

AGENDA
BOARD OF DIRECTORS
WEDNESDAY, DECEMBER 20, 2017
6:30 – 8:30 p.m.
1290 Broadway
First Floor Independence Pass Conference Room

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

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

CONSENT AGENDA

8. 7:35 *Move to Approve Consent Agenda
 - Minutes of November 15, 2017
(Attachment A)

***Motion requested**

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

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

ACTION AGENDA

9. 7:40 *Discussion of amendments to the 2018-2021 Transportation Improvement Program (TIP).
(Attachment B) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
10. 7:50 *Discussion of air quality conformity modeling for the 2040 Metro Vision Regional Transportation Plan.
(Attachment C) Jacob Riger, Transportation Planning Manager, Transportation Planning & Operations

INFORMATIONAL BRIEFINGS

11. 8:00 *Discussion of the 2020-2023 TIP Regional Share Policy and Funding Allocation
(Attachment D) Douglas W. Rex, Executive Director
12. 8:20 Committee Reports
The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG
 - A. Report on State Transportation Advisory Committee – Elise Jones
 - B. Report from Metro Mayors Caucus – 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 on E-470 Authority – Ron Rakowsky
 - G. Report on FasTracks – Bill Van Meter

INFORMATIONAL ITEMS

13. Policy on State Legislative Issues
(Attachment E) Rich Mauro, Senior Legislative and Policy Analyst
14. 2018-2021 Transportation Improvement Program Administrative Modifications
(Attachment F) Douglas W. Rex, Executive Director
15. Relevant clippings and other communications of interest
(Attachment G)
Included in this section of the agenda packet are news clippings which specifically mention DRCOG. Also included are selected communications that have been received about DRCOG staff members.

*Motion requested

ADMINISTRATIVE ITEMS

- 16. **Next Meeting – January 17, 2018**
- 17. Other Matters by Members
- 18. 8:30 Adjourn

CALENDAR OF FUTURE MEETINGS

December 2017

15	Advisory Committee on Aging	Noon – 3 p.m.
18	Transportation Advisory Committee	1:30 p.m.
19	Regional Transportation Committee	8:30 a.m.
20	Finance and Budget Committee	CANCELLED
20	Board of Directors	6:30 p.m.

January 2018

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

February 2018

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

* The Performance and Engagement Committee meeting will begin immediately following the Board work session; the time listed is approximate.

MINUTES
BOARD OF DIRECTORS
WEDNESDAY, NOVEMBER 15, 2017

Members/Alternates Present

Herb Atchison, Vice Chair	City of Westminster
Eva Henry	Adams County
Jeff Baker	Arapahoe County
Elise Jones	Boulder County
David Beacom	City and County of Broomfield
Randy Wheelock	Clear Creek County
Robin Kniech	City and County of Denver
Roger Partridge	Douglas County
Libby Szabo	Jefferson County
Bob Fifer	City of Arvada
Renie Peterson (Alternate)	City of Aurora
Larry Vittum	Town of Bennett
Aaron Brockett	City of Boulder
Lynn Baca	City of Brighton
George Teal	Town of Castle Rock
Doris Truhlar	City of Centennial
Earl Hoellen (Alternate)	City of Cherry Hills Village
Richard Champion	Town of Columbine Valley
Steve Conklin	City of Edgewater
Joe Jefferson	City of Englewood
Lynette Kelsey	Town of Georgetown
Scott Norquist	City of Glendale
Ron Rakowsky	City of Greenwood Village
Brad Wiesley	City of Lafayette
Phil Cernanec	City of Littleton
Larry Strock (Alternate)	Town of Lochbuie
Wynne Shaw	City of Lone Tree
Ashley Stolzmann	City of Louisville
Connie Sullivan	Town of Lyons
Colleen Whitlow	Town of Mead
Kyle Mullica	City of Northglenn
John Diak	Town of Parker
Sally Daigle	City of Sheridan
Eric Montoya (Alternate)	City of Thornton
Adam Zarrin	Governor's Office
Deborah Perkins-Smith	Colorado Department of Transportation

Others Present: Douglas W Rex, Executive Director, Connie Garcia, Executive Assistant/Board Coordinator, DRCOG; Jeanne Shreve, Adams County; Mac Callison, Aurora; Jamie Hartig, Douglas County; Kevin Forgett, Thornton; and DRCOG staff.

Vice Chair Herb Atchison called the meeting to order at 6:30 p.m. with a quorum present. Director Atchison recognized members who will be leaving the Board—Brad Wiesley, Lafayette; Phil Cernanec, Littleton; and Kyle Mullica, Northglenn.

Move to approve agenda

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

Report of the Chair

- The Regional Transportation Committee meeting was cancelled.
- Director Fifer noted the P&E Committee met and selected Director Rakowsky as their representative on the Nominating Committee. The group also opened nominations for the John V. Christensen (JVC) Award.
- Director Diak reported the Finance and Budget Committee selected Director Partridge as their representative on the Nominating Committee. The Committee also approved accepting mill levy grant funds for the Network of Care website, approved contracting with J. Cohn Marketing for advertising services, and authorized the Executive Director to negotiate and execute a lease for office space at 1001 17th St.

Report of the Executive Director

- Doug Rex noted the annual awards celebration is scheduled for April 25, 2018. It will be held at the Hyatt Regency downtown. The theme is People.Place.Elevated. The website for submitting Metro Vision projects and JVC nominations is open.
- A flyer showing Go-Tober winners and statistics was provided.
- The call for Transportation Demand Management projects has been initiated. A mandatory training session will be held tomorrow. Notice has gone out to local government staff members.
- Brad Calvert participated in an event with the Pueblo Area Agency on Aging related to the Boomer Bond tool. A Boomer Bond alumni event is scheduled for December 13. Invitations have gone out.
- Development of the Active Transportation Plan is underway. A stakeholder group has been established
- Jacob Riger, Transportation Planning Manager, is Vice Chair of the Southwest Chief/Front Range Passenger Rail Association. He has presented to the Transportation Legislative Review Committee and the Transportation Commission regarding the progress of the group's work.
- Mr. Rex noted the AAA funding remains in flux. The Older Americans Act is on a continuing resolution which expires in early December. Staff has sent notice to contractors making them aware of the issues and established a drawdown maximum of 50 percent.

Public comment

No public comment was offered.

Move to approve consent agenda

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

Items on the consent agenda included:

- Minutes of the October 18, 2017 meeting

Approve 2018 DRCOG Budget

Jenny Dock, Accounting Services Manager, provided an overview of the 2018 Budget. There were no comments/questions by members. Director Stolzmann expressed appreciation for the staff's work.

Director Fifer **moved** to approve the 2018 DRCOG Budget The motion was **seconded** and **passed** unanimously.

Select member to Nominating Committee

Vice Chair Atchison noted that both the Finance and Budget and Performance and Engagement committees selected members to the Nominating Committee. Those are Director Partridge and Director Rakowsky, respectively. Directors Jones and Kniech are also members of the Nominating Committee in accordance with the *Articles of Association*. Directors Dozal and Conklin expressed interest in serving on the Nominating Committee. A secret ballot was taken, with Director Conklin receiving the majority of the votes.

Director Rakowsky **moved** to select Director Conklin to the Nominating Committee as the DRCOG Board representative. The motion was **seconded** and **passed** unanimously.

Chair Bob Roth expressed his selection of Director Dozal to serve on the Nominating Committee as the Chair's representative.

Discussion of resolution supporting first responder safety

This item is brought to the Board to fulfill a request made by directors at the September 2017 meeting.

Director Atchison **moved** to adopt a resolution declaring support for first responders to traffic crashes and incidents within our communities, region and state, and urging the public to drive safely, adhere to traffic laws, and respect the lives of responders who safeguard those at the scene of a crash. The motion was **seconded** and **passed** unanimously.

Presentation on Regional Growth Initiative

Brad Calvert, Regional Planning & Development Director, provided information on the Regional Growth Initiative (formerly known as the urban growth boundary). Member feedback was requested on various elements. Members discussed the Regional Growth Initiative, some members did not agree with eliminating the urban growth boundary. Members provided direction to staff to continue pursuing the Regional Growth Initiative concept.

Presentation on Veteran Directed Home and Community-based Services Program

Heather Kamper, Aging Services Supervisor, provided an overview of the Veteran Directed program at DRCOG. The program is intended to keep veterans living in their homes for as long as they are able.

Committee Reports

State Transportation Advisory Committee – Director Jones reported CDOT won a grand prize for technology and innovation for the US-36 Express Lanes project. Shailen

Bhatt is stepping down, with Mike Lewis taking over as acting Executive Director. INFRA grants were submitted in early November; one for I-25 South Gap project, and one for the North I-25 Express project. The STAC discussed SB-267 projects, the process for selection and how the process may help produce a list of projects for a ballot issue. CDOT is working on a transit fund reprogramming concept to put capital construction funds towards operations.

Metro Mayors Caucus – The Metro Mayors Caucus did not meet.

Metro Area County Commissioners – Director Partridge reported the group discussed the opioid crisis.

Advisory Committee on Aging – Jayla Sanchez-Warren reported there is still concern for long-term funding for Aging programs. Staff has implemented a draw-down policy for service providers to keep programs operating. Phil Cernanec provided information on the Strategic Planning Action Group on Aging.

Regional Air Quality Council – Doug Rex reported the RAQC received a presentation from staff on the public awareness campaign; a presentation from the Environ regarding Ozone modeling; and Ken Lloyd provided information on the work program and budget for the coming year.

E-470 Authority – Director Rakowsky reported toll rates will remain unchanged for the next 3 years. There will also be a minor reduction in the rates for those with a sticker.

Report on FasTracks – No report was provided. Director Atchison noted there will be a grand opening celebration for the new Civic Center Station from 3 to 6 p.m. on December 15 at 1550 Broadway.

Next meeting – **December 20, 2017**

Other matters by members

No other matters were discussed.

Adjournment

The meeting adjourned at 8:40 p.m.

Herb Atchison, Vice Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Executive Director

ATTACH B

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
December 20, 2017	Action	9

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed amendments because they comply with the current Board-adopted [TIP Amendment Procedures](#).

ACTION BY OTHERS

[November 27, 2017](#) – TAC recommended approval.

[December 19, 2017](#) – RTC will act on a recommendation.

SUMMARY

The TIP projects to be amended are shown below and listed in Attachment 1. The proposed policy amendments to the [2018-2021 Transportation Improvement Program](#) have been found to conform with the State Implementation Plan for Air Quality.

- **2007-055** **FasTracks North Metro: DUS to Eastlake/124th Ave**
Add funding
- **2007-078** **Region 1 Bridge On-System Pool**
Add funding
- **2007-096** **Region 1 Surface Treatment Pool**
Add funding and pool projects
- **2016-003** **Central 70**
Add funding and separate out TIFIA award

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to approve the attached amendments to the *2018-2021 Transportation Improvement Program* (TIP).

ATTACHMENTS

1. Proposed TIP amendments
2. Draft resolution

ADDITIONAL INFORMATION

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

2007-055: Add funding and adjust opening date to reflect revised schedule

Existing

Title: **FasTracks North Metro: Denver Union Station to Eastlake / 124th Ave** Project Type: **Rapid Transit**

TIP-ID: **2007-055**

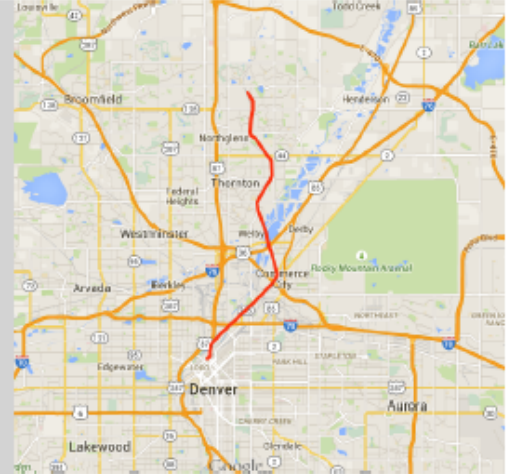
STIP-ID: **SST7015.008**

Open to Public: **2018**

Sponsor: **R T D**

Project Scope

Commuter rail corridor from Denver Union Station to the Eastlake / 124th Ave Station in Thornton and generally follows the UP Boulder Branch right-of-way.



Affected Municipality(ies)	Affected County(ies)
Commerce City	Adams
Denver	Denver
Northglenn	
Thornton	
Unincorporated	

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local (RTD)		\$27,115	\$0	\$0	\$0		
Total	\$683,982	\$27,115	\$0	\$0	\$0	\$0	\$711,097

Revised

Title: **FasTracks North Metro: Denver Union Station to Eastlake / 124th Ave** Project Type: **Rapid Transit**

TIP-ID: **2007-055**

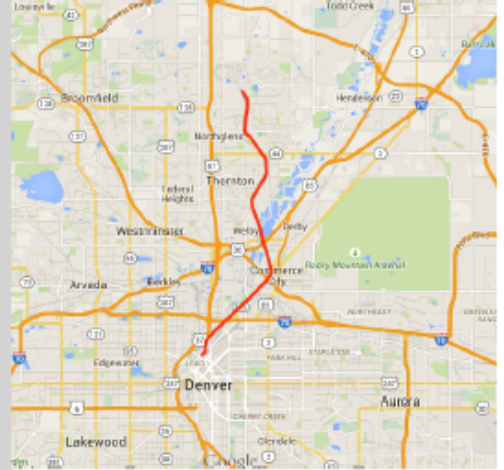
STIP-ID: **SST7015.008**

Open to Public: **2019**

Sponsor: **R T D**

Project Scope

Commuter rail corridor from Denver Union Station to the Eastlake / 124th Ave Station in Thornton and generally follows the UP Boulder Branch right-of-way.



Affected Municipality(ies)	Affected County(ies)
Commerce City	Adams
Denver	Denver
Northglenn	
Thornton	
Unincorporated	

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local (RTD)		\$79,078	\$20,982	\$0	\$0		
Total	\$736,816	\$79,078	\$20,982	\$0	\$0	\$0	\$836,876

2007-078: Add funding and provide the latest funding estimates for existing pool projects

Existing

Title: **Region 1 Bridge On-System Pool**

Project Type: **Bridge**

TIP-ID: **2007-078**

STIP-ID: **SR16712**

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

The Bridge On-System Pool funds various bridge, culvert and wall projects throughout CDOT Region 1.



