denver EDC; Chris Chovan, Adams County; Bryan

Weimer, Arapahoe County; Mac Callison, Aurora; Sarah Grant, Heidi Henkel, Broomfield; Brad Boland, Brent Soderlin, Castle Rock; Lauren Pulver, Douglas County; Steve Durian, Jefferson County; Hollie Rogin, Lyons; Kent Moorman, Thornton; Debra Baskett, Ed Bowditch, Bowditch & Cassell Public Affairs; Jordan Rudel, CDOT; Jan Douglas, Ean Tafoya, Russell Chapman, Public Citizens; and DRCOG staff.

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

The Chair noted new members and alternates: Deborah Mulvey, new member for the City of Castle Pines, Nicholas Angelo, new member for the Town of Lyons, Colleen Whitlow, new member for the Town of Mead, Don Conyac, new member for the Town of Firestone, Clint Folsom, new member for the Town of Superior, Roger Hudson, new alternate for the City of Castle Pines, David Whelan, new alternate for the Town of Firestone, David Adams, new alternate for the Town of Mead, Hollie Rogin, new alternate for the Town of Lyons

The Chair also introduced Karen Stuart, chair of the CDOT Transportation Commission

Move to approve agenda

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

COVID-19 impacts on regional economic development

J.J. Ament, CEO, Metro Denver EDC, presented insights into the impacts COVID-19 has had on the region's economic development efforts to the Board. To see further detail from this lecture, you can view the presentation in full on the [September 16, 2020 Board of Directors](#) recording.

Director Flynn wanted to know if there has been any kind of analysis by the EDC regarding what the return to a “new normal” will look like after the effects of COVID-19 have subsided. Mr. Ament stated it was too soon to tell right now, but there will continue to be research and creative solutions that will come in the near future.

Report of the Chair

- Director Flynn reported the Performance and Engagement Committee met and discussed the following:
 - The 2021 Metro Vision Awards Celebration will be held in April 2021. The event theme will be “Reunion” and represents coming together and rising up after emerging from the pandemic.
 - The results of the 2020 DRCOG Board Director Collaboration Assessment, which showed that there has been an overall improvement.
 - Director Flynn encouraged all directors to participate in the Executive Director 2019-2020 Evaluation Process, which closed on September 21.
- Director Conklin reported the Finance and Budget Committee met and acted on two resolutions approving the Executive Director to:

- execute a contract with the Colorado Refugee Services Program in an amount not to exceed \$85,000 for the term of October 1, 2020 through September 30, 2021, in support of DRCOG's Elder Refugee Services program.
- accept negotiate and execute a contract with North Highland for on-call consulting services to support the RTD Accountability Committee for an amount not to exceed \$100,000 with a term ending July 31, 2021.

The committee also received a briefing on the draft 2021 Budget and Work Program and will be presented to the Board in November for approval.

Report of the Executive Director

- Bike to Work Week: DRCOG's WayToGo team spread the word on finding alternative ways to commute and the event began on September 21. This was DRCOG's 30th year supporting this event.
- Citizen's Academy resumed the week of September 14 via Zoom
- DRCOG created a newsletter that is a collection of periodicals on smart mobility, broadband, microgrids, smart healthcare, smart infrastructure and many more. It is labelled the Somewhat Weekly Smart Regions Syllabus. DRCOG also has a newsletter dedicated to smaller communities called The Hot Topics Tribune.
- Small Communities Hot Topics Forum – DRCOG sought feedback for topics to be discussed at the annual forum, which was due by September 18.
- DRCOG has partnered with the Urban Land Institute (ULI) over the last few years to provide matching funds to support technical assistance panels to communities throughout the region. Interest in applications for funding for these panels, please visit <https://colorado.uli.org/taps/>
- In August, DRCOG submitted an application for funding through the Front Range Waste Diversion Grant Program. Results of this submittal will be received in mid-October.
- DRCOG was informed that Adams County staff is working toward developing their own Area Agency on Aging (AAA).
- Randy Penn, former Mayor of Englewood and DRCOG Board member, passed away on September 3. Executive Director Rex and Chair Diak expressed their condolences to his family and how his passing was a great loss to the entire region.

Public Comment

Ean Tafoya, Colorado Latino Forum Co-Chair, presented several issues. Denver is the 10th worst city in the country for air pollution and Mr. Tafoya encouraged directors to work together, along with Governor Polis, to come up with a better solution to improve air quality. Mr. Tafoya expressed concerns regarding RTD and the massive layoffs that are coming, saying that the region needs to get on the phones to help create an RTD that is not run on austerity. The regional issue of homeless is at large and Mr. Tafoya requested officials to put pressure on the Capital for inclusionary housing to provide water and sanitation to those in need.

Chair Diak closed the public hearing at 7:16 p.m.

Move to approve consent agenda

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

Items on the consent agenda included:

- Summary of the July 15, 2020 meeting
- Discussion of 2020-2023 Transportation Improvement Program (TIP) Amendments
- Discussion of Amending the FY 20-FY21 Unified Planning Work Program (UPWP)

Discussion of project funding for January 2021-June 2022 Human Service Transportation (HST) Set Aside Program of the 2020-2023 Transportation Improvement Program (TIP) and Federal Transit Administration (FTA) Section 5310 Program

Travis Noon provided an overview of the recommendations for funding to the committee. The HST set-aside complements the FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities and Older Americans Act/Older Coloradans Act dollars by funding identified needs that are underfunded or underserved by those sources. In December 2019, DRCOG became the Designated Recipient for the FTA 5310 program in the Denver-Aurora Urbanized Area. This program provides approximately \$2 million annually.

DRCOG conducted a combined call for projects for both the HST set-aside and Denver-Aurora Urbanized Area FTA 5310 projects to be implemented between January 1, 2021 and June 30, 2022. Applications for both funding sources were evaluated by a Peer Review Panel and scored the projects based on the criteria from the 5310 Program Management Plan. Projects that scored the highest were recommended for funding and placed into the funding category (FTA 5310 or HST) that was the best or only fit based on the project's characteristics as compared to the eligibility criteria for each funding source.

Director Jones **moved** to approve the HST and FTA 5310 projects for January 2021 through June 2022 as recommended by Peer Review Panel. The motion was **seconded** and **passed** unanimously.

Discussion of the recommendation of projects to be funded through the Regional Transportation Operations and Technology (RTO&T) Set-Aside of the 2020-2023 Transportation Improvement Program (TIP)

Greg MacKinnon provided an overview of the project recommendations for funding to the committee. The purpose of the RTO&T set-aside is to fund transportation technology and systems improvements that contribute to the implementation of key outcomes within Metro Vision and the Metro Vision Regional Transportation Plan. Accounting for previous project funding commitments and cost savings, approximately \$13.8 million is available for capital projects to be allocated over the next three fiscal years. DRCOG issued a call for letters of intent with full applications due July 8, 2020. A total of 30 applications were submitted for consideration with a total federal request of \$21,621,547. After applications were received, staff convened an internal Project Review Panel that individually evaluated the applications.

Director Gippe **moved** to approve the FY21-23 RTO&T Set-Aside project funding awards and waitlist recommended by the Project Review Panel. The motion was **seconded** and **passed** unanimously.

2050 small-area household and employment forecast for the 2050 Metro Vision Regional Transportation Plan

Andy Taylor, Manager provided an overview of the forecast to the committee. By forecasting the growth of households and jobs in areas much smaller than counties, DRCOG staff can forecast future travel patterns to support the regional transportation planning process. A new small-area forecast of households and jobs is now available for use with upcoming travel demand and air quality conformity modeling for the 2050 Metro Vision Regional Transportation Plan. DRCOG's small area forecasting process begins with the work of the State Demography Office in the Department of Local Affairs. Because their work ends at the county-level, the work of DRCOG begins with the forecast of internal distribution of those county-level 2050 forecasts, otherwise known as control totals. Staff forecasts the distribution of household and employment growth across just over 2,800 small areas, known as transportation analysis zones (TAZ). That information then serves as one set of input assumptions for travel demand modeling efforts that forecast travel patterns between zones and on the regional transportation network. The resulting household and job forecast is available for viewing and downloading in a variety of formats on DRCOG's Regional Data Catalog: <https://data.drcog.org/dataset/small-area-household-and-employment-forecasts-2020>

Committee Reports

State Transportation Advisory Committee – Director Jones reported that Tim Kirby, liaison to MPOs and STAC, has left CDOT. The committee received a presentation from CEO and CDPHE on the Green House Gas Roadmap, on how to reach state greenhouse goals. STAC reported that they will be working together to change their current bylaws. They also received a presentation from CDOT on the National Highway Freight Program.

Metro Mayors Caucus – Director Starker reported they met on September 3 and received a briefing from Bob McDonald, Denver Public Health and Environment Director, on COVID-19 progress in the city and County of Denver. They also received a briefing from Mayor Jackie Millet on the Re-Imagine RTD initiative and after the meeting, the caucus drafted a consensus letter to distribute to local mayors, asking RTD to maintain the FasTracks Internal Savings Account (FISA). The caucus sent a consensus letter to the congressional delegation to extend use of Cares Act funding from December 2020 to March 2021.

Metro Area County Commissioners –Director Partridge, reported they met and discussed the use of Cares Act funding to help Denver Metro citizens. They also discussed creative solutions for addressing homelessness, including purchasing buildings to house these citizens.

Advisory Committee on Aging – Jayla Sanchez-Warren reported they met and discussed the biggest issue affecting our older population during this time, which is the need for more staff to provide services. The committee received a report from Shannon Gimbel, Ombudsman Manager, that 118 facilities in the Denver Metro have

resolved their internal COVID-19 outbreaks, but there were 15 new outbreaks that took place recently.

Regional Air Quality Council – Doug Rex reported the council reviewed the 2019 audit and it was positive overall. They received an Ozone Season update; current readings were presented and there are serious conversations taking place as our status could be moved from “serious” to “severe”. The council had a discussion on the State Implementation Plan (SIP), specifically about preface of the document regarding the air quality readings from this last summer.

E-470 Authority – Director Teal stated that the Board met and had a brief meeting on September 10, so that the Board could adjourn to their Board retreat, where they mainly focused on discussing the impacts and challenges presented by COVID-19.

Report from CDOT – Director White reported on the wildfires around the state and how it is affecting staff and citizens. Overall, CDOT was monitoring four different fires and the amount of acreage affected by them. There was a total of \$10 million in damage to the state highway system. CDOT will be seeking reimbursement from FHWA to repair this damage, since this situation was declared as a natural disaster.

Report on FasTracks – Director Van Meter reported the RTD Board of Directors selected Deborah Johnson as the new GM and CEO of RTD, which she will begin the position in November. The RTD Board is working to provide staff with guidance on how to close a projected \$215 million gap in the RTD budget for the year 2021. The RTD Board has indicated a preference that staff come up with a 2-year mid-term financial plan for RTD this year, as opposed the traditional 6-year plan. The N-line is on track to open and be operational on September 21.

Next meeting – **October 21, 2020**

Other matters by members

There were no other matters by members.

Adjournment

The meeting adjourned at 8:05 p.m.

John Diak, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Executive Director

ATTACH C

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
October 21, 2020	Informational Briefing	9

SUBJECT

This item is related to soliciting interest to serve as a member or alternate on the Regional Transportation Committee, the State Transportation Advisory Committee, the E-470 Board of Directors, and the Advisory Committee on Aging.

PROPOSED ACTION/RECOMMENDATIONS

Solicit interest from members to serve on the Regional Transportation Committee, the State Transportation Advisory Committee, the E-470 Board of Directors, and the Advisory Committee on Aging.

ACTION BY OTHERS

N/A

SUMMARY

Interest is being solicited for directors to serve as DRCOG's representatives on the Regional Transportation Committee (RTC), the State Transportation Advisory Committee (STAC), E-470 Board of Directors and the Advisory Committee on Aging (ACA).