Affected County(ies)

- Adams
- Arapahoe
- Broomfield
- Denver
- Douglas
- Jefferson

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)
Essential Culvert Repairs		\$4,800	Preventative Bridge Maintenance	Proactive work, including scour work, fiber wrap	\$3,200	Bridge Essential Repairs	Generally reactive; girder cleanouts	\$5,400
Essential Wall Repairs		\$3,000	Joint Treatments		\$4,300			
Structure Replacement		\$2,200	Deck Treatments	Resurfacing/overlays	\$6,480			
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding	
Federal (BR)		\$11,092	\$6,838	\$11,461	\$0			
State		\$0	\$0	\$0	\$0			
Local		\$0	\$0	\$0	\$0			
Total	\$0	\$11,092	\$6,838	\$11,461	\$0	\$0	\$29,391	

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)
Essential Culvert Repairs		\$8,054	Preventative Bridge Maintenance	Proactive work, including scour work, fiber wrap	\$4,280	Bridge Essential Repairs	Generally reactive; girder cleanouts	\$7,131
Essential Wall Repairs		\$5,738	Joint Treatments		\$5,705			
Structure Replacement		\$2,853	Deck Treatments	Resurfacing/overlays	\$8,658			
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding	
Federal (BR)		\$13,829	\$7,552	\$11,461	\$7,475			
State		\$0	\$0	\$0	\$0			
Local		\$0	\$0	\$0	\$0			
Total	\$0	\$13,829	\$7,552	\$11,461	\$7,475	\$0	\$40,317	

2007-096: Add funding to FY 2021 and associated funding for eight new pool projects

Existing

Title: **Region 1 Surface Treatment Pool**

Project Type: **Roadway Reconstruction**

TIP-ID: **2007-096**

STIP-ID: **SR15215**

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

Projects in CDOT Region 1 to be approved for Pool Funding by Region 1 Director.

Affected County(ies)

- Adams
- Arapahoe
- Broomfield
- Denver
- Douglas
- Jefferson



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)
University	Arapahoe to Hampden	\$5,000	Hampden	Dahlia to Yosemite	\$4,000	US-85	H. Ranch Pkwy to C-470	\$3,000
Colfax	Galapago to Colorado	\$8,500	US-6	Frei Pit, east of I-70	\$3,000	SH-88	University to I-25	\$4,000
US-85	Hampden to Florida	\$2,500	SH-88 (Federal Blvd)	Alameda Ave to Hampden Ave	\$4,000	US-287	Colfax to I-70	\$4,000
Santa Fe	Florida to I-25	\$3,500	I-70	32nd Ave to 44th Ave	\$2,500	US-6	SH-119 to SH-58/SH-93	\$5,000
US-85	124th to 168th	\$8,000	SH-83 (Leetsdale Dr)	Mississippi Ave to Colorado Blvd	\$3,000	I-25	SH-86 to Castle Pines Pkwy	\$2,500
Wadsworth	Bear Creek to 4th	\$5,500	Preventative Maintenance	Various Locations (\$2M/yr)	\$8,000	I-70 EB	Georgetown to Empire Junction	\$3,000
I-25	County Line Rd to Belleview	\$12,000	I-70	EJMT Tunnel Paving	\$3,000	US-6	Loveland Pass to I-70	\$5,000
I-225	I-25 to Parker Rd	\$7,500	SH-74	I-70 to CR-65	\$2,500	SH-67	MP 125.6 to SH-105	\$750
Colfax	Peoria to Sable	\$2,500	SH-121	35th to I-70	\$3,000	I-25	Greenland to Larkspur	\$5,000

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Surface)		\$39,600	\$43,400	\$32,000	\$40,000		
Local		\$0	\$0	\$0	\$0		
Total	\$19,000	\$39,600	\$43,400	\$32,000	\$40,000	\$0	\$174,000

Revised

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
University	Arapahoe to Hampden	\$5,000	I-70	32nd Ave to 44th Ave	\$2,500	US-6	Loveland Pass to I-70	\$5,000
Colfax	Galapago to Colorado	\$8,500	SH-83 (Leetsdale Dr)	Mississippi Ave to Colorado Blvd	\$3,000	SH-67	MP 125.6 to SH-105	\$750
US-85	Hampden to Florida	\$2,500	Preventative Maintenance	Various Locations (\$2M/yr)	\$8,000	I-25	Greenland to Larkspur	\$5,000
Santa Fe	Florida to I-25	\$3,500	I-70	EJMT Tunnel Paving	\$3,000	I-70	Floyd Hill to Chief Hosa	\$11,000
US-85	124th to 168th	\$8,000	SH-74	I-70 to CR-65	\$2,500	SH-86	Woodlands Blvd to IREA Access	\$8,000
Wadsworth	Bear Creek to 4th	\$5,500	SH-121	35th to I-70	\$3,000	US-85	MP 191.75 to Louviers	\$4,000
I-25	County Line Rd to Belleview	\$12,000	US-85	H. Ranch Pkwy to C-470	\$3,000	US-36	28th St to Table Mesa Dr	\$4,000
I-225	I-25 to Parker Rd	\$7,500	SH-88	University to I-25	\$4,000	US-85 NB	County Line Dr to Aspen Grove	\$2,000
Colfax	Peoria to Sable	\$2,500	US-287	Colfax to I-70	\$4,000	SH-7	I-25 to US-85	\$8,000
Hampden	Dahlia to Yosemite	\$4,000	US-6	SH-119 to SH-58/SH-93	\$5,000	SH-121	I-70 to 65th Ave	\$4,000
US-6	Frei Pit, east of I-70	\$3,000	I-25	SH-86 to Castle Pines Pkwy	\$2,500	US-40	Genesee to CR-93	\$5,000
SH-88 (Federal Blvd)	Alameda Ave to Hampden Ave	\$4,000	I-70 EB	Georgetown to Empire Junction	\$3,000			

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Surface)		\$39,600	\$43,400	\$32,000	\$46,000		
Local		\$0	\$0	\$0	\$0		
Total	\$19,000	\$39,600	\$43,400	\$32,000	\$46,000	\$0	\$180,000

2016-003: Increase funding due to pre-development costs and update Developer's financial proposal (separating out the TIFIA loan). The TIFIA loan and Private Activity Bonds are being secured by, and the responsibility of, the Developer.

Existing

Title: **Central 70**

Project Type: **Roadway Reconstruction**

TIP-ID: **2016-003**

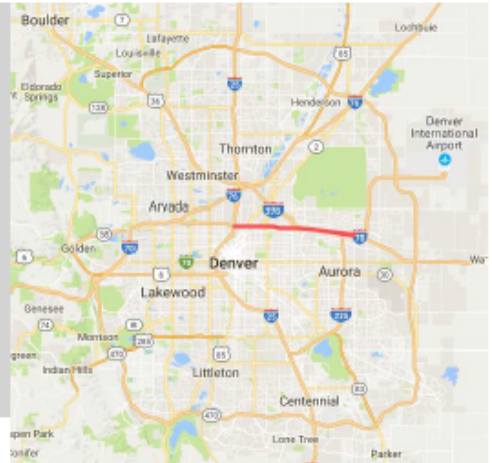
STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

Replace the I-70 Viaduct, including the addition of one managed lane in each direction from I-25 to Chambers Rd.



Affected Municipality(ies)	Affected County(ies)
Denver	Denver

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$3,000	\$16,000	\$12,500	\$12,500		
State		\$0	\$0	\$0	\$0		
State (Bond/Loans)		\$539,645	\$0	\$0	\$0		
State (FASTER-B)		\$0	\$95,000	\$52,000	\$113,845		
State (SB 228)		\$35,466	\$58,155	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$233,889	\$578,111	\$169,155	\$64,500	\$126,345	\$0	\$1,172,000

Revised

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$3,000	\$16,000	\$12,500	\$12,500		
Federal (TIFIA)		\$404,000	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Bond/Loans)		\$141,000	\$0	\$0	\$0		
State (FASTER-B)		\$0	\$0	\$0	\$158,845		
State (SB 228)		\$51,338	\$7,000	\$35,283	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$233,889	\$599,338	\$23,000	\$47,783	\$171,345	\$132,000	\$1,207,355

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____ 2017

A RESOLUTION AMENDING THE 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

WHEREAS, a Transportation Improvement Program containing highway and transit improvements expected to be carried out in the period 2018-2021 was adopted by the Board of Directors on April 19, 2017; and

WHEREAS, it is necessary to amend the 2018-2021 Transportation Improvement Program; and

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

NOW, THEREFORE, BE IT RESOLVED that the Denver Regional Council of Governments hereby amends the 2018-2021 Transportation Improvement Program.

BE IT FURTHER RESOLVED that the Denver Regional Council of Governments hereby determines that these amendments to the 2018-2021 Transportation Improvement Program conform to the State Implementation Plan for Air Quality.

RESOLVED, PASSED AND ADOPTED this ____ day of _____, 2017 at Denver, Colorado.

Bob Roth, 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 #
December 20, 2017	Action	10

SUBJECT

This item concerns modeling for air quality conformity associated with 2017/2018 amendments the *2040 Metro Vision Regional Transportation Plan (2040 MVRTP)*.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends the 2040 MVRTP fiscally constrained roadway capacity and rapid transit networks for air quality conformity modeling, including the proposed project amendments listed below.

ACTION BY OTHERS

[November 27, 2017](#) – TAC recommended approval.

[December 19, 2017](#) – RTC will act on a recommendation.

SUMMARY

DRCOG issued a call for proposed amendments to the 2040 MVRTP and the Metro Vision Plan in October, with anticipated adoption of the amended plans in early 2018. As part of amending the 2040 MVRTP, DRCOG will conduct transportation and air quality conformity modeling for the plan’s regional roadway and rapid transit networks. The roadway and transit model networks will include all projects contained in the 2040 MVRTP as adopted in April 2017, as well as the proposed amendments.

For the 2040 MVRTP, DRCOG received the following proposed amendment requests:

Agency	Project/Segment Description	Current 2040 MVRTP Status	Proposed Model Network Change
CDOT R1	I-25: Castle Rock to DRCOG South Boundary	N/A	<ul style="list-style-type: none"> Add 1 toll express lane in each direction Add to 2020-2029 AQ stage
CDOT R1	I-25: 84th Avenue to Thornton Parkway: Add 1 NB GP Lane	N/A	<ul style="list-style-type: none"> Add 1 NB general purpose lane Add to 2020-2029 AQ stage
CDOT R1	US-85: 104th Avenue & 120th Avenue New Interchanges	N/A	<ul style="list-style-type: none"> Add 2 interchanges (104th, 120th) Add to 2020-2029 AQ stage
CDOT R4	I-25: SH-66 to WCR 38 (DRCOG North Boundary): Add 1 Toll Express Lane in each Direction	2035-2040 AQ stage	Advance to 2020-2029 AQ stage
Denver	Widen 2-4 Lanes: <ul style="list-style-type: none"> 35th Avenue: Brighton Boulevard to Walnut Street Washington Street: Elk Place to 52nd Avenue 	2025-2034 AQ stage 2015-2024 AQ stage	Remove from 2040 MVRTP
Denver International Airport	Pena Boulevard: E-470 and Jackson Gap Street: <ul style="list-style-type: none"> Widen 6 to 8 Lanes Relocate Westbound Off-Ramp to Gun Club Road Add Eastbound On-Ramp from Gun Club Road 	N/A	Add new locally-funded projects to 2020-2029 AQ stage
Douglas County	Widen 4 to 6 Lanes: <ul style="list-style-type: none"> US-85: Highlands Ranch Parkway to Blakeland Road US-85: Blakeland Road to County Line Road 	2015-2024 AQ stage 2025-2034 AQ stage	Combine into one project and advance to 2020-2029 AQ stage
Douglas County	New Locally Derived Funded Project: <ul style="list-style-type: none"> Waterton Road: SH-121 to Campfire Drive: Widen 2 to 4 Lanes 	N/A	Add to 2020-2029 AQ stage
Jefferson County	Quincy Avenue: C-470 and Simms Street: Widen 2 to 4 Lanes	2015-2024 AQ stage	Remove from 2040 MVRTP

All the fiscally constrained roadway capacity projects in the 2040 MVRTP, including the proposed amendments listed above, are shown in the Attachment 1 map by air quality conformity staging period. Attachment 2 displays the corresponding rapid transit network to be used in the air quality conformity modeling. There are no proposed changes to the rapid transit network.

Attachment 1 also reflects re-categorizing all regionally significant projects into modified air quality conformity staging periods to meet federal requirements. The air quality staging periods are changing from 2015-2024, 2025-2034, and 2035-2040 to 2020-2029 and 2030-2040. DRCOG is transitioning from a base year of 2015 to a new base year of 2020 for air quality modeling. The new 2020 base year is within the maximum of 10 years allowed from the 2011 air quality emissions inventory. With a base year of 2020 and a maximum of 10-year staging periods, the new air quality staging periods become 2020-2029¹ and 2030-2040².

Model results will be presented in conformity determination documents associated with a public hearing for the amended 2040 MVRTP and Metro Vision Plan in early 2018.

Finally, for both plans, staff will propose text, map, and/or other content updates as part of this amendment cycle. Those changes will also be presented as part of the public hearing and adoption process.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to approve the amended 2040 MVRTP fiscally constrained roadway capacity and rapid transit networks to be modeled for air quality conformity.

ATTACHMENTS

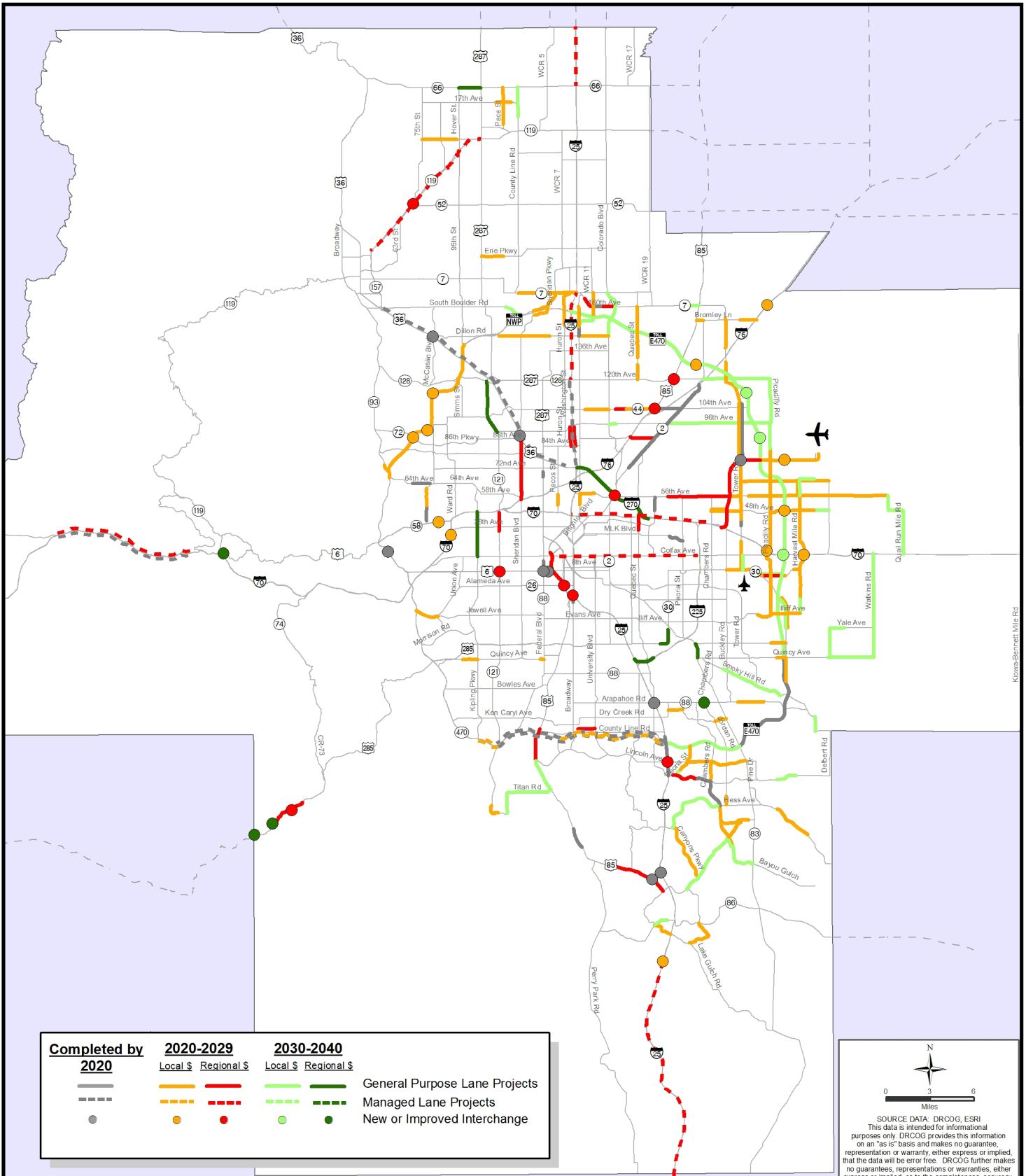
1. Staging of Fiscally Constrained Roadway Capacity Projects
2. 2040 Fiscally Constrained Rapid Transit System Guideway Facilities and Stations

ADDITIONAL INFORMATION

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

¹ January 1, 2020 to December 31, 2029

² January 1, 2030 to December 31, 2039



Completed by	2020-2029		2030-2040		
	Local \$	Regional \$	Local \$	Regional \$	
—	—	—	—	—	General Purpose Lane Projects
- - -	- - -	- - -	- - -	- - -	Managed Lane Projects
●	●	●	●	●	New or Improved Interchange

N

Miles

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ATTACH D

To: Chair and Members of the Board of Directors
 From: Douglas W. Rex, Executive Director
 303 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
December 20, 2017	Discussion	11

SUBJECT

Regional Share policy items for the 2020-2023 TIP Call for Projects: 1) Regional Share project/program eligibility 2) percentage split of available funds designated for the Regional Share and Subregional Share.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

[July 24, 2017](#) – TIP Policy Work Group

SUMMARY

The DRCOG Board directed the TIP Policy Work Group (TPWG) to develop recommendations based on the premise of following a TIP dual model project selection process. The process will involve two project selection elements: a single Regional Share call for projects administered by DRCOG, and eight Subregional Share calls for projects administered by county-based forums. An important element of this model is that all project selection recommendations will ultimately come to the Board for final approval within the 2020-2023 Transportation Improvement Program (TIP).

Since this summer, the Board at its work sessions have discussed important elements of the TIP dual model including policy items related to Regional Share project/program eligibility and funding allocation between the regional and subregional shares.

A discussion of these two important policy items continue this evening.

1. Regional Share Framework - program and project eligibility

The draft Regional Share Framework Eligibility Rules (Attachment 1) describes the types of regional programs eligible for Regional Share funding and defines specific types of eligible projects as identified on maps associated with DRCOG's [2040 Metro Vision Regional Transportation Plan \(MVRTP\)](#).

The TPWG has further refined the following elements of the Regional Share Framework proposal in an effort to provide the Board more detailed information on key concepts the TPWG believes are important for the Board to consider:

- The CDOT Central 70 commitment for \$25 million should be included as part of the Regional Share allocation, and not taken from the Set-asides.
- Regional Share project proposals will be permitted only from the subregional forums, CDOT and RTD. A maximum of two submittals from each subregion, two from RTD, and two from CDOT (reaffirmation of Central 70 counts as one of CDOT's project submittals).

- Projects located on Freeways and Major Regional Arterials (MRAs) are eligible
 - capacity projects must be identified in the 2040 Fiscally Constrained RTP
 - operational projects are eligible on any segment of the freeway and MRA networks
- BRT and managed lane projects identified in the 2040 Fiscally Constrained RTP are eligible.
- Railroad grade separations on the DRCOG Regional Roadway System are eligible.
- Any bicycle project identified in an adopted local plan or identified on the map of regional corridors and key multi-use trails shown on Figure B in Attachment 1-2 are eligible.
- Studies for DRCOG-eligible projects that cross county boundaries are eligible.
- Project funding level options for the Board’s consideration:
 - Option 1 - Requests for DRCOG Regional Share federal funds cannot exceed 50% of the total project cost and are capped at a \$20 million maximum (except for the Central 70 project commitment).

OR

- Option 2 – Do not establish Regional Share project funding request maximums.

For both options, the Regional Share evaluation process will more favorably recognize project/program proposals with a higher matching percentage.

Requested Discussion/Direction: Direction is requested on the concepts described above and highlighted in Attachment 1.

2. Subregional/Regional Share Funding Percentage Splits

At the June 7 Board Work Session, directors first discussed a proposal by the TPWG to designate a maximum of 30 percent of available funds to the Regional Share (including the previous Central 70 project commitment) and a minimum of 70 percent to the Subregional Share. Discussion at previous Board Work Sessions has not resulted in a consensus for a path forward.

To aid in the discussion this evening, the TPWG requested staff share the allocation results for three alternative funding split scenarios for regional/subregional shares to illustrate the incremental change between them. Attachment 2 shows the estimated funding amounts for these three regional/subregional scenarios (35%/65%, 30%/70%, and 25%/75%), as well as the estimates for each individual subregion.

Staff has also included two additional attachments requested from last month’s Board work session. Attachment 3 illustrates the projects that would have been eligible from the previous two TIP cycles based on the assumptions presented in the draft Regional Share Framework Eligibility Rules (i.e., Attachment 1). The attachment also reveals the amount of DRCOG federal funds that were allocated to each project.

Attachment 4 provides a summary of the Puget Sound Regional Council's (PSRC) TIP process. As you know, DRCOG has been using their "dual model" project selection process as a guide for our new TIP process.

Requested Discussion/Direction: What should the Regional/Subregional funding split be? 30% maximum Regional Share and 70% minimum Subregional Share as proposed by the TPWG?

PREVIOUS DISCUSSIONS/ACTIONS

[June 7, 2017](#) – DRCOG Board Work Session

[August 2, 2017](#) – DRCOG Board Work Session

[September 6, 2017](#) – DRCOG Board Work Session

[November 1, 2017](#) – DRCOG Board Work Session

PROPOSED MOTION

N/A

ATTACHMENTS

1. Draft Regional Share Framework Eligibility Rules (12/13/17)
2. Example Estimates of 4-Year Funding for 30% Regional and 70% Subregional Shares
3. Past TIP Projects Regional Share-Eligible (12/13/17)
4. Information on Puget Sound Regional Council TIP Process
5. Staff presentation

ADDITIONAL INFORMATION

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

1. Submittals

Applications will be submitted to DRCOG from each Subregion (a maximum of two from each). In addition, two may be submitted from RTD, and two from CDOT (with the Central 70 project commitment counted as one of CDOT's). **Funding level options:**

- Option 1) Requests for DRCOG Regional Share funding cannot exceed 50% of the total project cost and are capped at a \$20 million maximum (except for the Central 70 project commitment).
- OR**
- Option 2) No maximums or restrictions on Regional Share funding request.

2. Programs eligible for Regional Share

Programs funded through DRCOG's Regional Share shall address mobility issues to a level that can definitively illustrate a "magnitude of benefits" fitting of a regional program. Participation within the proposed program, along with the anticipated services and benefits, must be available within the entire DRCOG TIP planning area (the Metropolitan Planning Organization (MPO) area). Regional programs will focus on optimizing the multimodal transportation system by increasing mobility and access, and/or programmatic efforts to ensure that people of all ages, incomes, and abilities are connected to their communities and the larger region.

3. Projects eligible for Regional Share

Projects funded through DRCOG's Regional Share shall include eligible transportation improvements that implement the fiscally constrained elements of the *2040 Metro Vision Regional Transportation Plan (2040 MVRTP)* as specified in Table 1 below.

Table 1: Project Categories Eligible for Regional Share Funding (stand-alone reconstruction projects are <u>not</u> eligible)	
2040 MVRTP Eligible Networks <i>Specific project attributes such as start and end points, alignment, service levels, and number of lanes are subject to revision through future environmental studies.</i>	Eligible Projects Reference Maps/Table <i>(as adopted in RTP at time of TIP Call for Projects in 2018)</i>
Regional Rapid Transit <i>(rail and BRT/busway guideway corridors)</i>	Figure A
Bicycle Facility Projects	Figure B Projects 1) from an adopted local plan or, 2) on a regional corridor or key multi-use trail identified on Figure B
Freeways and Major Regional Arterials (MRAs) on Regional Roadway System <i>(stand-alone tollways are <u>not</u> eligible: E-470, NW Parkway, Jefferson Parkway)</i>	Figure C and Figure D ** <i>**Capacity projects identified on Figure C and Figure D are eligible. Operational projects that benefit freeway mainlines (red lines on Figure C and gold lines on Figure D) are eligible.</i>
Regional Managed Lanes System	Figure E
Rail Freight System <i>(new railroad grade separations at existing grade crossings that improve operations on the designated Regional Roadway System)</i>	Figure 7 of Appendix 5 of 2040 MVRTP
Studies	Any study for a project that is DRCOG eligible that crosses county boundaries (inter-subregional)

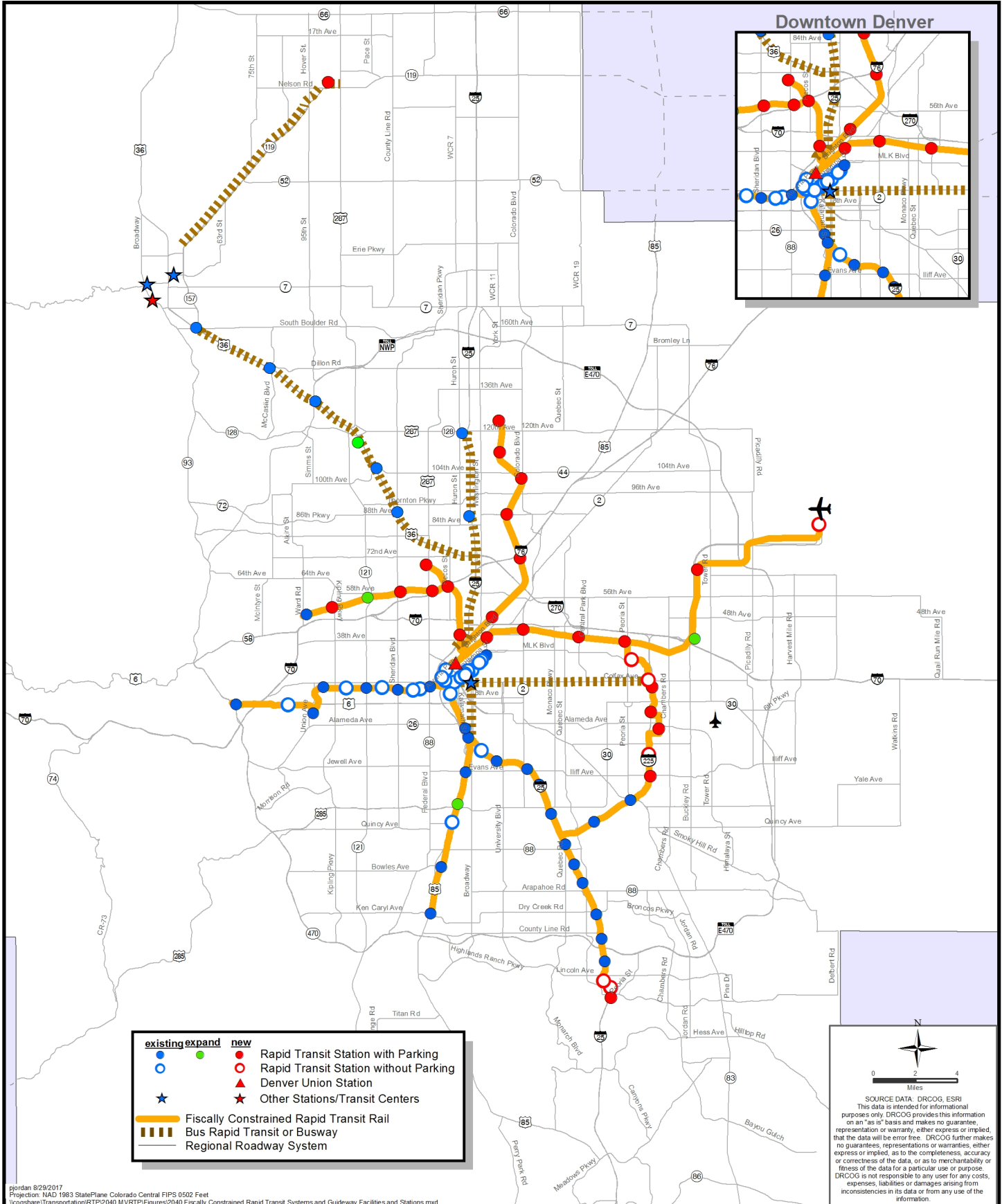
Note: For fiscally constrained roadway and rapid transit capacity project details, see [Appendix 4](#) of the 2040 MVRTP.