DRCOG has five seats on the RTC. Three seats are reserved for the DRCOG Board Chair, Vice Chair and the executive director. Two at-large representatives are needed as well as several alternates to serve in the event a member cannot attend a meeting. DRCOG currently has only one at-large member Director Wynne Shaw.

DRCOG also has standing membership on both the STAC and E-470 Authority Board. Each year, members are solicited to serve on behalf of DRCOG for these important regional assignments. Two DRCOG members will be chosen to serve on either committee as the "member" and the other as the "alternate". Directors Elise Jones and Roger Partridge currently serve as member and alternate respectively on the STAC, but both are term limited by the end of 2020. Director George Teal is currently the member on E-470 and Chair John Diak is the alternate.

Lastly, DRCOG's Advisory Committee on Aging has three vacancies for Board members to serve on this critical committee serving older adults throughout the region.

If you have interest in serving on any of the above committees, please submit an email to Melinda Stevens (mstevens@drcog.org) specifying which committee(s) no later than Friday, November 13, 2020

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

- Regional Transportation Committee guidelines
- Link to STAC [webpage](#)
- Link to E-470 [webpage](#)
- Advisory Committee on Aging guidelines

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; or Melinda Stevens, Division Assistant at 303-480-6744 or mstevens@drcog.org.

REGIONAL TRANSPORTATION COMMITTEE

Type: Standing Committee

Authority: Memorandum of Agreement between DRCOG, the Colorado Department of Transportation, and the Regional Transportation District, dated July 10, 2001.
Modified by the three agencies, June 17, 2008
Revised September 21, 2016

MEMBERSHIP

Sixteen members as follows:

Denver Regional Council of Governments - Board chair and vice chair, and two designees from the Board, and the Executive Director.

Colorado Department of Transportation - Three metro area Transportation Commissioners and the Executive Director.

Regional Transportation District - Three Board members and the General Manager.

Other Members - Three members appointed by the Committee chair upon unanimous recommendation of the Executive Directors of DRCOG, CDOT and the General Manager of RTD. The DRCOG Executive Director will consult with the Committee chair prior to the three agency executives forming a recommendation.

USE OF ALTERNATES

It is the clear goal of the Committee to minimize use of alternates. However, recognizing that there will be times when it is inevitable that members cannot attend, alternates will be allowed on the following basis:

- Each agency shall designate annually, in writing to the chair, standing alternates (board members/commissioners and staff).
- No more than two staff (members or designated alternates) from each agency can vote on any given issue.
- The appropriate level of staff that can be designated as alternates are:
 - DRCOG: Division Directors
 - CDOT: Regional Transportation Directors or equivalent or above
 - RTD: Senior Managers of planning and development or above
- No alternates are permitted for the Other Members.
- No proxies are permitted.
- The new Immediate Past Chair of DRCOG shall serve as an alternate until the DRCOG Board acts to designate new alternates after the February Board elections.

RESPONSIBILITIES

Through the Regional Transportation Committee, DRCOG, as the Metropolitan Planning Organization (MPO), administers the urban transportation planning process for the region in accordance with *The Prospectus - Transportation Planning in the Denver Region* and applicable federal regulations. Accordingly, the responsibilities of the Regional Transportation Committee shall include:

- Overall direction of current work activities established by the Unified Planning Work Program.
- Review and approval of items to be submitted to the DRCOG Board of Directors, as the MPO policy body, for adoption.
- Approval of plans, programs, documents and annual endorsements related to surface transportation as outlined in the Memorandum of Agreement. Should the DRCOG Board approve a policy action that differs from the Regional Transportation Committee's recommendation, the action shall be referred back to the Committee for reconsideration.

QUORUM

Twelve members, or designated alternates.

VOTING

Twelve votes are required to carry any action.

OTHER

DRCOG representatives will attend a briefing with the DRCOG Executive Director immediately prior to the regularly scheduled RTC meeting.

ADVISORY COMMITTEE ON AGING (ACA)

Type: Standing Committee

Authority: Older American's Act of 1965, as amended, and the Contract between DRCOG and the Colorado Department of Human Services, State Unit on Aging dated February 8, 1974 and revised March 15, 2006.

MEMBERSHIP

Membership shall include individuals eligible to participate in the program, minority and low-income adults, older individuals, residents of geographically isolated areas, and at least three members of the DRCOG Board who shall be appointed by the DRCOG Chair. Interested DRCOG Board alternates also may be considered for appointment to the ACA in addition to the minimum Committee membership of three Board members.

Membership on the Committee or changes to membership requires a written request to, and confirmation by, the DRCOG Chair. Membership shall be assessed annually and a member's attendance at ACA meetings will be considered.

It is the goal of the DRCOG Board that (1) at least one-half of the members should be age 60 and older, and (2) include at least one individual from each of the counties served by the Area Agency on Aging (AAA), and (3) include five community partner representatives from areas including but not limited to: transportation, lifelong communities, foundations, financial institutions, aging, disability, LGBT (lesbian, gay, bisexual, transgender), elder rights, and developmental disability.

Members representing each of the counties served by the AAA shall be recommended for appointment by their respective county council/commission on aging through their respective governing body (board of county commissioners or mayor, as appropriate) and confirmed by the DRCOG Chair. Representation shall proportionately reflect the 60+ population within each county and shall be according to the graph below.

60+ Residents	Number of Representatives
0 – 50,000	2
50,001 – 100,000	3
100,001 and over	4

County population shall be determined using DRCOG's demographic estimates. There will be a maximum of four representatives per county.

CONFLICT OF INTEREST

Members are expected to be aware of any potential real or perceived conflicts of interest and make them known to the DRCOG AAA Division Director immediately. Members shall

abstain from any discussion of, or voting on, any funding issue in which a conflict of interest exists or may arise.

Committee members that are board members of an agency that submit requests for funding are prohibited from taking part in evaluating such requests.

OFFICERS

The ACA elects officers from among the members annually in May. The term of the office for chair and vice chair is one year, from July 1 through June 30. An individual may serve two consecutive years in the same office but only with an affirmative vote of the Committee.

In the absence of the chair, the vice chair assumes the role of the chair.

RESPONSIBILITIES

- Represent the needs of persons age 60 and older, with special emphasis on the needs of those persons in greatest social and/or economic need.
- Advocate for the enhancement and well being of the region's current and future older adult populations.
- Assist DRCOG staff in assessing the strengths and needs of older adults and their caregivers.
- Assist DRCOG staff in developing and updating the AAA 4–Year Plan; make recommendations concerning the same to the DRCOG Board.
- Assist DRCOG staff in developing policies, procedures, and priorities for planning and funding activities; make recommendations concerning the same to the DRCOG Board.
- Assist DRCOG staff in assessing funding proposals to serve the 60 and older population pursuant to the Older Americans Act and Older Coloradans Act; make recommendations concerning the same to the DRCOG Board.
- Actively become and remain educated on the issues concerning the aging and their caregivers.
- Serve as an ambassador to the community and to the County Councils on Aging by communicating the purposes, responsibilities and functions of the AAA.

QUORUM

A quorum shall consist of one-third of the members present at a regularly scheduled ACA meeting or at a special meeting called by the Committee chair.

MEETINGS

The ACA meets monthly and shall be open to the public. Summary minutes shall be taken at Committee meetings and shall be available to the public upon request for review.

The ACA, in consultation with the AAA Division Director, may cancel regular monthly meetings or call for special meetings.

It is the responsibility of the AAA Division Director to develop the monthly agenda. The committee chair may request the AAA Division Director develop the agenda in consultation with the chair.

SUBCOMMITTEES

- The ACA, in consultation with DRCOG staff, shall determine the need for subcommittees.
- Duties of subcommittees include making recommendations to the ACA regarding matters pertaining to their specific interest.
- Any ACA member may serve on any of the subcommittees but shall include, whenever possible, at least one member from each county represented.
- Voting is limited to one vote per county.
- Each subcommittee shall appoint a chair and the meeting schedule for the subcommittee shall be determined by the chair and other members in consultation with DRCOG staff.
- All subcommittee activities shall be reported by the subcommittee chair or their designee at the next regular ACA meeting.
- It is the responsibility of the AAA Division Director or designee to develop the monthly agenda. The subcommittee chair may request the agenda be developed in consultation with the subcommittee chair.

ATTACH D

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
October 21, 2020	Informational Briefing	10

SUBJECT

Staff will share initial results of 2050 small-area forecast “gap” analysis

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

Background

DRCOG forecasts the distribution of household and employment growth across approximately 2,800 small areas, known as transportation analysis zones (TAZ). These small-area forecasts serve as one set of input assumptions for DRCOG’s regional travel demand modeling. These growth assumptions also inform other local and regional transportation planning and modeling efforts.

The recently developed 2050 household and job forecast is available for viewing and downloading in a variety of formats on DRCOG’s Regional Data Catalog:

<https://data.drcog.org/dataset/small-area-household-and-employment-forecasts-2020>

DRCOG’s small-area forecasts are developed through a “top-down/bottom-up” process. County-level forecasts developed by the State Demography Office in the Department of Local Affairs are the starting point in the process to develop the forecasts. DRCOG uses a wide variety of data inputs, including local zoning, and state of the practice modeling tools to produce preliminary forecasts. Feedback from local governments is instrumental in developing final forecasts.

In essence, the forecasts attempt to reflect an “as planned” growth scenario – given anticipated household and employment growth in the region, what is the likely distribution of households and employment in 2050. While the forecasts aim to reflect local growth plans, policies and priorities, there is not a corresponding effort to align forecasts to regional outcomes and objectives as established in Metro Vision. For instance, while the region has a long-standing growth framework that emphasizes household and employment growth in urban centers, the forecast does not “override” local plans and zoning to ensure a larger share of the region’s growth occurs in these areas.

Today’s Discussion

Metro Vision establishes the nexus between regional planning and growth assumptions and the ability of the region to achieve shared outcomes established by the board. The October Board work session is the first in a series of briefings that will bring forward the recently completed 2050 forecasts, and other data-driven observations, through the lens of the adopted [Metro Vision plan](#). Over the coming months, Directors will learn about the

region's anticipated "growth trajectory" and offer their insights on the implications of these anticipated growth patterns – e.g., do current assumptions suggest we are headed toward achieving Metro Vision outcomes or is there more work to do to ensure success.

PREVIOUS DISCUSSIONS/ACTIONS

[January 15, 2020](#)

[September 16, 2020](#)

PROPOSED MOTION

N/A

ATTACHMENTS

Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6747 or drex@drcoq.org; or Brad Calvert, Director, Regional Planning and Development, at 303-480-6839 or bcalvert@drcoq.org.



Metro Vision gap analysis (part one)

*Comparing 2050 small-area forecast to
regional aspirations and areas of
continuous improvement*

Presented by:

Brad Calvert

October 21, 2020



Overview

Item

Sept. Board Item

Oct. Board Item

Nov. BWS/Board Item

Question focus

Why are we growing and by how much?

How are we growing?

Where are we growing?

Note: Recent and upcoming staff analysis and presentations are leveraging a completed product - 2050 small-area forecast (anticipated growth and development trends), *2050 Metro Vision Regional Transportation Plan* is currently being developed.



Small-area forecast and gap analysis

Statewide forecasts

(State Demography Office,
Colo. Department of Local Affairs)

- 2050 forecasts: population, households, jobs
- 64 counties



Small-area forecasting (DRCOG)

- Forecast internal distribution of 2050 forecasts (aka *control totals*)
- 2,800+ small areas (aka *zones*)



Travel demand modeling (DRCOG, other studies)

- Forecast travel patterns between zones, on transportation network



Metro Vision gap analysis (DRCOG, local government cohorts)

- Gap between this forecast and region's aspirations in *Metro Vision*



Metro Vision (metrovision.drcog.org)

- Adopted unanimously in 2017
- Communities "contribute to Metro Vision outcomes and objectives through different pathways and at different speeds..."
- Staff annually reports on performance measures
- Recent small area forecast (supplemented with additional data) is opportunity to review regional growth "as planned" through Metro Vision lens



DRCOG Strategic Planning Model and Metro Vision





Recap: How much are we growing?