Attachment 1-1 Figure A



2040 Fiscally Constrained Rapid Transit System Guideway Facilities and Stations

2040 Metro Vision
Regional Transportation Plan



Revised 9/29/2017
Projection: NAD 1983 StatePlane Colorado Central FIPS 5002 Feet
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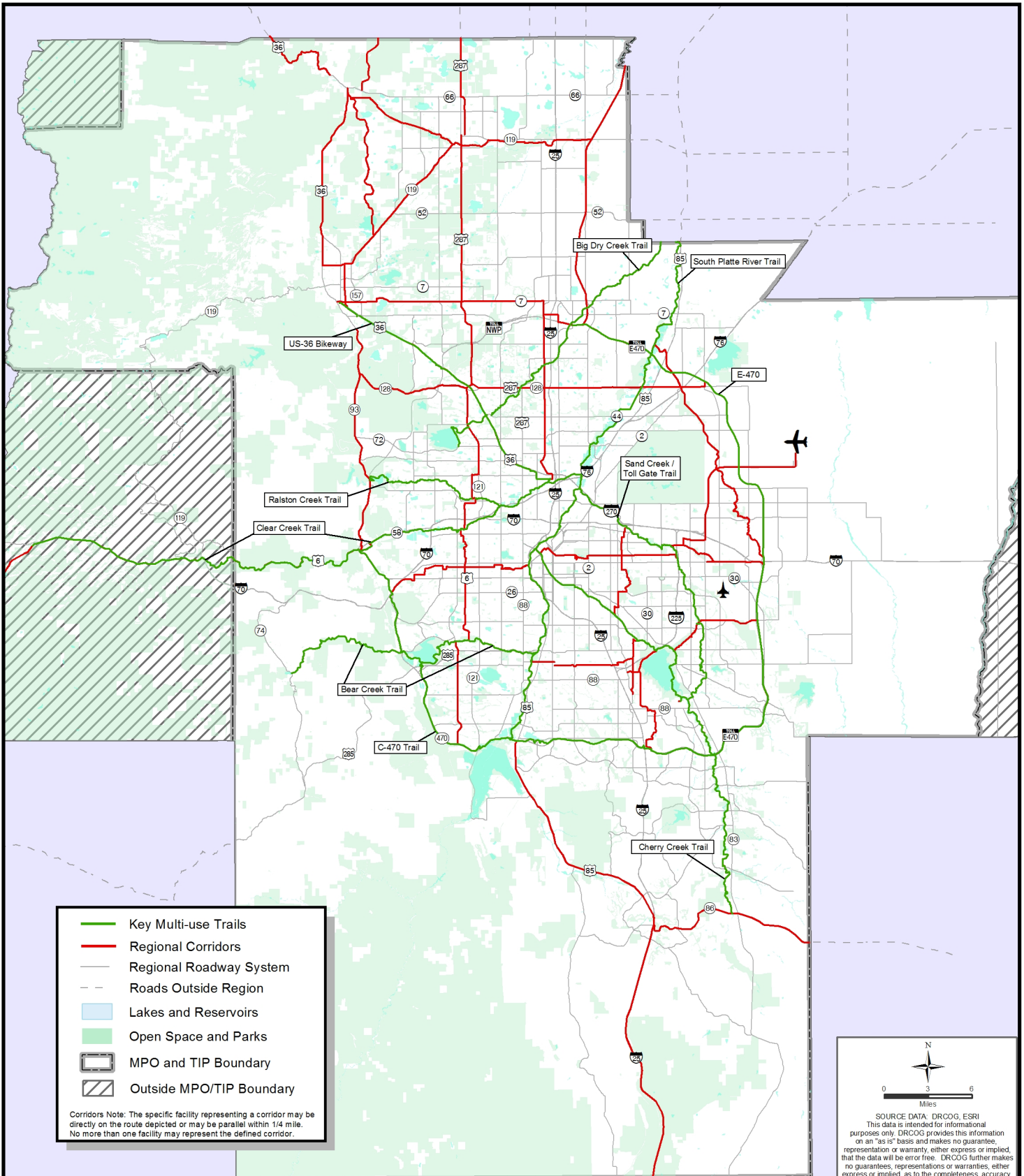
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Attachment 1-2 Figure B

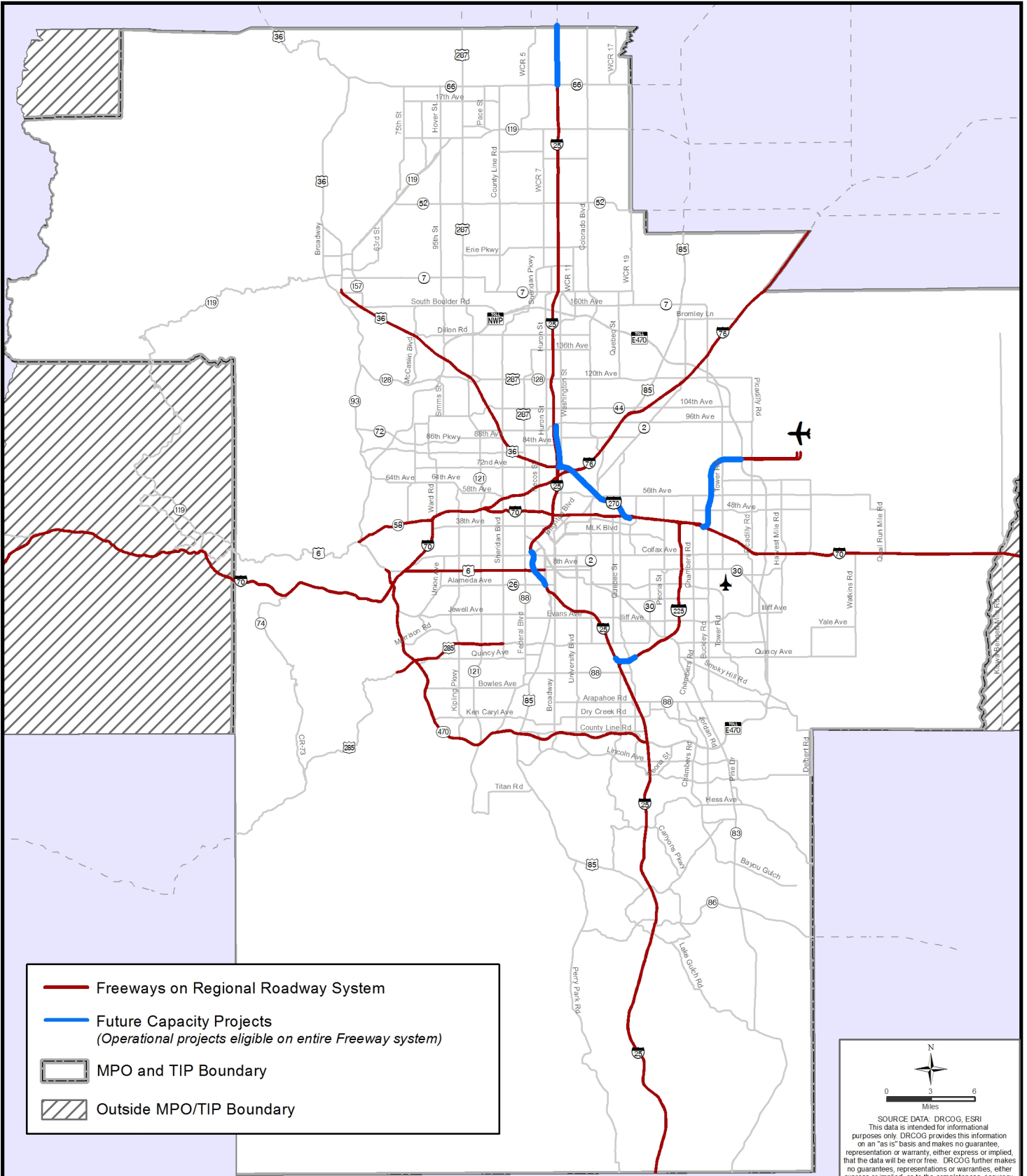
Key Multi-Use Trails and Regional Bicycle Corridors



Attachment 1-3 Figure C



Fiscally Constrained RTP Regionally Funded Freeway Capacity Projects Eligible for TIP



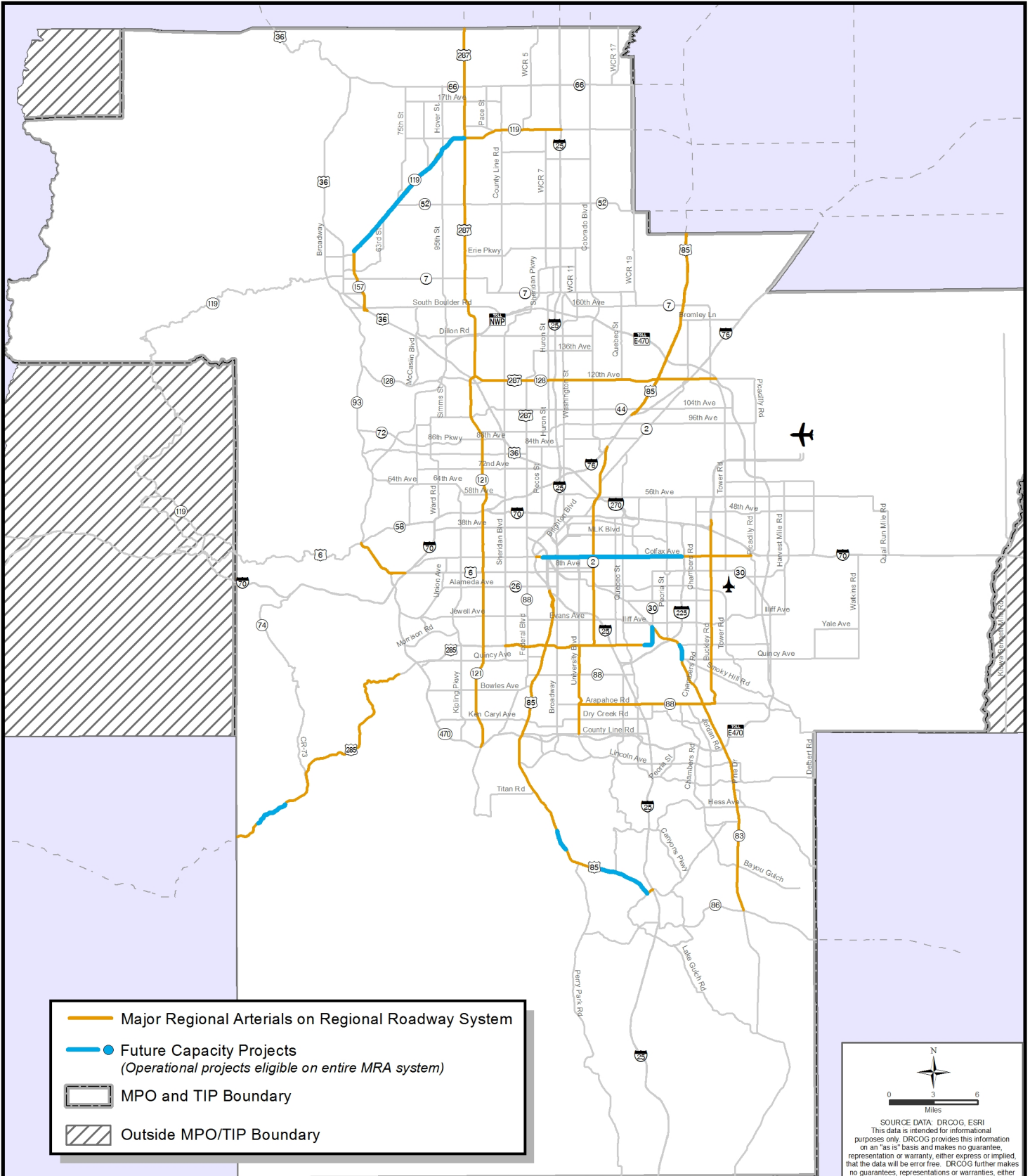
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 Projection: NAD 1983 StatePlane Colorado Central FIPS 5002 Feet
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Attachment 1-4 Figure D



Fiscally Constrained RTP Regionally Funded Major Regional Arterial Capacity Projects (Eligible for TIP)

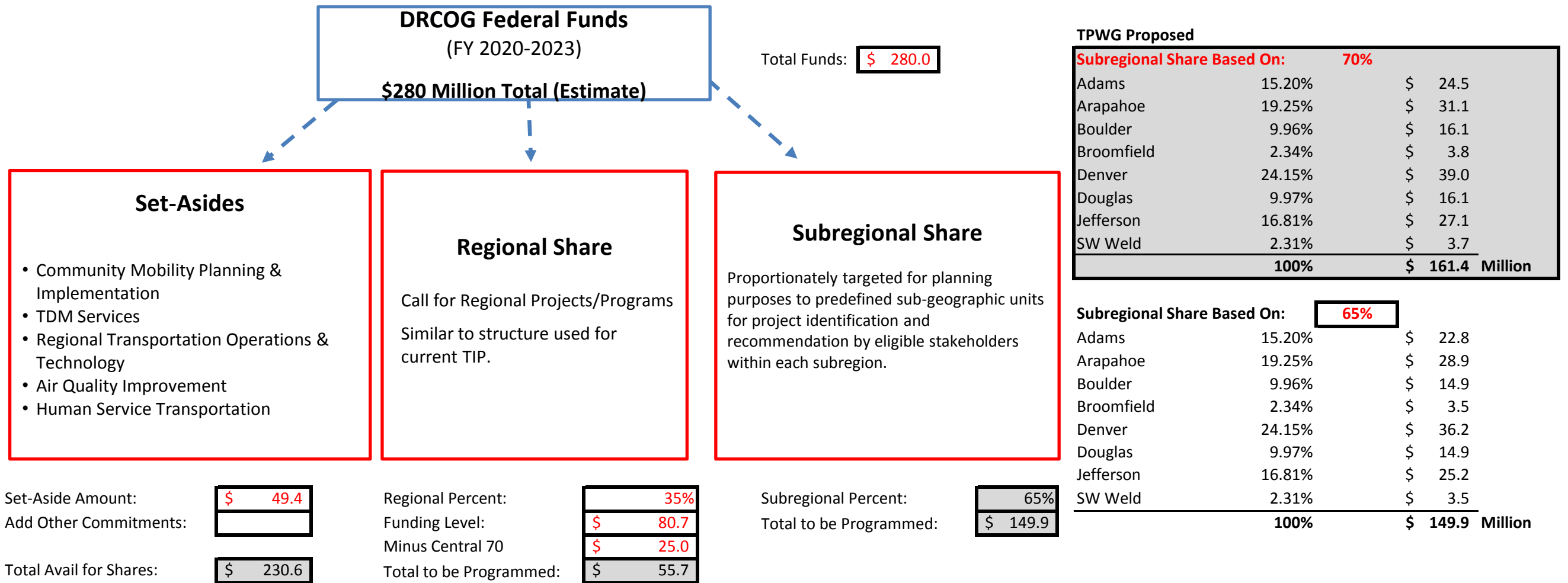


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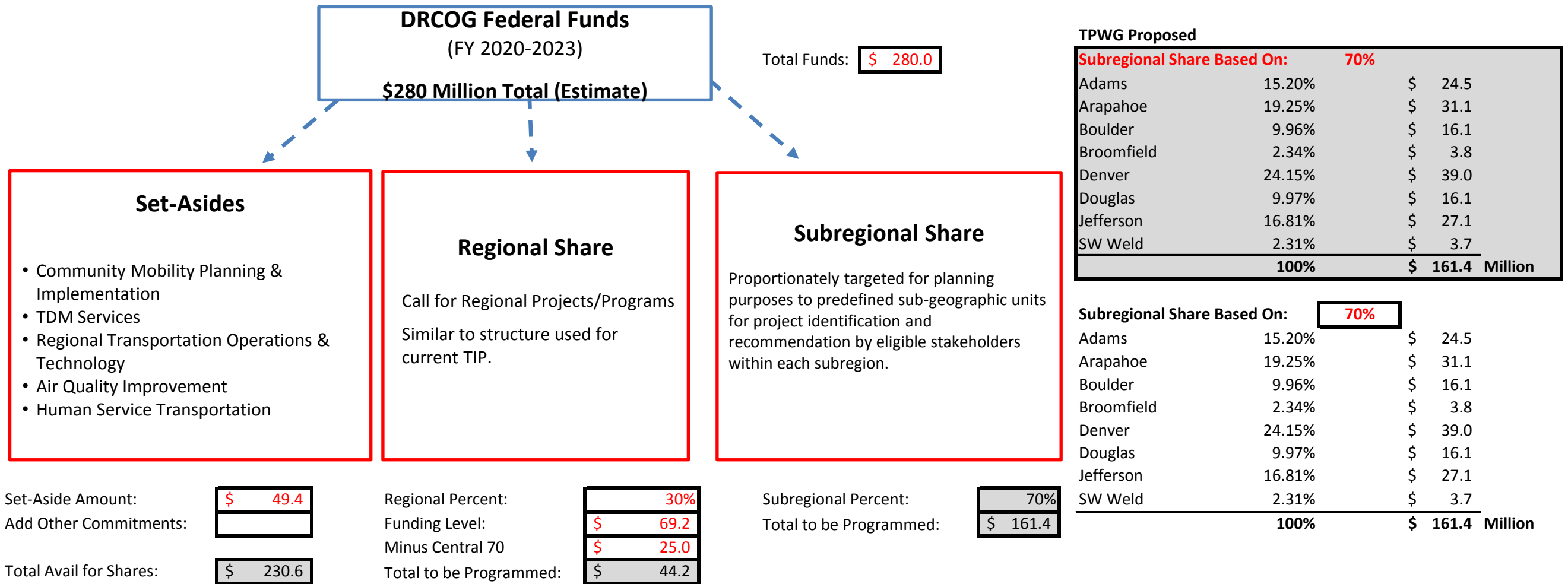
35% Regional - 65% Subregional Central 70 project in Regional

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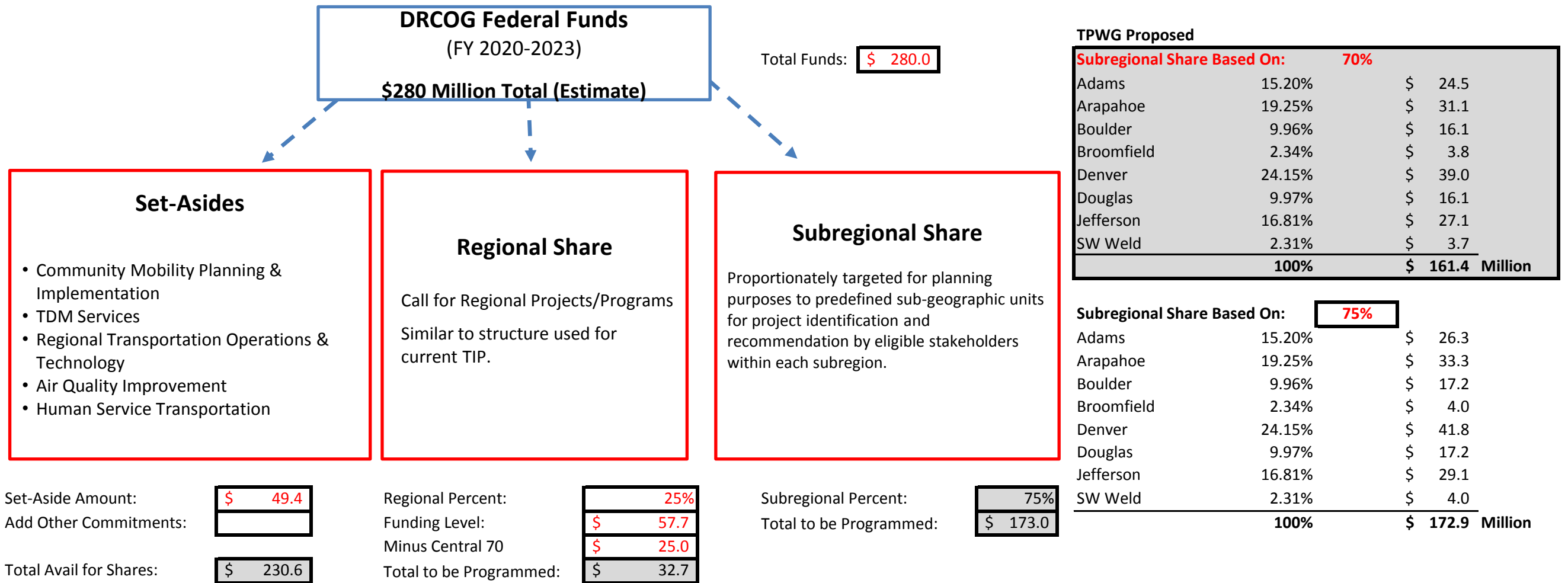
30% Regional - 70% Subregional Central 70 project in Regional

DRAFT



25% Regional - 75% Subregional Central 70 project in Regional

DRAFT



ATTACHMENT 3

Past TIP Projects Regional Share-Eligible

(December 13, 2017)

Projects Funded in 2012-17 TIP and 2016-19 TIP	DRCOG Federal Amount Funded (\$1,000's)	Total Project Cost (\$1,000s)	% DRCOG Funds
Freeways:			
S. I-25 Lane Balance (RidgeGate to County Line Rd.)	\$10,400	\$32,000	32.5%
N. I-25 Managed Lanes	\$5,000	\$70,000	7.1%
MRAs (Major Regional Arterials):			
Wadsworth Widening from 35th to 48th	\$25,280	\$31,600	80.0%
US-85: Highlands Ranch Pkwy to Blakeland Dr Capacity	\$15,000	\$30,000	50.0%
US-85: Blakeland Dr to County Line Operational 120th Ave Connection (final phase)	\$11,273	\$30,000	37.6%
Wadsworth Widening from 10th to 14th	\$20,800	\$26,000	80.0%
Wadsworth Widening from Highland Dr to 10th	\$6,240	\$7,801	80.0%
Foothills Pkwy Operations from SH-119 to Valmont	\$5,400	\$6,750	80.0%
120th Ave and Federal Operational Improvements	\$600	\$750	80.0%
I-25/Arapahoe Interchange - Design	\$3,421	\$5,214	65.6%
Arapahoe/Yosemite Operational Improvements	\$4,200	\$6,000	70.0%
	\$3,000	\$5,000	60.0%
Key Bicycle Corridors:			
C-470 Multi-use Trail Grade Sep. @ Yosemite	\$2,000	\$4,000	50.0%
US-6 Path: Colfax to Johnson	\$589	\$737	79.9%
Lakewood D-10 Multi-use Path	\$1,920	\$2,400	80.0%
Aurora Toll Gate Creek Trail	\$5,683	\$7,105	80.0%
Aurora 23rd Ave. Bike/Ped Path	\$1,492	\$1,866	80.0%
Tollgate Creek Bike/Ped Bridge and Trail	\$1,214	\$1,577	77.0%
Wonderland Underpass Path - Foothills to 30th	\$2,000	\$4,000	50.0%
SH-119/Airport Rd Underpass	\$915	\$1,725	53.0%
Rapid Transit and Other:			
First RTD FasTracks Commitment (total \$60M)	\$32,000	\$4,700,000	0.7%
Second FasTracks Corridor Commitments (total \$60M)	\$35,591	\$4,700,000	0.8%
16th St. Mall Reconstruction	\$4,799	\$5,999	80.0%
SH-119 BRT NEPA study	\$1,000	\$1,250	80.0%
Mobility Choice Blueprint	\$400	\$1,200	33.3%
Regional BRT Feasibility Study	\$1,000	\$1,500	66.7%
Ozone Modeling Study	\$480	\$600	80.0%
Hwy 79/36 Grade Separation of UPRR Design	\$1,176	\$1,500	78.4%
Peoria/Smith Grade Separation	\$25,000	\$50,000	50.0%
Transportation Model Network Enhancements	\$100	\$125	80.0%
Past TIP Non-Competitive Commitments:			
Denver Union Station Purchase (2002)	\$20,000	\$470,000	4.3%
Central 70 (I-70 East) Project	\$25,000	\$1,200,000	2.1%
US-36 Managed Lanes/BRT (\$25 Million in previous TIP)	\$15,000	\$700,000	2.1%

Information on Puget Sound Regional Council (PSRC) TIP Process

- PSRC TIP policy framework is available at the following link:
<https://www.psrc.org/sites/default/files/2016policyframeworkfull.pdf>
- PSRC consists of four counties, 75 cities/towns, six transit agencies, four ports, the State of Washington DOT, and nine tribes. A call for projects is held every two years.
- Applications must center on the adopted policy focus:
 - For regional projects, federal funds are used to support the development of regional growth centers, regional manufacturing/industrial centers and the corridors that serve them.
 - For the subregional process, the centers and corridors noted above are used, as well as additional centers that may be identified through the county-wide process.
- PSRC has set-asides, such as a preservation pilot (20% of STP funds), 10% to bicycle and pedestrian projects, and the Rural Town Centers and Corridors Program (\$3 million), in addition to previous carryover projects. With the exception of the Rural Town Centers and Corridors Program, the set aside funds are proportionately provided to the subregional forums for their consideration.
- The effective rate of the funding split is 34.5% regional and 65.5% subregional.
 - *Note: since most of the set-aside funds revert back to the subregional pool, the effective funding split is different than the 50/50 split suggested in their documentation.*
- Regional projects are intended to be of a regional, high-priority nature.
 - The projects are submitted by subregional forums.
 - There is no minimum federal funding request.
 - Point criteria do not rely heavily on engineering methodologies or precise benefit calculations.
 - PSRC staff review and score applications and prepared recommendations to the Transportation Policy Board for further review and discussion. The Policy Board then makes recommendations to the Executive Board for final approval.
- Within the county-wide process, the subregional forums are responsible for following federal and MPO guidelines when conducting their competitive project selection process. The intent is to fund subregional priorities, while still maintaining a region-wide policy focus.
 - Each forum dictates its process and sets its criteria consistent with applicable federal statute, guidelines, and PSRC policy. PSRC staff reviews applications to ensure eligibility.
 - Point criteria do not rely heavily on engineering methodologies or precise benefit calculations.
 - Funding recommendations are forwarded to the Transportation Policy Board for further review and discussion. The Policy Board then makes recommendations to the Executive Board for final approval.



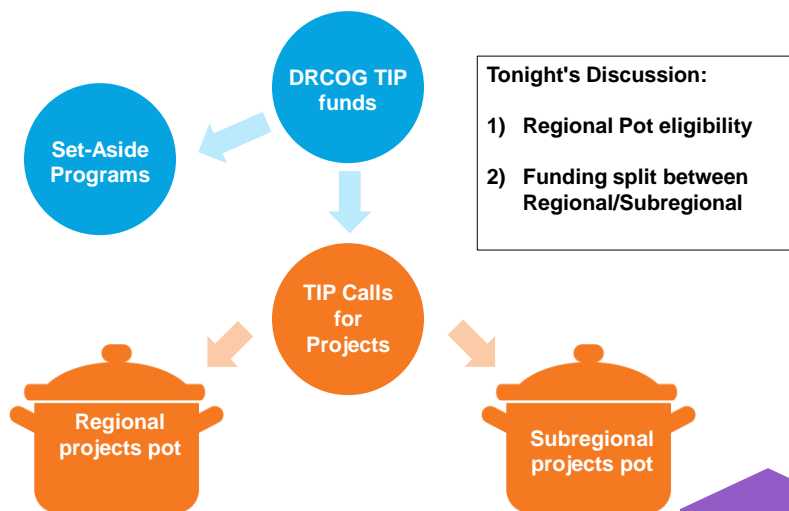
2020-2023 TIP Regional Share Framework Eligibility and Funding Split Allocation

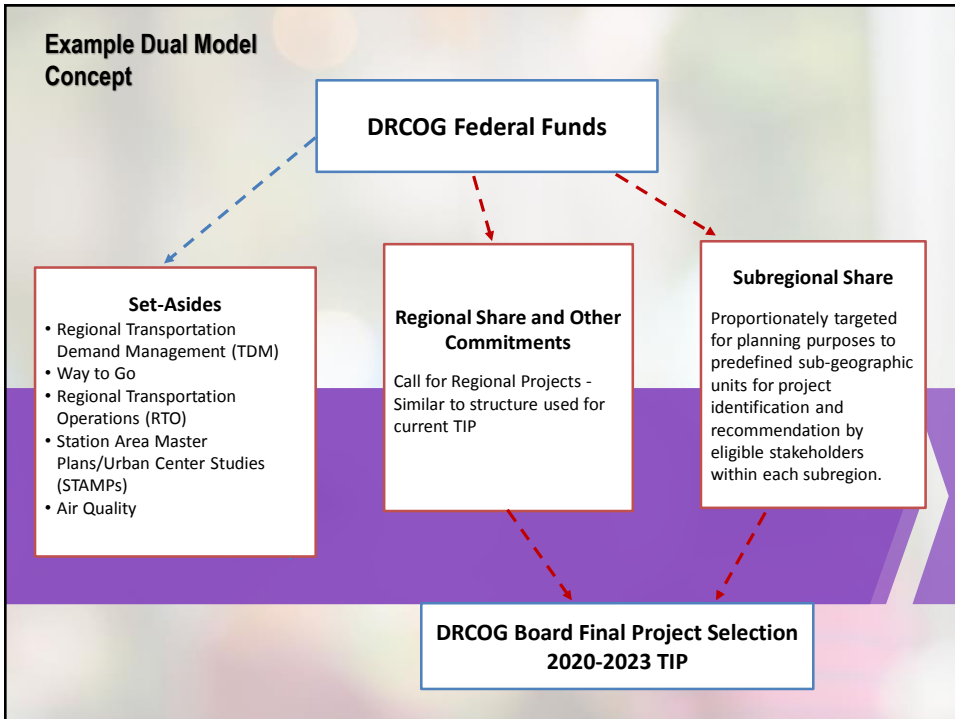
Presented by:
Douglas W. Rex

Board of Directors
December 20, 2017



TIP dual model concept





 **Accomplishments to date**

Established TIP Focus Areas

- Approved focus areas at September Board Meeting
 - 1) **Improve mobility infrastructure and services for vulnerable populations** (including improved transportation access to health services).
 - 2) **Increase reliability of existing multimodal transportation network**
 - 3) **Improve transportation safety and security**

Set-aside Share

- Approved at August Board meeting
- \$49.4 million to programs and pools





Regional Share Framework

TPWG-proposed Eligibility for Project Submittals

Project submittals will be permitted only through:

- Subregional forums (maximum of 2 per subregion)
- RTD (maximum of 2)
- CDOT (maximum of 2, though a reaffirmation of the Central 70 project counts as one of CDOT's submittals)



Regional Share Framework

TPWG-proposed Eligibility for Regional Funding

- Previous CDOT Central 70 commitment for \$25 million should be included as part of the Regional Share, and not the Set-asides.
 - Regional Share project funding guideline options:
 - Option 1: Requests for funding cannot exceed 50% of the total project cost and are capped at \$20 million (except Central 70).
- OR**
- Option 2: No maximums or restrictions on funding requests for projects.
 - Evaluation process will more favorably recognize higher funding match.