Slowing growth: 2010-2030 vs. 2030-2050

	2010-2020	2020-2030	2030-2040	2040-2050
Household growth	219,400	224,200	171,200	117,000
Job growth	482,500	280,300	261,200	262,700



Recap: Why are we growing? Why is growth slowing?

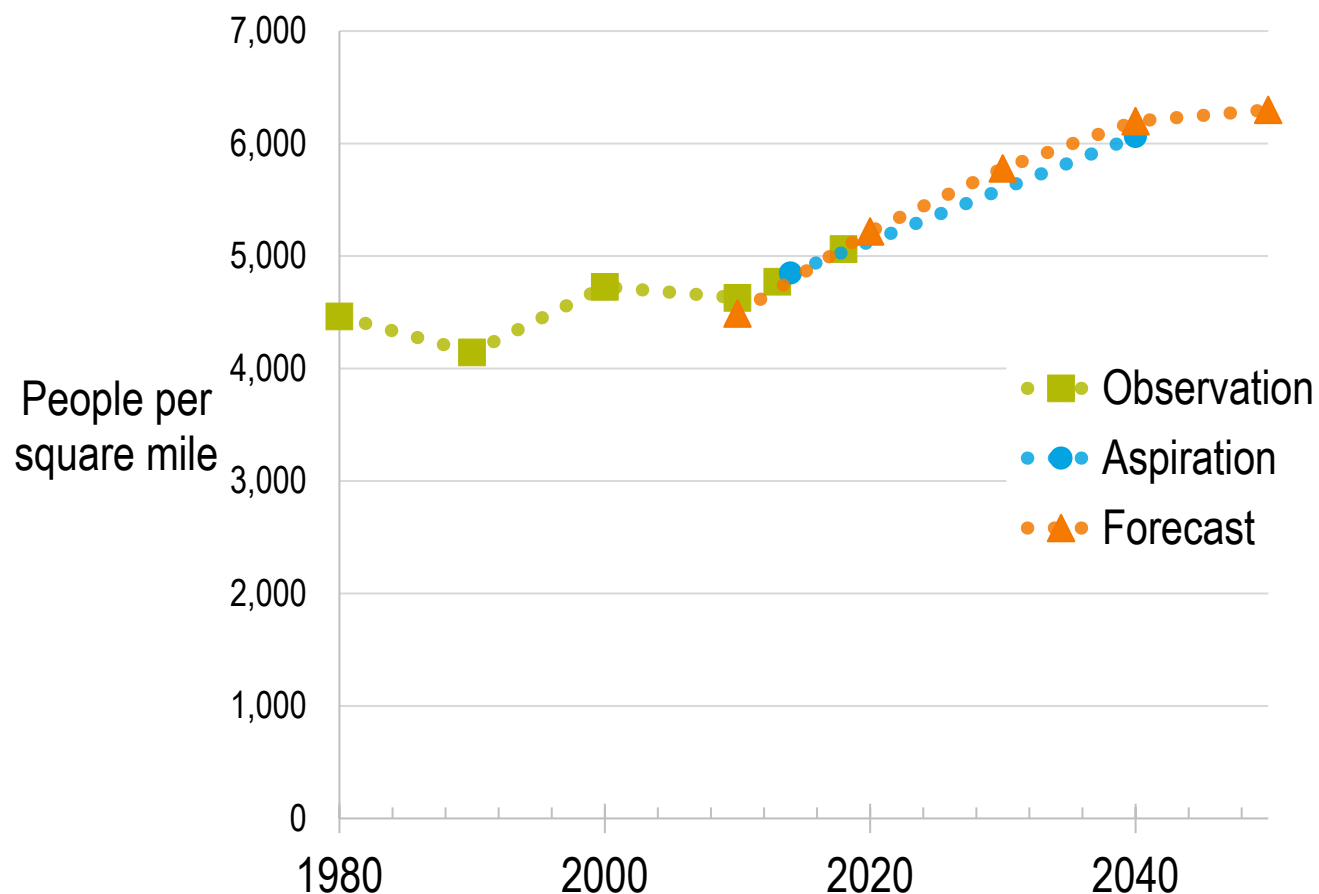
- State's growth rate continuing to outpace nation's, though both declining
- Long run, 2030-2050, slowing due to:
 - Lower birth rates
 - Slowing job growth ← tight labor market
 - Slowing net migration ← domestic and international



[Full 12-page report from
State Demography Office](#)



Objective: Promote investment/reinvestment in existing communities



Population-weighted density increases more when people settle in and near neighborhoods that are already well-settled

Year	Population-weighted density (persons per sq. mi.)	
2010	4,490	
2020	5,220	
2030	5,780	
2040	6,200	
2050	6,300	6,060 (MV target)



Objective: Diversify the region's housing stock

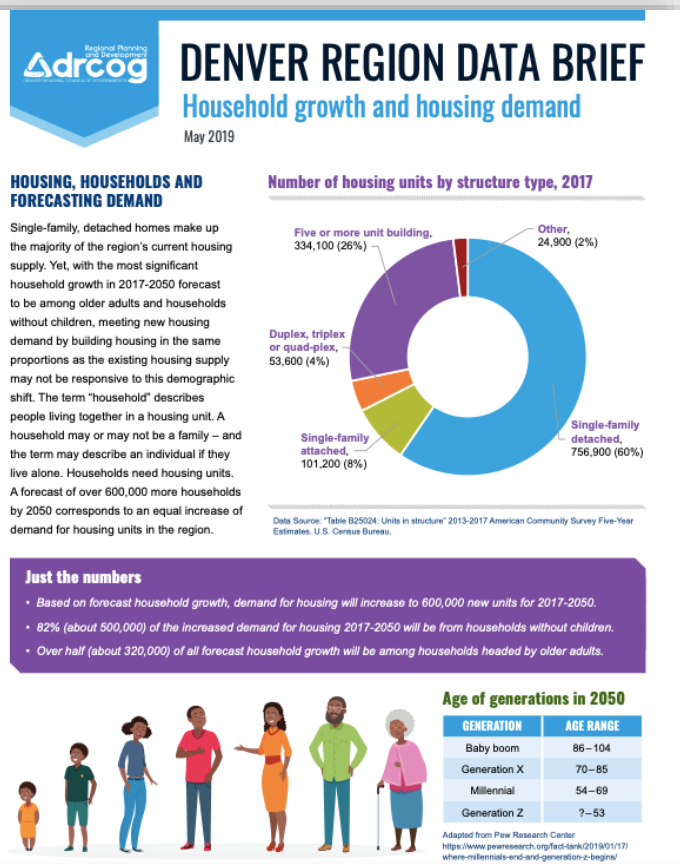
- Large change in single-family to multi-family ratio since 2010, small change in overall housing portfolio....

		Percent SF	Percent MF	Percent MF (100+ units)
Housing stock added	Through 2010	76%	24%	5%
	2011-2020	56%	44%	32%
	2020 "portfolio"	74%	26%	8%

Note: 2050 small-area forecast does not enumerate single- vs. multi-family units (forecasting households)



Objective: Diversify the region's housing stock



Data Brief: May 2019
(table updated to include current projections)

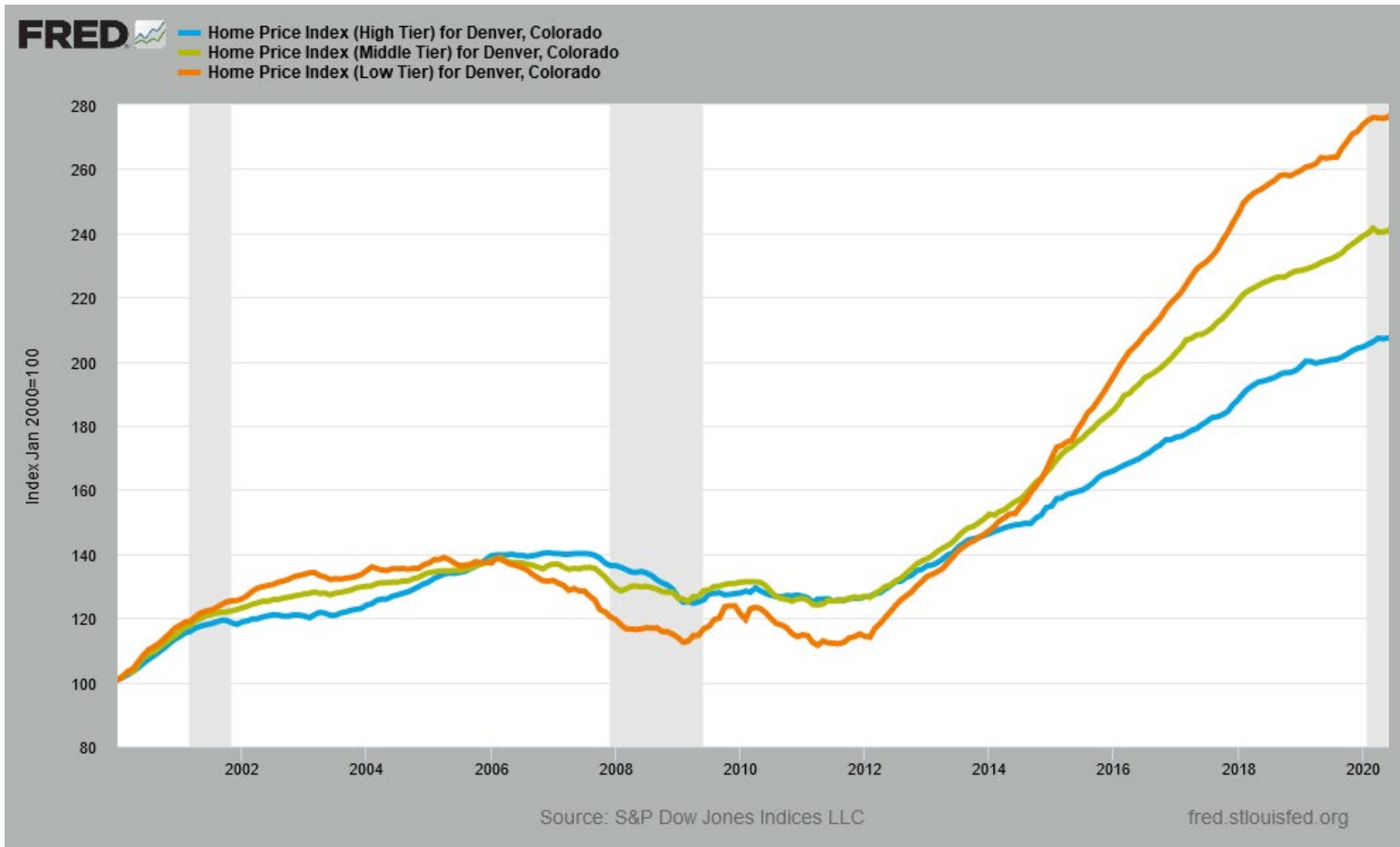
Between 2020 and 2050, additional housing units by age of head

Growth among households with...	18-24	25-44	45-64	65-Plus	TOTAL
more than one adult with children	600	22,500	45,900	12,000	81,100
more than one adult with no children	3,300	14,300	85,000	138,700	241,300
one adult with children	200	4,100	6,400	100	10,700
one adult with no children	1,500	11,000	51,300	105,900	169,700
Total Growth	5,600	51,900	188,700	256,800	502,900

Data Source: "Household Projections" Colorado Department of Local Affairs, State Demography Office.
<https://demography.dola.colorado.gov/housing-and-households/data/household-projections/>.
Accessed September 2020.