Regional Share Framework

Proposed Eligibility by Project Categories

- BRT and Managed Lanes (source: 2040 RTP)
- Bicycle Facilities (source: any adopted local plan, or a 2040 RTP “Regional Corridor” or “Key Multi-use Trail”)
- Freeways and Major Regional Arterials (source: 2040 RTP)
 - Capacity projects must be identified in the 2040 FC RTP. Operational projects are eligible on any segment.
- Railroad Grade Separations (2040 MVRTP)
- Studies for DRCOG-eligible projects that cross county boundaries



REGIONAL/SUBREGIONAL FUNDING SPLIT



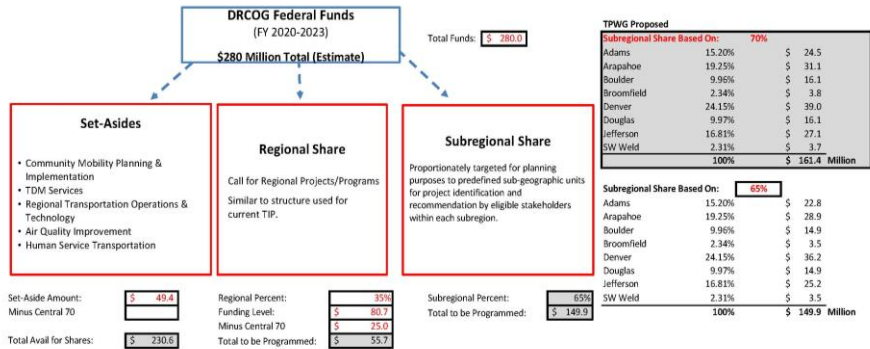
Regional/Subregional Funding Split

- TPWG original proposal was:
 - Subregional Share: minimum of 70%
 - Regional Share: maximum of 30%
- FHWA will not prescribe a percentage split
 - Ensure regional scale projects are adequately considered
- TPWG directed staff to provide three funding split scenarios to illustrate variations



Regional/Subregional Funding Split

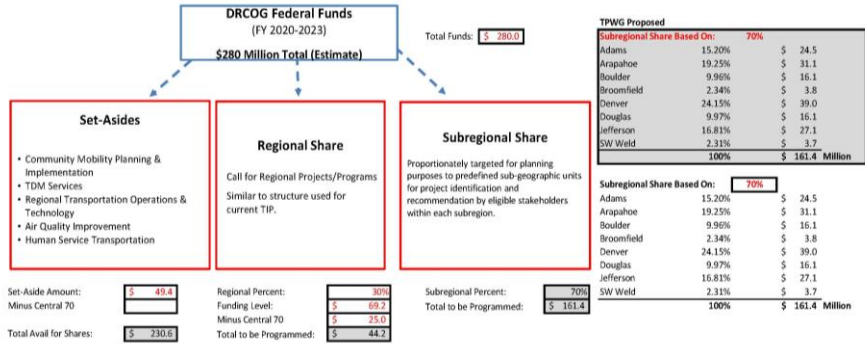
35% Regional - 65% Subregional
Central 70 project in Regional
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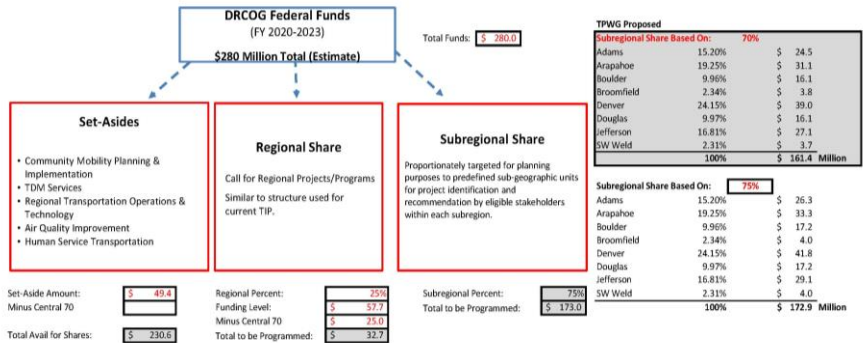
Regional/Subregional Funding Split

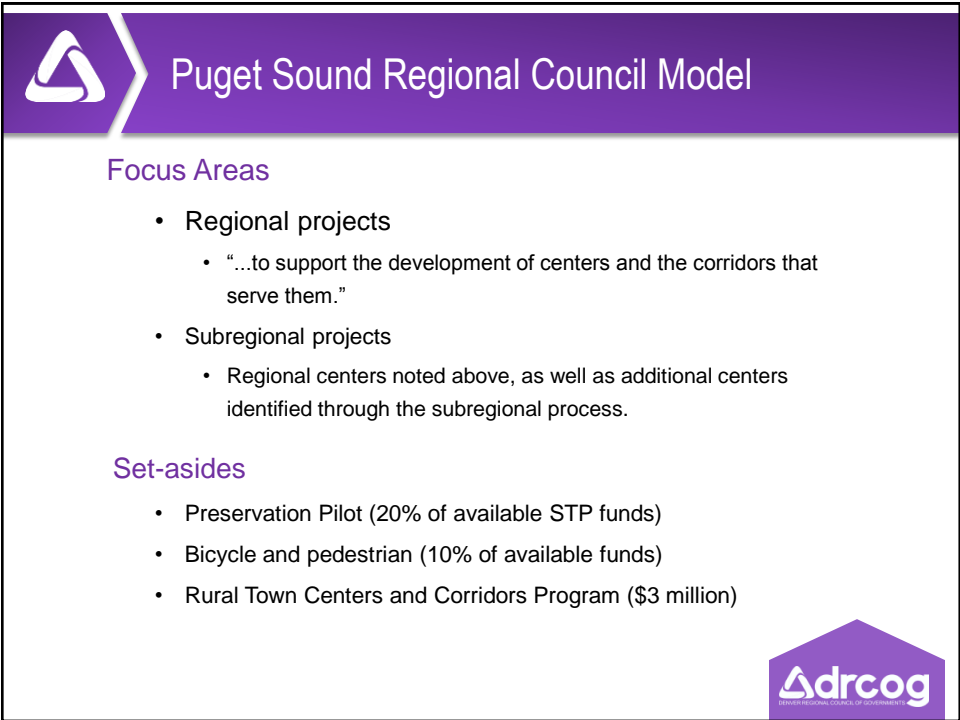
30% Regional - 70% Subregional Central 70 project in Regional DRAFT




Regional/Subregional Funding Split

25% Regional - 75% Subregional Central 70 project in Regional DRAFT






 Puget Sound Regional Council Model

Focus Areas

- Regional projects
 - "...to support the development of centers and the corridors that serve them."
- Subregional projects
 - Regional centers noted above, as well as additional centers identified through the subregional process.

Set-asides

- Preservation Pilot (20% of available STP funds)
- Bicycle and pedestrian (10% of available funds)
- Rural Town Centers and Corridors Program (\$3 million)



Adrcog
ADJUTANT REGIONAL COUNCIL OF GOVERNMENTS



Puget Sound Regional Council Model

Funding Split

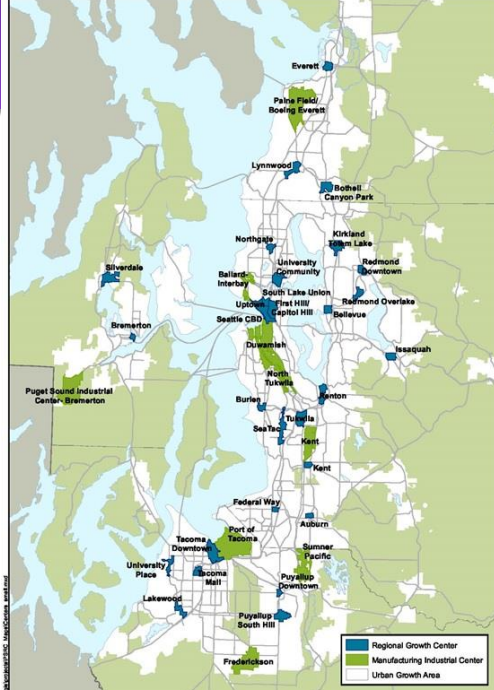
- Majority of set-asides revert back to the Subregions
- The effective rate:
 - Regional = 34.5%
 - Subregional = 65.5%

Other Notes

- Regional projects
 - Submitted by subregional forums
 - No minimum federal funding request
- Subregional projects
 - Each forum responsible for selection program



Regional Growth Centers and Manufacturing/Industrial Centers



QUESTIONS/COMMENTS

ATTACHE

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 #
December 20, 2017	Informational Item	13

SUBJECT

This item concerns transmittal of the *Draft 2018 Policy Statement on State Legislative Issues*.

PROPOSED ACTION/RECOMMENDATIONS

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

ACTION BY OTHERS

N/A

SUMMARY

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

The *Draft 2018 Policy Statement on State Legislative Issues* is provided to give Board members and their staff sufficient time to review its contents before the Board considers and acts on the document in January 2018. If you have suggested changes to the draft, you are encouraged to contact staff prior to December 27, 2017. Action to approve the document will be requested at the January Board meeting.

Many of the staff proposed changes are editorial in nature to provide clarity or to make sure language is up-to-date. Proposed changes that are more substantive in nature include a rewrite of the "Regional Planning," "Transportation" and "Aging" sections to reflect the new Metro Vision plan and another revision to the "Aging" section to reflect a new ombudsman service.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. Legislative Principle Statement
2. Draft 2018 Policy Statement on State Legislative Issues (with track changes)
3. Draft 2018 Policy Statement on State Legislative Issues (without track changes)

ADDITIONAL INFORMATION

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

PRINCIPLES GUIDING DRCOG LEGISLATIVE POSITIONS

**As adopted by the DRCOG Board of Directors December 1982
And revised February 17, 1988, January 16, 1991 and January 17, 2001**

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

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

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

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

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

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

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

Denver Regional Council of Governments

Policy Statement on State Legislative Issues for 2018

Introduction

This paper outlines the key state policy issues of the Denver Regional Council of Governments (DRCOG). It identifies policy positions intended to inform the General Assembly, state executive branch officials and others as they develop and implement state policy on these issues. This policy statement guides positions and actions taken by the DRCOG Board, its staff and members during the 2018 state legislative session.

DRCOG is a membership organization of local elected officials representing 57 municipalities and nine counties in the Denver metropolitan region. Under federal law, DRCOG serves as the metropolitan planning organization (MPO) coordinating transportation planning with air quality goals, and serves as the Area Agency on Aging in eight counties to aid the 60-plus population. Under state statutes, DRCOG, as the regional planning commission, prepares and adopts a regional plan for the metro area and has regional responsibility for oversight of transit projects and certain state-sponsored and private toll-road projects.

REGIONAL PLANNING AND DEVELOPMENT

Regional Planning

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

Metro Vision fulfills DRCOG's statutory duty to make and adopt a regional plan for the physical development of the region's territory. The plan remains advisory for a local jurisdiction unless its planning commission chooses to adopt it as its official advisory plan under Colorado Revised Statutes 30-28-106(2). The current Metro Vision plan was unanimously adopted by DRCOG's Board of Directors on January 18, 2017.

~~A sustainable region balances economic vitality, prosperity and social well-being as expressed by a high standard of living for the region's residents. As a regional planning commission under C.R.S. Section 30-28-105, DRCOG prepares the region's long-range plan for growth and development, transportation and environmental quality. The regional Metro Vision plan describes a vision for the future and policies to guide local growth decisions.~~

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

The DRCOG Board of Directors recognizes that the success of the Metro Vision plan requires the coordinated efforts of local, state and federal governments; the business community; and other planning partners, including philanthropic and not-for-profit organizations.

~~Metro Vision is the policy basis for all of DRCOG's programs and serves as the framework and context in which the regional council collaborates with other organizations on issues of mutual interest.~~ **DRCOG supports those efforts that implement contribute to the achievement of Metro Vision's regional outcomes and encourages state and regional entities to align their policies and investment decisions with Metro Vision and other regional agreements to advance common shared objectives.**

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

An Efficient and Predictable Development Pattern

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

Growth and Development Goals

- ~~Ensure urban development occurs within an urban growth boundary/area to promote a more orderly, compact and efficient future development pattern.~~
- ~~Achieve at least a 10 percent increase in overall regional density between 2000 and 2035.~~
- ~~Locate 50 percent of new housing and 75 percent of new employment between 2005 and 2035 in designated urban centers throughout the region. While each urban center will be unique, all urban centers will:~~

- ~~Be active, pedestrian-, bicycle- and transit-friendly places that are denser and mixed in use than surrounding areas;~~
- ~~Allow people of all ages, incomes and abilities to access a range of housing, employment and service opportunities without sole reliance on having to drive;~~
- ~~Promote regional sustainability by reducing per capita vehicle miles traveled (VMT), air and water pollution, greenhouse gas emissions and water consumption; and respect and support existing neighborhoods.~~
- ~~Promote development patterns and community design features to meet the needs of people of all ages, incomes and abilities. Pay particular attention to the needs of older adults, which represent the fastest-growing segment of the population.~~
- ~~Maintain Boulder, Brighton, Castle Rock and Longmont as distinct and self-sufficient free-standing communities, and more clearly define—and support the regional role of rural town centers.~~
- ~~Minimize the extent of low density, large lot (semi-urban) development.~~
- ~~Limit the total amount of semi-urban development in 2035 to a proportion that does not exceed the current proportion of all households in the region, which is estimated to be approximately 3 percent.~~

A Connected Multimodal Region

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

Transportation Goals

- ~~Provide safe, environmentally sensitive, efficient and sustainable mobility choices for people and goods, integrated with land use, while supporting the following goals:~~
- ~~Increase the rate of construction of alternative transportation facilities.~~
- ~~Reduce the percent of trips to work by single-occupant vehicles (SOV) to 65 percent by 2035.~~
- ~~Reduce regional per capita vehicle miles traveled (VMT) 10 percent by 2035.~~
- ~~Reduce annual per capita greenhouse gas emissions from the transportation sector by 60 percent by 2035.~~

A Safe and Resilient Natural and Built Environment Environment Goals

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

- The risk and effects of natural and human-created hazards are reduced.
Establish an integrated, linked, permanent parks and open space system that is accessible to all of the region's residents.
- Protect additional parks and open space as the population grows to maintain the current amount per capita with a goal to protect a minimum of 880 total square miles of parks and open space by 2035.
- Reduce regional per capita municipal and industrial water use.
- Achieve and maintain ambient air quality standards and ensure clean water to protect human health and environmental quality.
- Minimize exposure to excessive noise levels associated with land use and transportation services.

Healthy, Inclusive and Livable Communities

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

A Vibrant Regional Economy

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

Metro Vision also includes numerous objectives and strategic initiatives that identify areas for continuous improvements and specific voluntary opportunities that DRCOG and our many partners can consider. To help track the region's progress toward our shared outcomes, the plan establishes a series of regional performance measures. More information on the Metro Vision plan, including objectives and performance measures that may inform DRCOG's position on legislative proposals can be found on the DRCOG website (<http://metrovision.drcog.org/>).

Transit-Oriented Development

The citizens of the Denver metropolitan region have a very large financial commitment to expand the rail transit system. To maximize the benefit of this investment, the areas surrounding existing and future transit stations should be developed or redeveloped to include appropriate higher-density, mixed-use, pedestrian- and bicycle-oriented development that supports transit use. **DRCOG supports legislative initiatives that foster transit-oriented development, including but not limited to: a) providing the Regional Transportation District (RTD) with the ability to manage its park-and-ride facilities using best practices that help the region reduce VMT; b) expanding the ability of RTD and local governments to enter into joint-development agreements;**

and c) protecting local authority to use tax-increment financing to leverage development in areas around transit stations.

Regional Planning Agreements

Following the adoption of Metro Vision, the local government members of DRCOG collaboratively developed the Mile High Compact, a unique intergovernmental agreement, created as an implementation tool for Metro Vision. ~~In 2015 the Mile High Compact celebrated its 15th anniversary.~~ While the compact is a regional planning agreement, it reinforces the role of local planning by committing local governments to use their comprehensive/master plans as the primary tool for growth and development decisions in their communities.

The signers of the compact agreed that their comprehensive/master plans will follow the specific principles and contain the specific elements outlined in the compact and will ensure consistency between local plans and between local plans and Metro Vision.

DRCOG supports the following goals as a framework for future regional planning agreements and may support or oppose legislative proposals based on consistency with these goals:

- Establishment of a process to adopt a regional planning agreement by the local governments.
- Include the public in the development of the agreement.
- Focus on regional goals and plans to accomplish those goals for transportation, land use, housing, environmental quality and utility facilities.
- Make local plans consistent with the agreement.
- Reevaluate and amend the agreement as needed.

Dispute Resolution

~~Implementation of Metro Vision and the Mile High Compact relies on the collaborative efforts of the region's local governments. DRCOG recognizes neighboring communities may find themselves at odds over issues such as the intended use of adjacent lands. In addition, local governments may find themselves in conflict with state and federal agencies over the intended use of land within their jurisdiction. DRCOG supports alternative dispute resolution techniques, such as facilitation and mediation, to resolve disputes among governments. Legal action in such disputes should be a matter of last resort rather than the initial form of remedy.~~

Local Land Use Authority and Planning

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

Private Property Rights

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

Planning Data and Technical Support

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

Housing

An adequate supply and mix of housing options continues to be a concern of local governments. Housing choices allow individuals and families to find desirable housing that is affordable and accessible to them in communities throughout the region, allowing them to stay in their community of choice as their economic or life circumstances change. A range of housing options across the region benefits both individuals and families, and can improve the economic vitality and diversity of local communities. The affordable housing shortage is particularly acute near major employment centers and in transit station areas, causing increased transportation impacts, as workers have limited transportation options and must commute longer distances from housing they can afford. **DRCOG supports the following principles pertaining to the quality, quantity and affordability of housing in the Denver metro area:**

- Policies and programs that support the private and public sectors in the creation and maintenance of an adequate supply of affordable rental and ownership options and providing a variety of housing sizes and types integrated with the community to meet the needs of people of all ages, incomes, and abilities.

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

Tax Structure

~~Vibrant urban centers and transit-oriented development are key elements of the Metro Vision plan. Successful development in these areas requires collaboration along major transit corridors and throughout the region. Competition among local governments for tax revenues is detrimental to effective collaboration. DRCOG supports changes to tax structures that minimize harmful competition and that support inter-jurisdictional collaboration.~~

TRANSPORTATION

Transportation Planning

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

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

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

Role of the MPO

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

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

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

Transportation Financing

Colorado and the Denver metro area face serious funding shortages for meeting their transportation needs. Regional and statewide analyses show existing revenue sources are inadequate to maintain current infrastructure, let alone address congestion in urban

and recreational areas, provide multimodal options desired by the public, address needs in agricultural and energy-impacted areas, and assure safe travel throughout the state. The region's long-term economic vitality requires a built environment that supplies effective and functional transportation and infrastructure systems. Colorado and the metro area need a revenue system that is reliable and sufficient. Thus, enhancements to existing revenue sources and the enactment of new, revenue sources are necessary.

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

- Increase funding for transportation to preserve the system, address congestion and safety, and provide multi-modal options for people of all ages, incomes and abilities.
- Eliminate off-the-top appropriations from the Highway Users Tax Fund.
- Consider alternative revenue and financing mechanisms, such as VMT-based fees, pay-as-you-drive insurance, and under certain circumstances, tolling and congestion pricing of existing roadways.
- Provide a share of increased revenues back to local governments.
- Consider the impacts of land use decisions on the needs for transportation infrastructure.
- Protect and expand the authority of regions to implement regional financing tools.
- Use tolls as a financing mechanism for public roads or highways with the conditions that any road, highway, or tolled lanes in the Denver metro region or that impact the Denver metro region are reviewed and approved by the DRCOG Board for inclusion in the fiscally constrained regional transportation plan; toll receipts remain in the toll highway system within the region that is tolled; and toll receipts are allowed to be used for multimodal improvements and accumulated for system reconstruction.
- Allocate existing and new federal and state funds to achieve funding equity statewide based on justified needs (system preservation, congestion and multimodal options) and contribution to overall revenues. DRCOG and the Transportation Commission worked under a 2004 memorandum of understanding (MOU) to accomplish this goal—[beginning](#). As that MOU has expired, DRCOG may initiate discussions with CDOT to formulate a new funding agreement. DRCOG recognizes some potential funding mechanisms under consideration by the state may be appropriate for allocation to the entire statewide system. DRCOG believes that other mechanisms, including tolls, VMT fees, and taxes on lodging, to name a few, may be more appropriately returned to the region of generation.
- Re-examine state formulas and procedures to ensure an adequate amount of federal and state funds are made available to urbanized areas to relieve congestion, [increase safety](#) and achieve and maintain air quality standards.
- Consider revising the responsibilities for maintenance and supervision of the non-National Highway System portions of the [entire](#) current state highway system, subject to the condition that any devolution to local governments be accompanied by

the funding necessary to avoid unfunded mandates and pursuant to review by, and consent of, affected local and regional agencies.

Multimodal Transportation

Efforts to address transportation needs in the region must draw upon an array of transportation modes to reduce single-occupant vehicle demand and to provide a variety of transportation choices. **DRCOG strongly believes multimodal solutions to transportation problems are imperative to preserve and enhance our quality of life. DRCOG supports legislation that promotes efforts to create and fund a multimodal transportation system. DRCOG also supports measures to improve safety for users of alternative modes, especially pedestrians and bicyclists. DRCOG supports funding for programs that provide transportation for “access to jobs” for low-income workers who cannot afford to live near where they work, and for safe routes to schools.**

Coordination of Regional and Statewide Transportation Efforts

The DRCOG area generates a significant number of trips throughout the state of Colorado. At the same time, Coloradans from all over the state travel to, and through, the metro area. Coordination of transportation planning and funding efforts between DRCOG and neighboring councils of governments, transportation planning regions and coalitions, especially in the primary north-south (Interstate 25) and east-west (Interstate 70) corridors will provide mobility and economic benefits not just for the DRCOG region but for the entire state. Regional consensus through the existing planning processes is critical for defining large-scale projects in the state’s major transportation corridors, establishing their priorities, and broadening the base for their funding. **DRCOG supports regional and statewide efforts at such consensus-building and will work to pursue multimodal transportation solutions. DRCOG supports using the regional and statewide transportation planning processes to explore and identify transportation solutions and will evaluate state legislative and administrative actions for consistency with this policy.**

Transportation Demand Management (TDM)

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

- Telecommuting, flextime and other changes to normal work patterns to avoid peak traffic conditions.
- Carpooling, vanpooling and schoolpooling and infrastructure that facilitates these transportation options.
- Non-automobile infrastructure created by the state, counties and cities.

- Employer promotion of alternative mode use by their employees.
- Coordination of transportation alternatives wherever traffic congestion may occur, such as at schools, large retail shopping centers, and in connection with sporting or cultural events or major transportation infrastructure construction.
- Incentives to individuals who use alternative modes.
- Limiting the liability of rideshare agencies and others who promote or provide alternative transportation services.

Safe and Effective Management of the Transportation System

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

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

Transportation and Older Adults and Persons with Disabilities

Access to transportation is critical for older adults and persons with disabilities, particularly to obtain health care, ~~and~~ food and to avoid isolation. DRCOG promotes the concept of regional cooperation and coordination among counties and local service providers to most effectively utilize the limited resources available for transportation for older adults and persons with disabilities. **DRCOG supports the following:**

- A system that ~~better~~effectively and efficiently coordinates the resources and delivery of transportation services between providers, the federal government, counties, RTD, and the state.
- Increased state funding for transportation services for older adults and persons with disabilities.
- Increased state funding for Medicaid transportation services for older adults and persons with disabilities.

OLDER ADULTS AND PERSONS WITH DISABILITIES

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

Planning and Delivery of Services

The federal Older Americans Act and the state Older Coloradans Act mandate critical roles for Area Agencies on Aging: planning and developing programs and services to meet the needs of older adults; advocating for and representing the issues and concerns of older adults; and distributing federal and state funds to service providers. As an ADRC, DRCOG is directed to provide older adults, persons with disabilities, and their caregivers with information and assistance about available resources and options counseling. DRCOG works with the state, other government agencies, consumers, service providers, private and nonprofit organizations, and foundations to identify needs for services and then brings the parties together to determine the preferred approaches to address these needs. **DRCOG supports state legislative and regulatory provisions reinforcing collaboration between the state and Area Agencies on Aging and respecting their respective roles and interests, consistent with these state and federal laws. DRCOG supports collaboration and partnerships to better effectively and efficiently meet service needs consistent with DRCOG's responsibilities as an Area Agency on Aging and an ADRC, including policies, projects, programs, and funding to improve data collection and analysis of cost effectiveness.**

Funding

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

- Increased funding for programs and exploration of new programs providing services to older adults, persons with disabilities, veterans, and their caregivers, especially services that support individuals continuing to live independently in their homes and communities.
- Efforts to use state funds for programs that provide prescription drugs more efficiently and effectively. This would include efforts to increase pricing transparency and efforts to reduce the costs of purchasing such prescription drugs to enable associated ~~those~~ programs to better serve their growing caseloads.
- Increasing the appropriations to the State Funding for Senior Services line item in the Long Bill. This includes increasing the continuing appropriation to the Older Coloradans Cash Fund, as well as any additional state General Fund monies that might become available. DRCOG specifically supports a stable, long-term funding source that increases to meet the growing needs for services. This also would provide a level of funding certainty that would improve yearly program planning for needed services.
- Action by the General Assembly to fully fund the required share to match federal funds that are available to the state through the Older Americans Act, including the National Family Caregiver Support Program, so as not to require an increase in the required local share. Such state or local shares/matches should not be required to come from existing program funds.
- Distributing State Funding for Senior Services monies, including the Older Coloradans Cash Fund, using the existing structure created to administer Older Americans Act funds. DRCOG also supports the equitable distribution of the federal and state funds to Area Agencies on Aging based on the needs and contribution of each region.
- Re-examination of the state procedures and distribution formulas for federal and state funds to ensure adequate funds are available to urbanized areas to meet the needs of older adults.

Long-Term Care

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

structure such funding to protect the quality of care for residents and participants, including funding for optimal ombudsman staffing.

Housing

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

- Increased funding and regulatory changes that improve the availability of these supportive services, while maintaining consumer protections for clients and family caregivers.
- ~~Home modification programs and funding to assist seniors, persons with disabilities and others at-risk to remain in their homes.~~
- Property tax relief to help reduce a tax liability that especially burdens low income seniors and seniors on fixed incomes.
- Policies, programs and services that preserve existing affordable housing stock, promote access to diverse housing options in diverse geographic locations, and provide consumer protections that enable older adults and persons with disabilities to age in place.

Seniors and Driving **Driver Safety and Older Adults**

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

ENVIRONMENT

Air Quality

Air quality affects all residents of the region and continues to be a concern. The region fails to meet current federal standards for ozone and more stringent standards are

expected to be established by the Environmental Protection Agency. Meeting a more aggressive ozone standard will require continuous efforts from many parties. **DRCOG supports:**

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

Water Supply

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

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

Open Space

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

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

INTERGOVERNMENTAL RELATIONS

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

Shared Services

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

State/Regional Relations

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

Regional Service Delivery

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

- Use existing local or regional service delivery systems wherever practical.
- Ensure a consultative process among federal, state and local governments and regional councils before making changes to services currently being delivered at the local or regional level.
- Ensure existing levels of services are maintained and adequate administrative funds are provided to implementing agencies.
- Ensure the state treats the continuity of service delivery as a key principle guiding any actions to create new programs or revise existing programs by respecting the local and regional programs already in existence.

Denver Regional Council of Governments Policy Statement on State Legislative Issues for 2018

Introduction

This paper outlines the key state policy issues of the Denver Regional Council of Governments (DRCOG). It identifies policy positions intended to inform the General Assembly, state executive branch officials and others as they develop and implement state policy on these issues. This policy statement guides positions and actions taken by the DRCOG Board, its staff and members during the 2018 state legislative session.

DRCOG is a membership organization of local elected officials representing 57 municipalities and nine counties in the Denver metropolitan region. Under federal law, DRCOG serves as the metropolitan planning organization (MPO) coordinating transportation planning with air quality goals, and serves as the Area Agency on Aging in eight counties to aid the 60-plus population. Under state statutes, DRCOG, as the regional planning commission, prepares and adopts a regional plan for the metro area and has regional responsibility for oversight of transit projects and certain state-sponsored and private toll-road projects.

REGIONAL PLANNING AND DEVELOPMENT

Regional Planning

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

Metro Vision fulfills DRCOG's statutory duty to make and adopt a regional plan for the physical development of the region's territory. The plan remains advisory for a local jurisdiction unless its planning commission chooses to adopt it as its official advisory plan under Colorado Revised Statutes 30-28-106(2). The current Metro Vision plan was unanimously adopted by DRCOG's Board of Directors on January 18, 2017.

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

The DRCOG Board of Directors recognizes that the success of the Metro Vision plan requires the coordinated efforts of local, state and federal governments; the business community; and other planning partners, including philanthropic and not-for-profit organizations.

DRCOG supports those efforts that contribute to the achievement of Metro Vision's regional outcomes and encourages state and regional entities to align their policies and investment decisions with Metro Vision and other regional agreements to advance shared objectives.

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

An Efficient and Predictable Development Pattern

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

A Connected Multimodal Region

- The regional transportation system is well-connected and serves all modes of travel.
- The transportation system is safe, reliable and well-maintained.
- **A Safe and Resilient Natural and Built Environment** The region has clean water and air, and lower greenhouse gas emissions.
- The region values, protects and connects people to its diverse natural resource areas, open space, parks and trails.
- The region’s working agricultural lands and activities contribute to a strong regional food system.

The risk and effects of natural and human-created hazards are reduced. **Healthy,**

Inclusive and Livable Communities

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

A Vibrant Regional Economy

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

Metro Vision also includes numerous objectives and strategic initiatives that identify areas for continuous improvements and specific voluntary opportunities that DRCOG and our many partners can consider. To help track the region’s progress toward our shared outcomes, the plan establishes a series of regional performance measures. More information on the Metro Vision plan, including objectives and performance measures that may inform DRCOG’s position on legislative proposals can be found on the DRCOG website (<http://metrovision.drcog.org/>).