Objective: Increase the regional supply of housing attainable for a variety of households



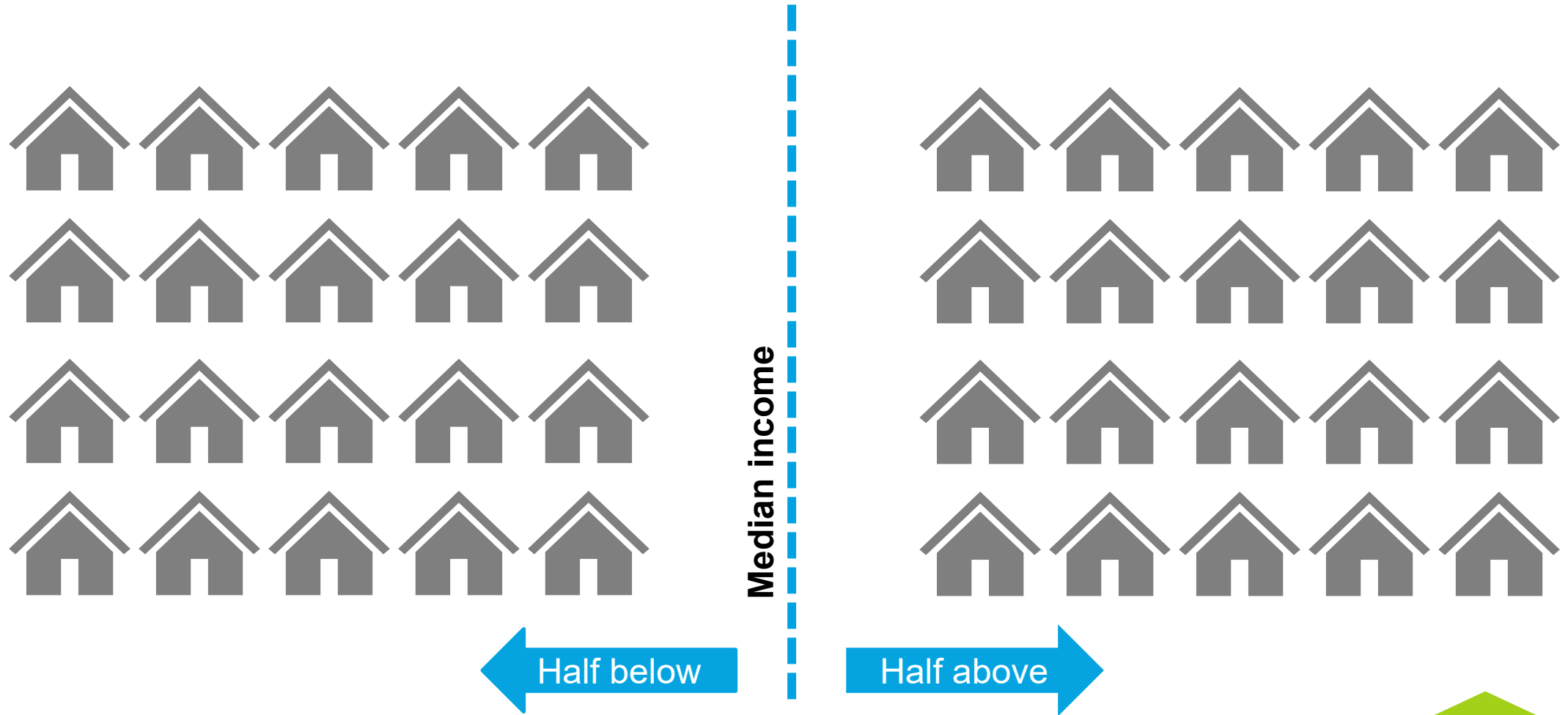
Lowest tier priced homes

Middle tier priced homes

Highest tier priced homes



Objective: Increase the regional supply of housing attainable for a variety of households



Data source: "Table 8," *Comprehensive Housing Affordability Strategy data* (2006-2010 and 2013-2017), Dept. of Housing and Urban Development: <https://www.huduser.gov/portal/datasets/cp.html> (accessed Sept. 2020).

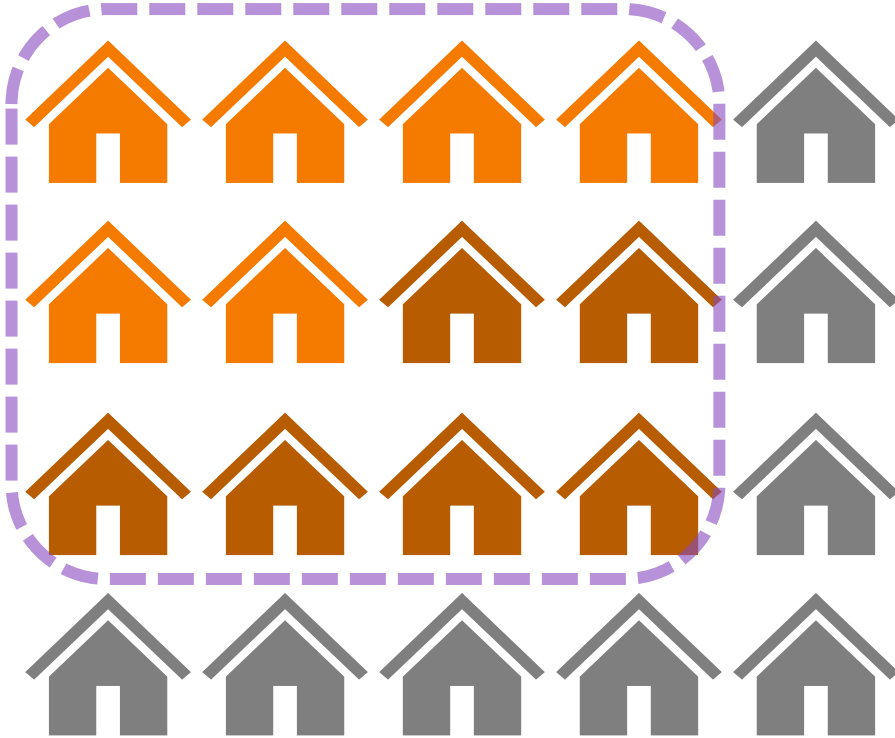


Objective: Increase the regional supply of housing attainable for a variety of households

2010




321,300 housing cost burdened households

59%



63,600 housing cost burdened households



-  Not housing cost burdened (less than 30% of income spent on housing)
-  Housing cost burdened (30% or more of income spent on housing)
-  Severely housing cost burdened (50% or more of income spent on housing)

Data source: "Table 8," *Comprehensive Housing Affordability Strategy* data (2006-2010 and 2013-2017), Dept. of Housing and Urban Development: <https://www.huduser.gov/portal/datasets/cp.html> (accessed Sept. 2020).

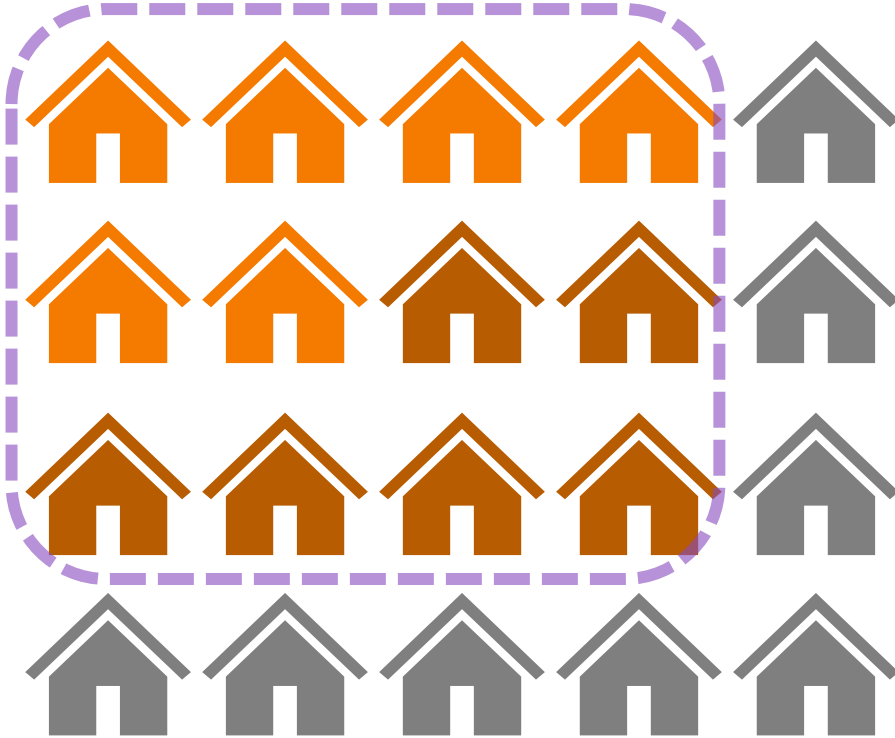


Objective: Increase the regional supply of housing attainable for a variety of households

2017




326,700 housing cost burdened households

57%



36,000 housing cost burdened households



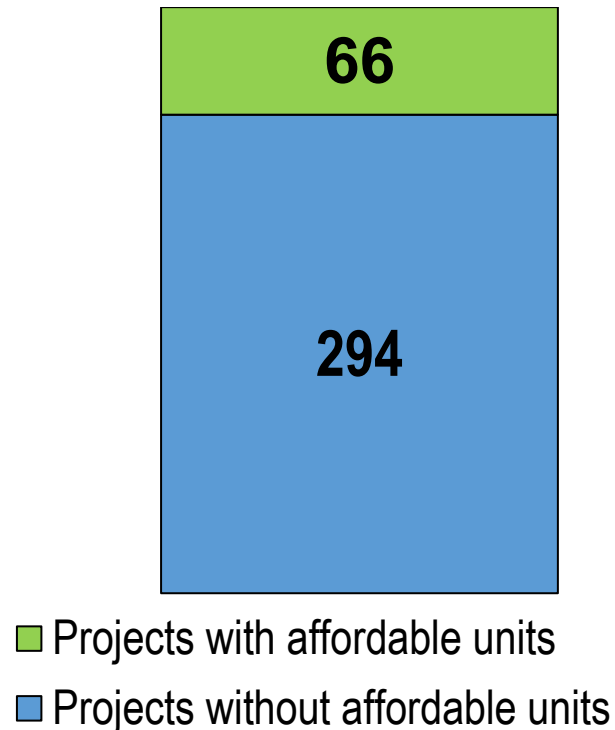
-  Not housing cost burdened (less than 30% of income spent on housing)
-  Housing cost burdened (30% or more of income spent on housing)
-  Severely housing cost burdened (50% or more of income spent on housing)

Data source: "Table 8," *Comprehensive Housing Affordability Strategy* data (2006-2010 and 2013-2017), Dept. of Housing and Urban Development: <https://www.huduser.gov/portal/datasets/cp.html> (accessed Sept. 2020).



Objective: Increase the regional supply of housing attainable for a variety of households

Projects that include affordable or deed-restricted units, 2015 to 2027



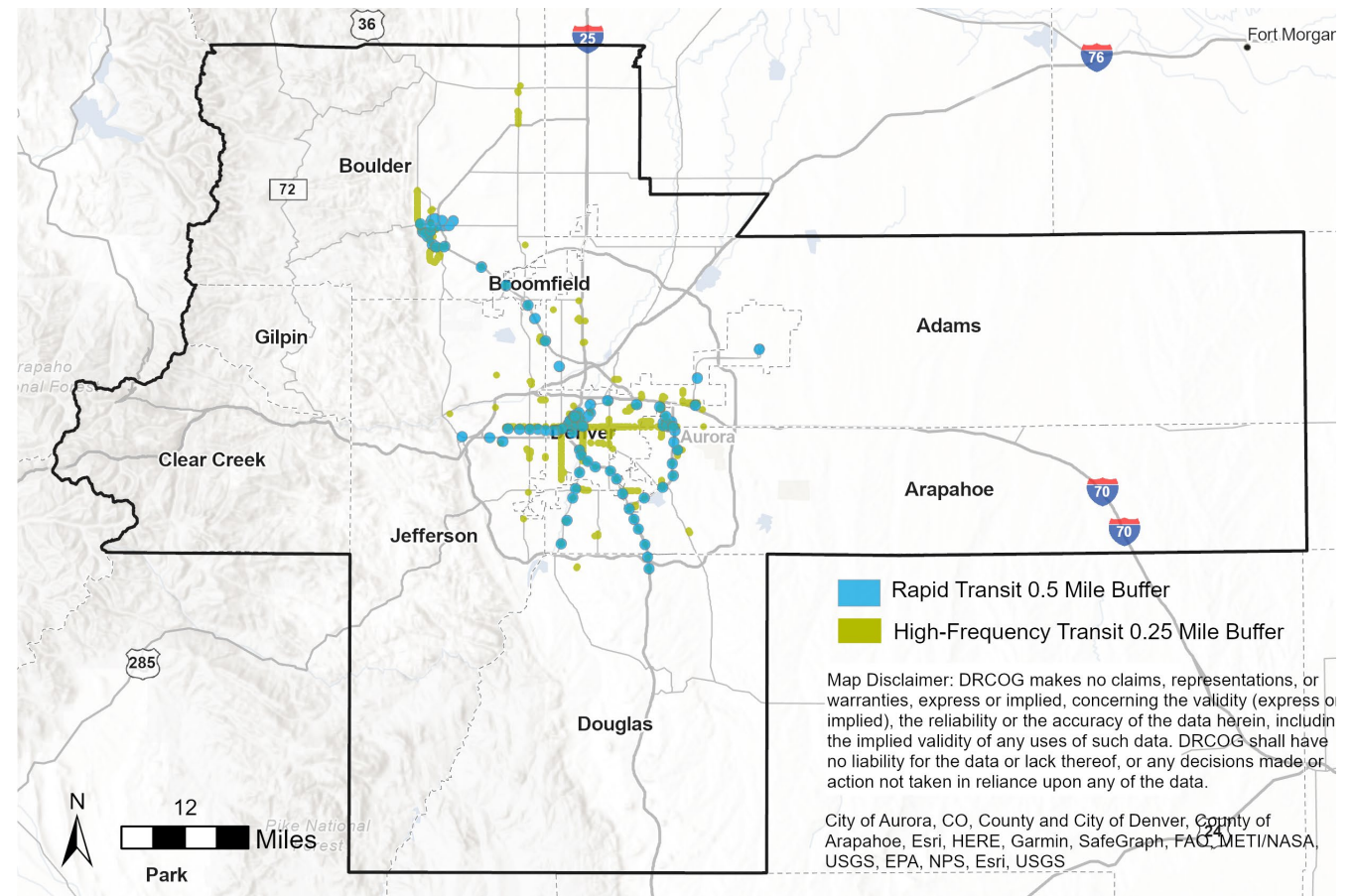
- **1,543**: development projects in DRCOG's scheduled development dataset (recently completed or planned in Denver region)
- **360**: development projects where the presence of affordable/deed-restricted units could be determined
- **73,000**: units included in these 360 development projects
- **5,000**: affordable/deed-restricted units identified (6.9% of identifiable units)



Objective: Increase opportunities for diverse housing accessible by multi-modal transportation

- Household and employment growth in high-frequency or rapid transit areas

% Total	Near Transit
21.2%	288,231 2020 Households
21.8%	409,424 2050 Households
<hr/>	
44.9%	978,521 2020 Jobs
41.3%	1,237,960 2050 Jobs

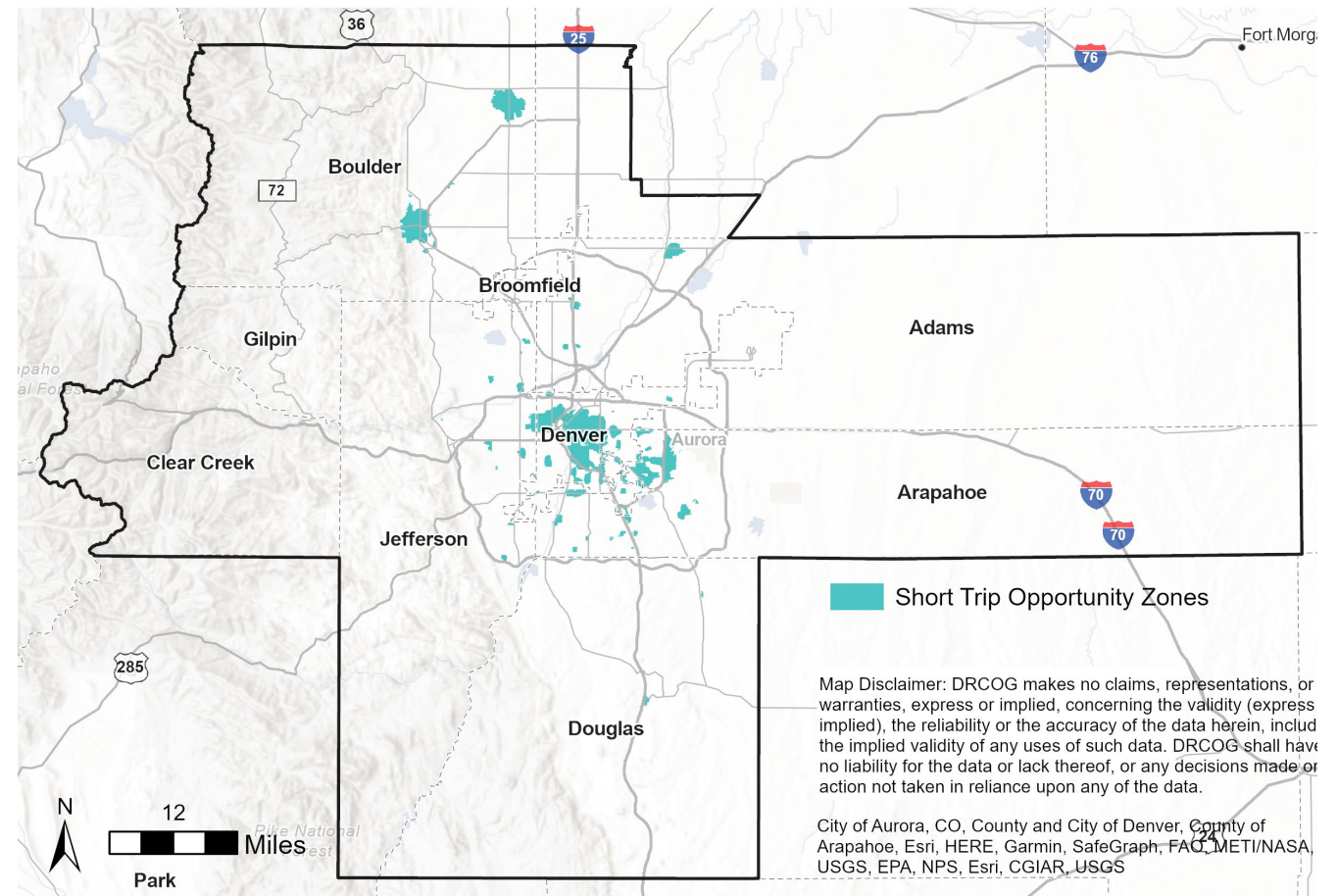




Objective: Increase housing opportunities accessible by multimodal transportation

- Household and employment growth in ATP Short-Trip Opportunity Zones

% Total	Near Short Trip Zones
25.0%	340,967 2020 Households
23.2%	436,685 2050 Households
<hr/>	
34.3%	747,762 2020 Jobs
31.2%	938,058 2050 Jobs





Objective: Improve access for traditionally underserved populations

- Household growth in areas of Racially or Ethnically Concentrated Areas of Poverty (RECAPs)

Year	# Households in RECAPs	% Households in RECAPs
2020	50,521	3.7%
2050	87,884	4.7 %
37,363 Households or 7.1 % of total regional housing growth between 2020 and 2050		

- Employment growth in areas of Racially or Ethnically Concentrated Areas of Poverty (RECAPs)

Year	# Jobs in RECAPs	% Jobs in RECAPs
2020	116,865	5.4%
2050	185,026	6.2%
68,161 Jobs or 8.3 % of total regional employment growth between 2020 and 2050		

Racially or Ethnically Concentrated Areas of Poverty (HUD)

- Have a non-white population of 50 percent or more

AND

- Have a poverty threshold with 40 percent or more of individuals living at or below the poverty line (or is three or more times the average tract poverty rate for the area, whichever is lower)

Source: HUD Office of Policy Development and Research



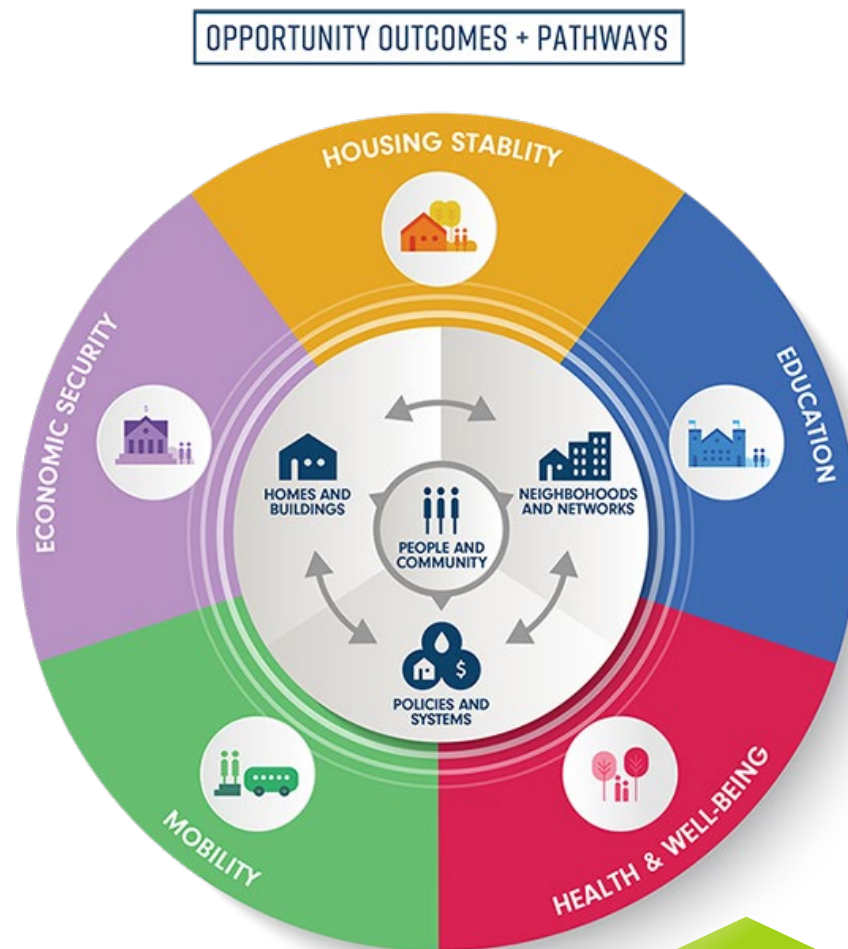
Objective: Improve access to opportunity

2020-2050	High-opportunity areas*	Low-opportunity areas**
Household growth share	10.2%	7.2%
Job growth share	14.4%	9.9%

* - Tracts above median statewide in all 5 categories
OR in top quartile in 4-5 categories

** - Tracts in bottom quartile in 4-5 categories

[Explore your own Opportunity360 dashboard](#)





Next steps

- Present additional staff analysis at future meeting (BWS or Board)
- Collect and process Director input:
 - "deeper dive" topics
 - learn more about activity- / initiative-level contributions
 - priorities/focus areas (if any) for coordinated regional efforts
- Metro Vision amendment (2021)
 - MVRTP alignment
 - performance measure/target amendments
 - potential to account for priorities/focus areas

QUESTIONS/DISCUSSION

Brad Calvert, Director
Regional Planning and Development
bcalvert@drcog.org
303.480.6839

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 #
October 21, 2020	Informational Briefing	11

SUBJECT

DRCOG equity initiatives discussion

PROPOSED ACTION/RECOMMENDATIONS

This item is for discussion.

ACTION BY OTHERS

N/A

SUMMARY

In light of national and local conversations about racial and other equity issues, the Board of Directors Executive Committee has asked staff to lead a Board conversation about DRCOG equity initiatives. In preparation for this discussion, staff provided in the September 16, 2020 agenda packet background information and documents summarizing the agency's current and required activities.

Federal Requirements

DRCOG is a recipient of federal financial assistance. All recipients are required to comply with various federal nondiscrimination laws and regulations, including Title VI of the Civil Rights Act of 1964 which forbids discrimination against anyone in the United States because of race, color, or national origin by any agency receiving federal funds. The Federal-Aid Highway Act of 1973 added the requirement of no discrimination on the grounds of sex. Additionally, the Civil Rights Restoration Act of 1987 defined the word "program" to make clear that discrimination is prohibited throughout an entire agency if any part of the agency receives federal financial assistance.

Division-Specific Initiatives

In addition to the agency-wide requirements, each of DRCOG's divisions have specific requirements and initiatives related to equity issues. The Regional Planning and Development (RPD) Division, within the context of Metro Vision, has and is pursuing a variety of equity-related initiatives. The Area Agency on Aging (AAA) has specific additional federal and state requirements that require their services to target specific disadvantaged populations. Like AAA, Transportation Planning & Operations (TPO) has specific federal requirements for its plans and activities. In addition to meeting those requirements, TPO has made additional efforts in the context of the 2050 Regional Transportation Plan effort to engage traditionally underrepresented populations.

DRCOG Diversity and Inclusion Committee

As an organization, DRCOG has formed an internal Diversity & Inclusion Committee to explore internal processes, policies and actions. The purpose of this effort is to effect organizational evolution in the areas of equity and diversity by developing competency among staff and leadership, improving operational processes and establishing measurable outcomes that promote accountability.

Discussion

Staff will present information on the above topics and seek input from the Board on opportunities to better integrate equity into our planning and decision-making processes.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. Staff Presentation
2. *Link:* [DRCOG Title VI Implementation Plan](#)
3. *Link:* [DRCOG Americans with Disabilities \(ADA\) Program Access Plan](#)
4. *Link:* [Limited English Proficiency Plan](#) / [Plan para el dominio limitado de Ingles](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or drex@drcog.org

DRCOG Equity Initiatives

Douglas W. Rex, Executive Director

Overview: Required Activities



- Recipient of federal funds – required to comply with federal **nondiscrimination laws and regulations**.
 - Title VI of the Civil Rights Act of 1964
 - Federal-Aid Highway Act of 1973
 - Rehabilitation Act of 1973
 - Age Discrimination Act of 1975
 - Civil Rights Restoration Act of 1987
 - Americans with Disabilities Act of 1990
- **DRCOG Policy Statement** declaring adherence to required federal laws and regulations.

Overview: Agency-wide compliance



- Title VI Implementation Plan
- Americans with Disabilities (ADA) Program Access Plan
- Limited English Proficiency Plan
- Public Engagement Plan

Regional Planning and Development – Key Takeaways



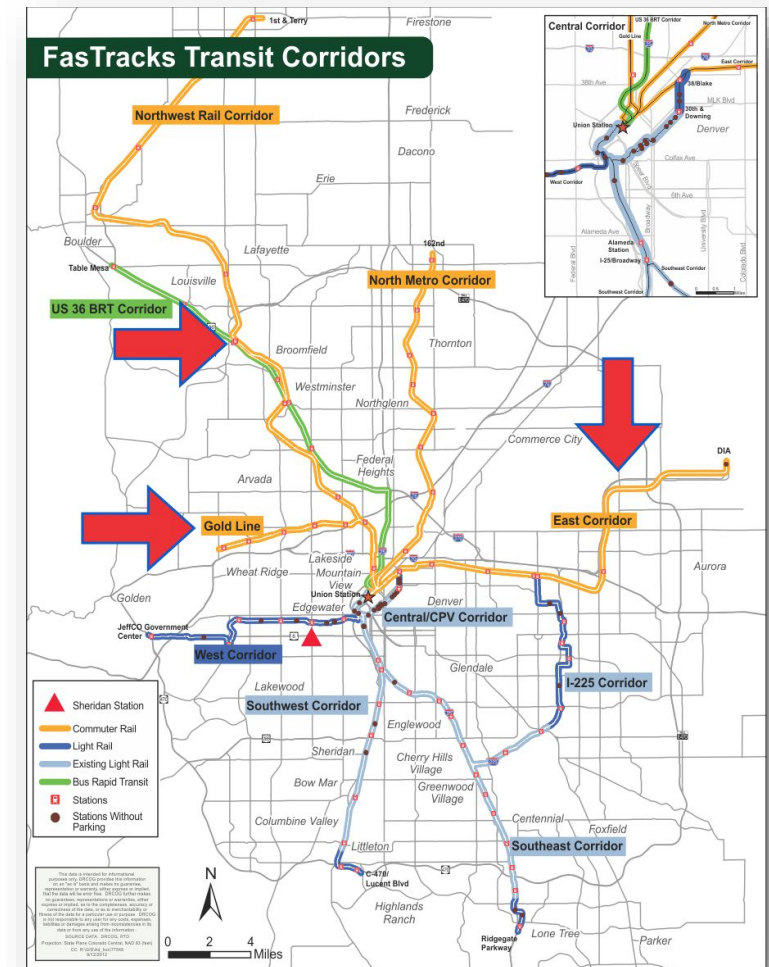
- **Metro Vision** is always the starting point – DRCOG Board emphasized "equity" additions to last update/current plan
- Outside funding and **partnerships** are often required
- Equity is not fully centered in our work, but there are some successes (and we've been **willing to try/fail**)
- No shortage of ideas, **lacking capacity** to devote to early steps: scoping, project partner identification/roles, securing funding, etc.

Sustainable Communities Initiative (2012 - 2015)



Align investments, programs and policies to maximize the benefits that result from the region's investment in transit through collaborative planning and stakeholder engagement.

- \$4.5 Million awarded to Denver region
- Example initiatives/products:
 - Regional Housing/Economic strategies
 - Regional Equity Atlas
 - Fair Housing and Equity Assessment *(required)*
 - equitable growth evaluation report
 - corridor working groups and blueprints
 - catalytic projects (including studies for housing authorities)





Metro Vision: example outcome

The region is comprised of diverse, livable communities.



MV objective: housing for current and future residents



Objective | Through various approaches, our region will: Diversify the region's housing stock.

The region will have housing that meets the needs of current and future residents as they progress through the various stages of their lives, including changes in familial status, income, employment and ability level. Local communities and regional partners will pursue initiatives that reduce barriers and expedite the development of housing in desired locations. The supply and range of housing options, including attainable and accessible units, in or near major employment centers will increase.

Supporting Objectives:

- Increase the regional supply of housing attainable for a variety of households.
- Increase opportunities for diverse housing accessible by multimodal transportation.

Access to services, amenities and opportunities



Outcome | We're working toward a future where:

The region's residents have expanded connections to health services.

Expanded connections to health services improve the health and wellness of residents in the Denver region. Connections to health services are expanded through improved multimodal transportation access, the location of new health facilities and other innovative approaches resulting in more convenient access to health services.

Objective | Through various approaches, our region will:

Improve access to opportunity.

The region will reduce critical health, education, income and opportunity disparities in neighborhoods and communities. The region will capitalize on community, local regional and state amenities by promoting reliable transportation connections to key destinations. Local and regional initiatives will continue to leverage investments in transit by concentrating new housing and employment in centers accessible by transit.

AHC: Addressing Health-Related Social Needs



Denver Regional AHC serves neighborhoods with a higher proportion of the following individuals and households, compared with the general population:

- households who are rent-burdened
- households receiving Supplemental Nutrition Assistance Program (SNAP) or other public benefits
- households identifying as Latinx/Hispanic
- individuals with a disability
- households with income below the poverty level

Opportunities for greatest improvement to reach more:

- households identifying as black/African American
- people who were born outside of the United States
- people who do not confidently speak English



Metro Vision performance measure status



Ahead of schedule



- Regional population-weighted density
- Person delay
- Travel time variation (TTV)
- Housing in high-risk hazard areas
- Employment in high-risk hazard areas
- Regional employment
- **Housing near high-frequency or rapid transit**

On track



- Protected open space
- **Employment near high-frequency or rapid transit**

Behind schedule



- Urban center housing
- Urban center employment
- Non-single-occupant vehicle (SOV) travel
- Vehicle miles traveled (VMT)
- **Traffic fatalities**
- Surface transportation greenhouse gas (GHG) emissions

No determination



- **Residents living in locations affordable to the typical household**

Metro Vision Idea Exchanges



Communities in Transition: tools to predict and respond to gentrification

Doubled-Up and Dealing with It: responding to shared housing arrangements

Holding the Line: preserving attainable housing in a strong market

DRCOG's Citizens' Academy – empowering emerging leaders



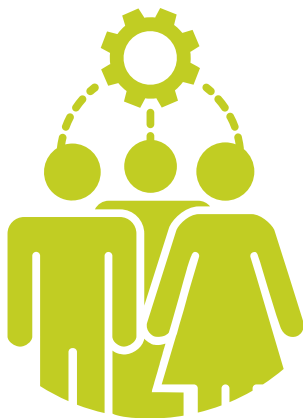
Over seven weeks:



learn from
local experts



meet and work with
other engaged and
informed citizens



engage on
personal and
professional levels



commit to future
action(s)

Partnership: Development Project Pipeline (built not launched)



Building Tenant Employees Retained

Building Tenant Employees Created

Total Expected Jobs

0

Env

Describe any green or environmentally beneficial aspects of the project?

Is the developer seeking LEED certification or following LEED principles for the project?

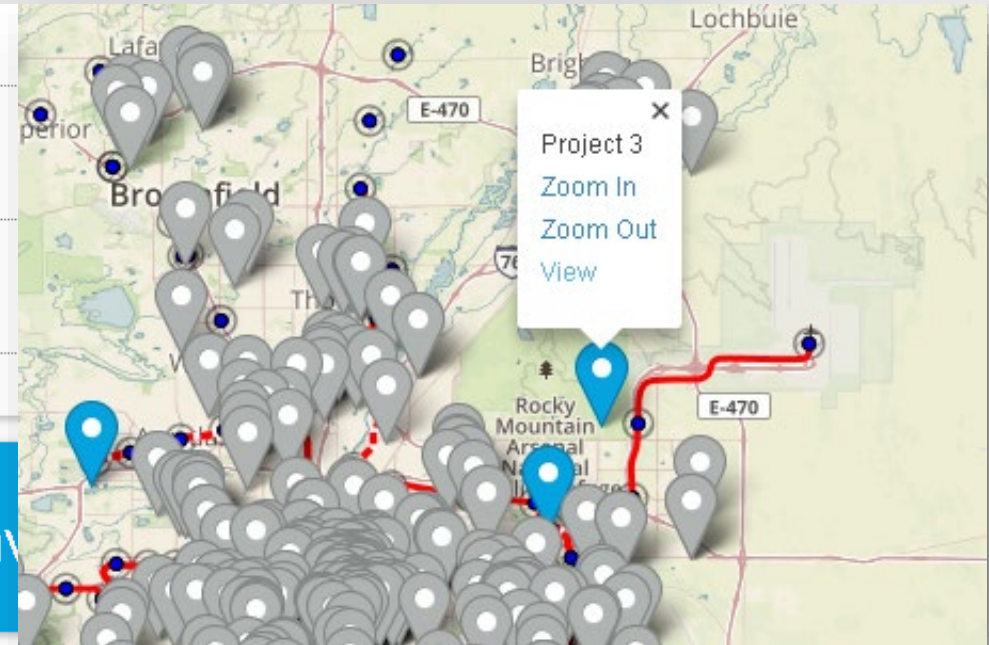
Choose your option

REQUEST ACCESS

VIEW THE DEVELOPERS PROFILE

MAP

DASHBOARD

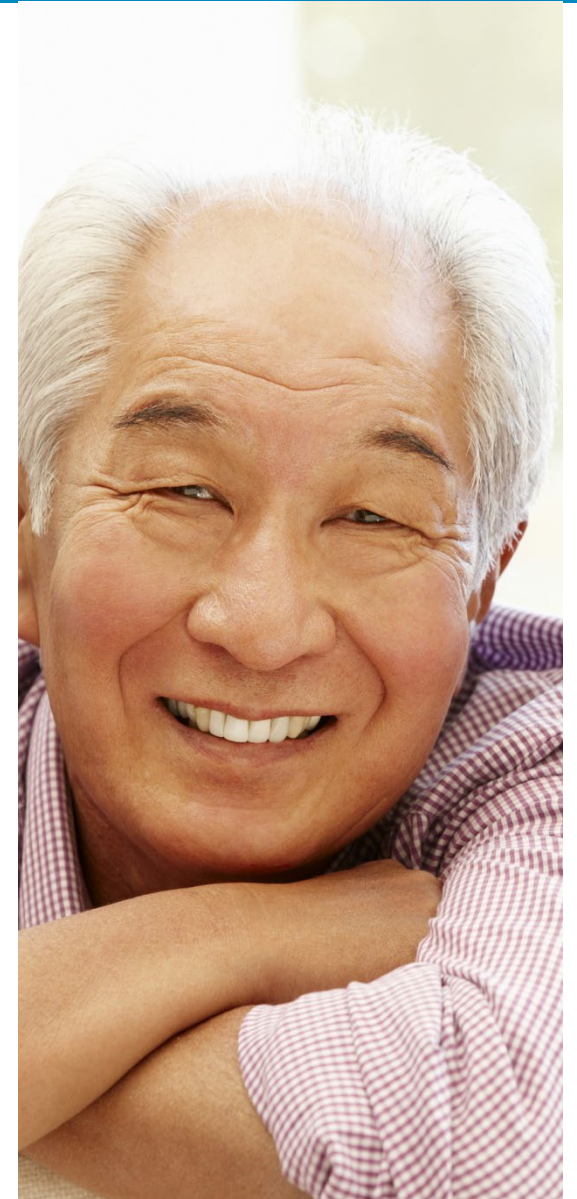


Area Agency On Aging



Federal and State require AAA services to target those in:

- Greatest economic need
- Greatest social need
- Low income minority
- 75 and older
- Older adults residing in rural areas



Community Services Supported by the AAA



- Southwest Improvement Council
- African American Caregiver Support Group
- Asian Pacific Development Center
- Colorado Center for the Blind
- Senior Support Services (homeless older adults)
- A3 (services for visually impaired and blind)
- Mount Evans Home Health
- Catholic Charities Kinship Program
- Elder Refugee Program
- AAA Latinx services - I&A, options counseling, case management, and benefits counseling.
- The Center (LGBT older adults)

Transportation planning requirements



- **Federal compliance** reviewed and certified every four years.
- Key activity is Title VI and Environmental Justice compliance for **transportation plans**
 - Regional Transportation Plan
 - Transportation Improvement Program
 - Consolidated Transit Plan
- EJ analysis focuses on **potential benefits to, and impacts on**, minority and low-income communities in comparison to the population as a whole.
- Transportation plans and programs
 - Must provide a fully **inclusive public** outreach program
 - Should not **disproportionately impact** minority and low-income communities
 - Must ensure the receipt of **benefits** by minority and low-income populations

2050 Regional Transportation Plan initiatives



- Meet people where they are: Engaged over 500 people at six **community events** throughout the region.
- **Civic Advisory Group** provides input and guidance from residents who represent the diversity of communities and experiences in the Denver region. Provides **perspectives from people who have not typically been involved** in the transportation planning process. The group consists of about 30 committed members associated with various community-based organizations, nonprofits and individuals from around the region.
- Convened a **Youth Advisory Panel** to ensure that **younger voices** are heard during the plan process. Brings together representatives from DRCOG's member government youth boards and commissions.



DISCUSSION

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

ATTACH F

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 #
October 21, 2020	Informational Item	13

SUBJECT

Providing the fifth *Denver Region Data Brief*, "Regional growth deceleration"

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 fifth 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 sources are the estimates and forecasts from the State Demography Office in the Colorado Department of Local Affairs.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

Denver Region Data Brief, "Regional growth deceleration"

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 bpcalvert@drcoq.org.

DENVER REGION DATA BRIEF

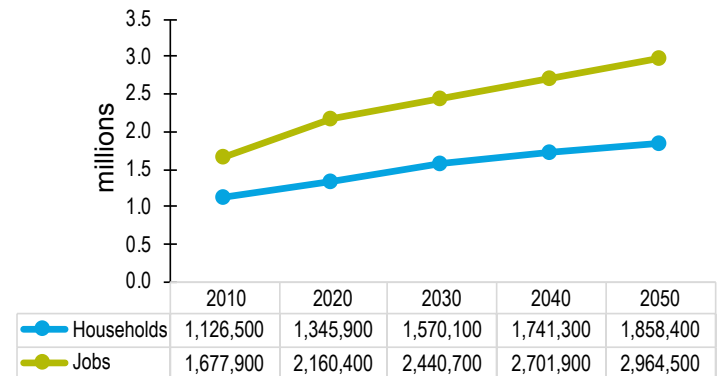
Regional growth deceleration

October 2020

Just the numbers

- By 2050, the Denver region could be home to 1.86 million households and 2.96 million jobs.
- Growth is slowing. Expect less regional growth over the next 30 years than the past 30 years, with 14% fewer households (81,300 less) and 21% fewer jobs (217,000 less) forecast to be added.
- Though the state and regional growth rates continue to outpace the nation's, the same demographic realities slowing national growth will also affect the Denver region.

Denver region growth forecast, 2010 – 2050



This recent trend compounds over the course of the forecast period as this subdued-in-size cohort reaches its child-bearing years. An older population also means lower fertility overall, as well as a higher propensity to move away, decreasing net migration.

Also due to aging, the region is facing an increasing number of retirements and will need to accommodate slightly more household growth from 2020-2030 than it experienced from 2010-2020 simply to maintain the needed labor force. The tightening labor market will likely contribute to slowing job growth.

POPULATION AND ECONOMIC TRENDS

The region is subject to the same trends slowing growth rates across the state and the nation. Contributors, as identified in the State Demography Office's "Colorado's Population and Economic Trends" report, include lower birth rates and an aging population.

The region, along with the state, has experienced lower birth rates since 2007 — the peak birth year in U.S. history.

GROWTH IN PERSPECTIVE

The Denver region could be home to 1.86 million households and 2.96 million jobs by 2050. To put the forecast growth in perspective: it includes less growth over the next 30 years than the region experienced over the last 30 years.

	Last 30 years			Next 30 years		
	1990-2000	2000-2010	2010-2020	2020-2030	2030-2040	2040-2050
Household growth	216,100	158,300	219,400	224,200	216,100	216,100
	593,800			512,500		
Job growth	478,700	59,900	482,500	280,300	261,200	262,600
	1,021,100			804,100		

Looking back and forward at 30 years of growth

Data sources: "Jobs Forecast," State Demography Office, Colorado Department of Local Affairs: <https://demography.dola.colorado.gov/economy-labor-force/data/jobs-forecast/> (accessed July 2019); "Household Forecast," State Demography Office, Colorado Department of Local Affairs (2010-2050 obtained Feb. 2020, 1990-2010 accessed Aug. 2020). Data notes: Job forecast extended from 2040 to 2050 by DRCOG staff. Weld County portion 2010-2050 reflected as output of DRCOG small-area forecast; portioning factor applied for 1990-2000. 2020 reflects a pre-COVID-19 forecast of 2020.

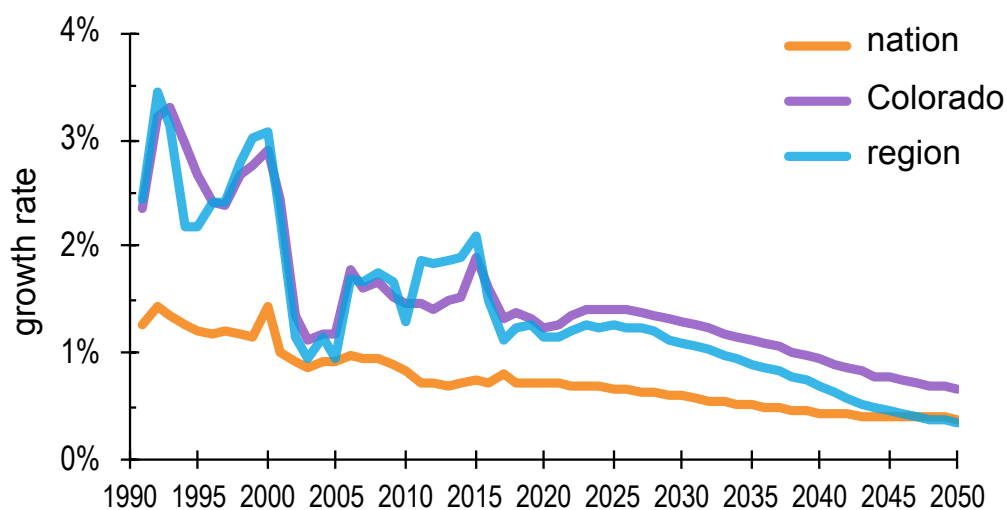
IN PRACTICE: PLANNING OUT TO 2050

With the immediate concerns and uncertainties brought about by the COVID-19 pandemic and resulting economic recession, forecasting out to 2050 may seem premature. However, as the region's federally designated metropolitan planning organization, DRCOG must facilitate a collaborative transportation planning process that includes a long-range perspective. Among other factors, DRCOG must promote consistency between planned transportation improvements and growth and development patterns. In the near term, DRCOG staff are:

- expanding collaboration with the State Demography Office by using DRCOG's forecasting tools to equip local governments to explore how preliminary county-level forecast changes may affect their community in order to provide constructive feedback for consideration in the official forecast from the state
- incorporating insights from the 2020 census and other estimates or observations that reflect the effects of the COVID-19 pandemic, the economic downturn and the anticipated recovery from both
- finalizing the 2050 Metro Vision Regional Transportation Plan (drcog.org/mvrtp), which will present a vision for the multimodal transportation system needed to respond to future growth and demographic trends, as well as a fiscally constrained perspective of strategies and projects to improve the system.



Annual population growth rate



Data sources: "Components of Change — Regions," State Demography Office, Colorado Department of Local Affairs: <https://demography.dola.colorado.gov/births-deaths-migration/data/components-change-regions/> (accessed September 2020); "Population Estimates, Vintage 2019," "Population Estimates, Intercensals 2000-2010," "Population Estimates, Intercensals 1990-2000," "Population Projections, 2017," U.S. Census Bureau: <https://www.census.gov/data/developers/data-sets/popest-popproj.html> (accessed September 2020).

Data note: Projections and forecasts appear smooth in comparison to the cyclic ups-and-downs shown for past estimates and observations.

The Denver Regional Council of Governments is a planning organization 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 G

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 #
October 21, 2020	Informational Item	14

SUBJECT

October 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 Transportation Advisory Committee, the Regional Transportation Committee, TIP project sponsors, staff of various federal and state agencies, and other interested parties.

The October 2020 administrative modifications are listed and described in the attachment. Highlighted items in the attachment depict project revisions.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

2020-2023 TIP Administrative Modifications (October 2020)

ADDITIONAL INFORMATION

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

ATTACHMENT 1

To: TIP Notification List

From: Douglas W. Rex, Executive Director

Subject: **October 2020 Administrative Modifications to the 2020-2023
Transportation Improvement Program**

Date: October 21, 2020

SUMMARY

- Per the DRCOG Board-adopted [2020-2023 TIP Policy](#), Administrative Modifications to the [2020-2023 TIP](#) are reviewed and processed by staff before presented to the DRCOG Board as an informational item. They are then emailed to the TIP Notification List, and posted on the [DRCOG 2020-2023 TIP web page](#). Administrative Modifications represent minor changes to TIP projects not defined as “regionally significant changes” for air quality conformity findings, or per CDOT definition.
- The TIP Notification List includes the members of the DRCOG Transportation Advisory Committee, the Regional Transportation Committee, TIP project sponsors, staffs of various federal and state agencies, and other interested parties. 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.
- 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

- **2007-095: Region 4 Surface Treatment Pool**
 - Add funding
- **2016-011: FLEX Route Extension: Boulder to Longmont**
 - Add local funding
- **2020-079: Human Services Transportation/FASTER Set-Aside**
 - Adjust funding years
- **2020-081: SH-119 Corridor Safety/Mobility Operational Improvements**
 - Add new funding and adjust funding years
- **New Project: State Vulnerable and Senior Transportation Funds**
 - Add new state funding

2007-095: Add \$39,000 in federal Strategic Safety Funds to the SH-119 Nederland East pool project (\$45,000 total increase)

Existing

Title: **Region 4 Surface Treatment Pool**

Project Type: **Roadway Reconstruction**

TIP-ID: **2007-095**

STIP-ID: **SR45218**

Open to Public:

Sponsor: **CDOT Region 4**

Project Scope

Projects in CDOT Region 4 (Boulder and SW Weld Counties) to be approved for pool funding by Region 4 Director.



Affected County(ies)

Boulder

Weld

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)
SH-119	47th St to Monarch Rd		\$11,100	SH-119	County Line to I-25		\$730	US-36	Iris to Mapleton		\$500
SH-7	28th St to US-287		\$9,103	SH-79 Resurfacing	MP 19-24		\$200	36B	Lyons South		\$2,225
SH-7 Non Flood Phase II	Estes Park to SH-72		\$5,233	US-85	South of Platteville		\$1,400	119A - Nederland	Eldora Rd. to Roundabout (MM 25-26)		\$825
SH-119: Nederland - East			\$11,115	SH-119: Nederland - West	MP 22-25		\$2,900				
Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding				
Federal		\$0	\$0	\$0	\$0						
State (Surface)		\$26,500	\$22,500	\$6,900	\$6,000						
Local		\$0	\$0	\$0	\$0						
Total	\$72,167	\$26,500	\$22,500	\$6,900	\$6,000	\$0	\$134,067				

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-119	47th St to Monarch Rd		\$11,100	SH-119	County Line to I-25		\$730	US-36	Iris to Mapleton		\$500
SH-7	28th St to US-287		\$9,103	SH-79 Resurfacing	MP 19-24		\$200	36B	Lyons South		\$2,225
SH-7 Non Flood Phase II	Estes Park to SH-72		\$5,233	US-85	South of Platteville		\$1,400	119A - Nederland	Eldora Rd. to Roundabout (MM 25-26)		\$625
SH-119: Nederland - East			\$11,160	SH-119: Nederland - West	MP 22-25		\$2,900				
Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding				
Federal		\$0	\$0	\$0	\$0						
Federal (SAE)		\$0	\$37	\$0	\$0						
State		\$0	\$0	\$0	\$0						
State (Surface)		\$26,500	\$22,500	\$6,900	\$6,000						
Local		\$0	\$0	\$0	\$0						
Total	\$72,167	\$26,500	\$22,537	\$6,900	\$6,000	\$0	\$134,104				

2016-011: Add local overmatch**Existing**Title: **FLEX Route Extension: Boulder to Longmont**Project Type: **Bus Service Projects (Expanded)**TIP-ID: **2016-011**

STIP-ID:

Open to Public: **2020**Sponsor: **Boulder County****Project Scope**

This project will extend the existing FLEX route by providing service from Longmont to Boulder. This extension will create up to five, round-trip, weekday trips. These trips will run as a complement to the existing FLEX trips between Ft. Collins and Longmont, which will remain with their existing run times and with the same destinations.

Destinations for the route within Boulder include: Boulder Junction (30th & Pearl), Boulder Transit Center/ downtown Boulder (14th & Walnut), and the University of Colorado at Boulder campus.

2020-2023 TIP funding adds one new weekday midday trip, four new weekend trips, and support for the existing weekday peak period trips.

**Affected Municipality(ies)**

Boulder
Longmont
Unincorporated

Affected County(ies)

Boulder

Project Phases

Year	Phase
2020	Initiate Bus Service - Year 1

Performance Measures

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

Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal (CMAQ)		\$250	\$250	\$250	\$250		
State		\$0	\$0	\$0	\$0		
Local		\$63	\$62	\$63	\$62		
Total	\$1,735	\$313	\$312	\$313	\$312	\$0	\$2,985

Revised

Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal (CMAQ)		\$250	\$250	\$250	\$250		
State		\$0	\$0	\$0	\$0		
Local		\$168	\$62	\$63	\$62		
Total	\$1,735	\$418	\$312	\$313	\$312	\$0	\$3,090

2020-079: Shift FY 2022 funding to FY 2021 as requested by CDOT OFMB**Existing**

Title: Human Services Transportation/FASTER Set-Aside

Project Type: Bus Service Projects (New)

TIP-ID: 2020-079

STIP-ID:

Open to Public:

Sponsor: DRCOG

Project Scope

TIP Set-Aside that funds underfunded and underserved trips and rolling stock expansion to improve service and mobility for the vulnerable population.

**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)
	Boulder County - Operating (FY20) - \$177			VIA - SRC Fleet Acquisition (FY20) - \$250	\$0		DRMAC - Mobility Management (FY21-22) - \$87	\$0
	City of Boulder - Operating (FY20) - \$17			VIA - Capital 4 Vehicle Expansion - \$58	\$0		VIA - Mobility Management (FY21-22) - \$100	\$0
	VIA - Operating (FY20) - \$43		Capital Projects		\$783		A Little Help - Capital Facilities (FY21-22) - \$25	\$0
	VIA - Capital Replacement-BOC (FY20) - \$87		Mobility Management Projects		\$595		VIA - Capital Software (FY21-22) - \$42	\$0
	VIA - Capital Replacement-Van (FY20) - \$56		Operating Projects		\$1,025		VIA - Capital Security Cameras (FY21-22) - \$248	\$0
	Broomfield - Capital 1 Vehicle Expansion (FY20) - \$11	\$0	Program Administration		\$97		Boulder County - Planning Project (FY21-22) - \$16	\$0
	Broomfield - Capital Equipment (FY20) - \$5			Boulder County - Operating (FY21-22) - \$150	\$0		FY22 Unprogrammed	\$500
	DRMAC - Mobility Management (FY20) - \$60			VIA - Operating (FY21-22) - \$500	\$0		FY23 Unprogrammed	\$1,000
	Douglas County - Operating (FY20) - \$138			A Little Help - Mobility Management (FY21-22) - \$45	\$0			
	DRCOG - Program Administration (FY20) - \$97			Douglas County - Mobility Management (FY21-22) - \$287	\$0			

Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-T)		\$1,000	\$1,000	\$1,000	\$1,000		
Local		\$579	\$250	\$250	\$250		
Total		\$0	\$1,579	\$1,250	\$1,250	\$0	\$5,329

ATTACHMENT 1

Administrative Modifications – October 2020

2020-2023 Transportation Improvement Program

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)
	Boulder County - Operating (FY20) - \$177			VIA - SRC Fleet Acquisition (FY20) - \$250	\$0		DRMAC - Mobility Management (FY21-22) - \$87	\$0
	City of Boulder - Operating (FY20) - \$17			VIA - Capital 4 Vehicle Expansion - \$58	\$0		VIA - Mobility Management (FY21-22) - \$100	\$0
	VIA - Operating (FY20) - \$43		Capital Projects		\$783		A Little Help - Capital Facilities (FY21-22) - \$25	\$0
	VIA - Capital Replacement-BOC (FY20) - \$67		Mobility Management Projects		\$595		VIA - Capital Software (FY21-22) - \$42	\$0
	VIA - Capital Replacement-Van (FY20) - \$56		Operating Projects		\$1,025		VIA - Capital Security Cameras (FY21-22) - \$248	\$0
	Broomfield - Capital 1 Vehicle Expansion (FY20) - \$11	\$0	Program Administration		\$97		Boulder County - Planning Project (FY21-22) - \$16	\$0
	Broomfield - Capital Equipment (FY20) - \$5			Boulder County - Operating (FY21-22) - \$150	\$0		FY21 Unprogrammed	\$500
	DRMAC - Mobility Management (FY20) - \$60			VIA - Operating (FY21-22) - \$500	\$0		FY23 Unprogrammed	\$1,000
	Douglas County - Operating (FY20) - \$138			A Little Help - Mobility Management (FY21-22) - \$45	\$0			
	DRCOG - Program Administration (FY20) - \$97			Douglas County - Mobility Management (FY21-22) - \$287	\$0			
Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding	
Federal		\$0	\$0	\$0	\$0			
State (Faster-T)		\$1,000	\$2,000	\$0	\$1,000			
Local		\$579	\$500	\$0	\$250			
Total		\$0	\$1,579	\$2,500	\$0	\$1,250	\$0	\$5,329

2020-081: Add a new funding source and shift some funding to FY 2021

Existing

Title: **SH-119 Corridor Safety/Mobility Operational Improvements**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2020-081**

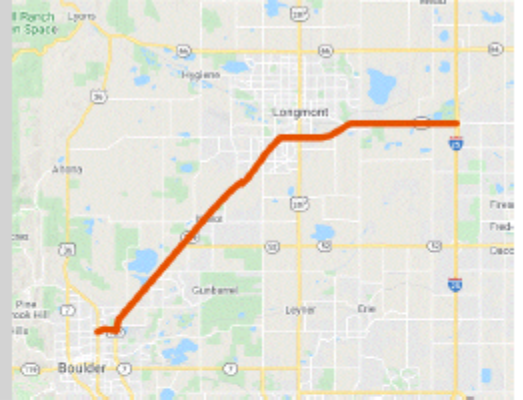
STIP-ID:

Open to Public:

Sponsor: **CDOT Region 4**

Project Scope

This project will address safety and mobility through operational and traffic improvements on the SH-119 corridor, from Boulder to Longmont, including the intersection with SH-52. Project includes study, design, and construction.



Affected County(ies)

Boulder

Performance Measures

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

Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (SB267)		\$1,500	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$1,500	\$0	\$0	\$0	\$0	\$1,500

Revised

Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (SB-1)		\$500	\$1,000	\$0	\$0		
State (SB267)		\$0	\$1,983	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$500	\$2,983	\$0	\$0	\$0	\$3,483

New Project: New project. Funding is a State General Fund transfer to CDOT, with further distributions to MPO's for future project allocations

New Project

Title: **State Vulnerable and Senior Transportation Funds**

Project Type: **Transit Passenger Facilities**

TIP-ID: **Request**

STIP-ID:

Open to Public:

Sponsor: **DRCOG**

Project Scope

This fund is dedicated to transportation services for vulnerable populations, including seniors.



Affected County(ies)

Regional

Performance Measures

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

Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (TSV)		\$0	\$375	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$0	\$375	\$0	\$0	\$0	\$375