Transit-Oriented Development

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

Regional Planning Agreements

Following the adoption of Metro Vision, the local government members of DRCOG collaboratively developed the Mile High Compact, a unique intergovernmental agreement, created as an implementation tool for Metro Vision. While the compact is a regional planning agreement, it reinforces the role of local planning by committing local governments to use their comprehensive/master plans as the primary tool for growth and development decisions in their communities.

The signers of the compact agreed that their comprehensive/master plans will follow the specific principles and contain the specific elements outlined in the compact and will ensure consistency between local plans and between local plans and Metro Vision.

DRCOG supports the following goals as a framework for future regional planning agreements and may support or oppose legislative proposals based on consistency with these goals:

- Establishment of a process to adopt a regional planning agreement by the local governments.
- Include the public in the development of the agreement.
- Focus on regional goals and plans to accomplish those goals for transportation, land use, housing, environmental quality and utility facilities.
- Make local plans consistent with the agreement.
- Reevaluate and amend the agreement as needed.

Local Land Use Authority and Planning

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

Private Property Rights

DRCOG respects private property rights within a legal context that protects local land use authority and emphasizes that governmental actions often add value to private property. While acknowledging that there are concerns over a potential for inappropriate uses of that authority, DRCOG believes that U.S. Supreme Court decisions defining constitutional restrictions on local government regulation of private property are adequate to protect both public and private rights. When these restrictions are coupled with established precedents

of the Colorado Supreme Court, protections accorded to landowners are reasonable, appropriate and balanced. Therefore, **DRCOG opposes further restrictions on the ability of governmental entities to regulate private property for the benefit of the public and opposes takings and eminent domain legislation that goes beyond the existing rulings of the U.S. Supreme Court and the Colorado Supreme Court as an attempt to unconstitutionally restrict local land use authority.**

Planning Data and Technical Support

DRCOG recognizes the importance of unbiased, reliable and consistent data in effective local and regional planning and decision-making. DRCOG also collaborates with the state to provide a variety of planning and technical assistance services to small communities.

DRCOG encourages the General Assembly and state agencies to support these efforts and any other efforts that would provide local governments with planning tools, technical assistance and other resources needed to enhance local and regional decision-making. DRCOG supports legislation that ensures readily available access to public data sets, including digital data, for use in planning analysis.

Housing

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

- Policies and programs that support the private and public sectors in the creation and maintenance of an adequate supply of affordable rental and ownership options and providing a variety of housing sizes and types integrated with the community to meet the needs of people of all ages, incomes, and abilities.
- Regional approaches to addressing the affordable housing issue that incentivize local efforts, particularly as they relate to preservation of existing affordable housing stock.
- An adequate supply of permanently affordable housing located near job and transit hubs and continued public- and private sector support for such an effort.
- Increased state financial support for loan and grant programs for low- and moderate-income housing, including associated amenities that promote access to opportunity.
- Collaboration among public and private entities, including efforts to develop loan programs and address the jobs-housing connections.
- Renters and homeowners (including manufactured home owners) have appropriate protections from discrimination and displacement. Policies should emphasize the rights of residents and minimize disparities in treatment under the law.
- Actions to provide more accessible and obtainable housing options for seniors.

TRANSPORTATION

Transportation Planning

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

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

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

Role of the MPO

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

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

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

Transportation Financing

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

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

- Increase funding for transportation to preserve the system, address congestion and safety, and provide multi-modal options for people of all ages, incomes and abilities.
- Eliminate off-the-top appropriations from the Highway Users Tax Fund.
- Consider alternative revenue and financing mechanisms, such as VMT-based fees, pay-as-you-drive insurance, and under certain circumstances, tolling and congestion pricing of existing roadways.
- Provide a share of increased revenues back to local governments.
- Consider the impacts of land use decisions on the needs for transportation infrastructure.
- Protect and expand the authority of regions to implement regional financing tools.
- Use tolls as a financing mechanism for public roads or highways with the conditions that any road, highway, or tolled lanes in the Denver metro region or that impact the Denver metro region are reviewed and approved by the DRCOG Board for inclusion in the fiscally constrained regional transportation plan; toll receipts remain in the toll highway system within the region that is tolled; and toll receipts are allowed to be used for multimodal improvements and accumulated for system reconstruction.
- Allocate existing and new federal and state funds to achieve funding equity statewide based on justified needs (system preservation, congestion and multimodal options) and contribution to overall revenues. DRCOG and the Transportation Commission worked under a 2004 memorandum of understanding (MOU) to accomplish this goal. As that MOU has expired, DRCOG may initiate discussions with CDOT to formulate a new funding agreement. DRCOG recognizes some potential funding mechanisms under consideration by the state may be appropriate for allocation to the entire statewide system. DRCOG believes that other mechanisms, including tolls, VMT fees, and taxes

on lodging, to name a few, may be more appropriately returned to the region of generation.

- Re-examine state formulas and procedures to ensure an adequate amount of federal and state funds are made available to urbanized areas to relieve congestion, increase safety and achieve and maintain air quality standards.
- Consider revising the responsibilities for maintenance and supervision of the non-National Highway System portions of the current state highway system, subject to the condition that any devolution to local governments be accompanied by the funding necessary to avoid unfunded mandates and pursuant to review by, and consent of, affected local and regional agencies.

Multimodal Transportation

Efforts to address transportation needs in the region must draw upon an array of transportation modes to reduce single-occupant vehicle demand and to provide a variety of transportation choices. **DRCOG strongly believes multimodal solutions to transportation problems are imperative to preserve and enhance our quality of life. DRCOG supports legislation that promotes efforts to create and fund a multimodal transportation system. DRCOG also supports measures to improve safety for users of alternative modes, especially pedestrians and bicyclists. DRCOG supports funding for programs that provide transportation for “access to jobs” for low-income workers who cannot afford to live near where they work, and for safe routes to schools.**

Coordination of Regional and Statewide Transportation Efforts

The DRCOG area generates a significant number of trips throughout the state of Colorado. At the same time, Coloradans from all over the state travel to, and through, the metro area. Coordination of transportation planning and funding efforts between DRCOG and neighboring councils of governments, transportation planning regions and coalitions, especially in the primary north-south (Interstate 25) and east-west (Interstate 70) corridors will provide mobility and economic benefits not just for the DRCOG region but for the entire state. Regional consensus through the existing planning processes is critical for defining large-scale projects in the state’s major transportation corridors, establishing their priorities, and broadening the base for their funding. **DRCOG supports regional and statewide efforts at such consensus-building and will work to pursue multimodal transportation solutions. DRCOG supports using the regional and statewide transportation planning processes to explore and identify transportation solutions and will evaluate state legislative and administrative actions for consistency with this policy.**

Transportation Demand Management (TDM)

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

- Telecommuting, flextime and other changes to normal work patterns to avoid peak traffic conditions.
- Carpooling, vanpooling and schoolpooling and infrastructure that facilitates these transportation options.

- Non-automobile infrastructure created by the state, counties and cities.
- Employer promotion of alternative mode use by their employees.
- Coordination of transportation alternatives wherever traffic congestion may occur, such as at schools, large retail shopping centers, and in connection with sporting or cultural events or major transportation infrastructure construction.
- Incentives to individuals who use alternative modes.
- Limiting the liability of rideshare agencies and others who promote or provide alternative transportation services.

Safe and Effective Management of the Transportation System

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

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

Transportation and Older Adults and Persons with Disabilities

Access to transportation is critical for older adults and persons with disabilities, particularly to obtain health care, food and to avoid isolation. DRCOG promotes the concept of regional cooperation and coordination among counties and local service providers to most effectively utilize the limited resources available for transportation for older adults and persons with disabilities. **DRCOG supports the following:**

- A system that better coordinates the resources and delivery of transportation services between providers, the federal government, counties, RTD, and the state.
- Increased state funding for transportation services for older adults and persons with disabilities.
- Increased state funding for Medicaid transportation services for older adults and persons with disabilities.

OLDER ADULTS AND PERSONS WITH DISABILITIES

As the designated Area Agency on Aging (under the federal Older Americans Act) for Adams, Arapahoe, Broomfield, Clear Creek, Denver, Douglas, Gilpin and Jefferson counties, DRCOG advocates, plans, funds and coordinates the provision of services for

older adults. DRCOG also has been designated as an Aging and Disability Resource Center (ADRC) under the Affordable Care Act (ACA) and in that capacity is charged with providing a coordinated and streamlined access point to long-term care services and supports for adults age 60 and over or age 18 and over living with a disability, and their caregivers. As an advocate for older adults, persons with disabilities, veterans and their caregivers, DRCOG works with various agencies, groups and individuals to support state legislation, regulations and programs to meet their needs. DRCOG also provides the direct services of a long-term care ombudsman and information, referral and assistance. In performing these roles, **DRCOG supports the following:**

Planning and Delivery of Services

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

DRCOG supports state legislative and regulatory provisions reinforcing collaboration between the state and Area Agencies on Aging and respecting their respective roles and interests, consistent with state and federal laws. DRCOG supports collaboration and partnerships to better meet service needs consistent with DRCOG's responsibilities as an Area Agency on Aging and an ADRC, including policies, projects, programs, and funding to improve data collection and analysis of cost effectiveness.

Funding

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

- Increased funding for programs and exploration of new programs providing services to older adults, persons with disabilities, veterans, and their caregivers, especially services that support individuals continuing to live independently in their homes and communities.
- Efforts to use state funds for programs that provide prescription drugs more efficiently and effectively. This would include efforts to increase pricing transparency and reduce the costs of purchasing such prescription drugs to enable associated programs to better serve their growing caseloads.
- Increasing the appropriations to the State Funding for Senior Services line item in the Long Bill. This includes increasing the continuing appropriation to the Older Coloradans Cash Fund, as well as any additional state General Fund monies that might become available. DRCOG specifically supports a stable, long-term funding source that

increases to meet the growing needs for services. This also would provide a level of funding certainty that would improve yearly program planning for needed services.

- Action by the General Assembly to fully fund the required share to match federal funds that are available to the state through the Older Americans Act, including the National Family Caregiver Support Program, so as not to require an increase in the required local share. Such state or local shares/matches should not be required to come from existing program funds.
- Distributing State Funding for Senior Services monies, including the Older Coloradans Cash Fund, using the existing structure created to administer Older Americans Act funds. DRCOG also supports the equitable distribution of the federal and state funds to Area Agencies on Aging based on the needs and contribution of each region.
- Re-examination of the state procedures and distribution formulas for federal and state funds to ensure adequate funds are available to urbanized areas to meet the needs of older adults.

Long-Term Care

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

Housing

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

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- Property tax relief to help reduce a tax liability that especially burdens low income seniors and seniors on fixed incomes.
- Policies, programs and services that preserve existing affordable housing stock, promote access to diverse housing options in diverse geographic locations, and

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

ENVIRONMENT

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

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

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- Data collection and research to increase understanding of the link between land development and water demand, and best practices to promote the efficient use of water resources across the region.
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- The development of Colorado’s Water Plan that emphasizes conservation, storage, drought mitigation and streamlining of the regulatory processes, aligns the state’s various water efforts, and provides a benchmark for future collaboration in addressing Colorado’s water supply needs.

Open Space

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

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

INTERGOVERNMENTAL RELATIONS

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

Shared Services

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

State/Regional Relations

As the state’s policy issues become more complex, it is evident that the solutions are not one-size-fits-all. The Denver metro region has made significant progress in developing collaborative solutions and decision-making processes for a number of the complex issues with which it has been confronted—especially in the related areas of growth and transportation. As the regional planning commission, the metropolitan planning organization for transportation, and the Area Agency on Aging, DRCOG is in a unique position to convene parties of interest on intergovernmental issues, provide the necessary forum for their resolution and facilitate a negotiated outcome. **In recognition of the**

importance of regionalism, it is an appropriate role for DRCOG to act as a facilitator of regional approaches. Consequently, it is appropriate for state agencies to ensure that actions they take affecting the region are consistent with regionally derived solutions and the adopted Metro Vision plan.

Regional Service Delivery

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

- Use existing local or regional service delivery systems wherever practical.
- Ensure a consultative process among federal, state and local governments and regional councils before making changes to services currently being delivered at the local or regional level.
- Ensure existing levels of services are maintained and adequate administrative funds are provided to implementing agencies.
- Ensure the state treats the continuity of service delivery as a key principle guiding any actions to create new programs or revise existing programs by respecting the local and regional programs already in existence.

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
December 20, 2017	Informational Item	14

SUBJECT

December administrative modifications to the *2018-2021 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 [Policy on Transportation Improvement Program \(TIP\) Preparation](#), administrative modifications to the [2018-2021 TIP](#) are reviewed and processed by staff. Administrative modifications represent revisions to TIP projects that do not require formal action by the DRCOG Board.

Once processed, the projects are posted on the [DRCOG 2018-2021 TIP web page](#) and emailed to the TIP Notification List, which includes members of the Regional Transportation Committee, the Transportation Advisory Committee, TIP project sponsors, staff of various federal and state agencies, and other interested parties.

The December 2017 administrative modifications are listed and described in the attachment. Highlighted items in the attachment depict project revisions.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. 2018-2021 TIP Administrative Modifications (December 2017)

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 Transportation Planner, at (303) 480-6737 or tcottrell@drcog.org.

To: TIP Notification List
From: Douglas W. Rex, Executive Director
Subject: **December 2017 Administrative Modifications to the 2018-2021
Transportation Improvement Program**
Date: December 20, 2017

SUMMARY

- Per the [Policy on Transportation Improvement Program \(TIP\) Preparation](#) covering the [2018-2021 TIP](#), administrative modifications are reviewed and processed by staff. They are emailed to the TIP Notification List, and posted on the [DRCOG 2018-2021 TIP web page](#).
- The TIP Notification List includes the members of the DRCOG Regional Transportation Committee and Transportation Advisory Committee, TIP project sponsors, staffs of various federal and state agencies, and other interested parties. The notification via email is sent when Administrative Modifications have been made to the 2018-2021 TIP. If you wish to be removed from the TIP Notification List, please contact Mark Northrop at (303) 480-6771 or via e-mail at mnorthrop@drcog.org.
- Administrative Modifications represent minor changes to TIP projects not defined as “regionally significant changes” for air quality conformity findings, or per CDOT definition.
- Projects included through this set of Administrative Modifications are listed below. The attached describes the modifications.

PROJECTS TO BE MODIFIED

- **2008-076:** **Region 1 FASTER Pool**
 - Add funding and pool projects
- **2008-077:** **Region 4 FASTER Pool**
 - Add new pool project
- **2016-004:** **Regional Transportation Operations Pool**
 - Add pool projects
- **2016-042:** **US 85: Highlands Ranch Pkwy to Blakeland Dr Capacity Improvements**
- **2016-076:** **US 85: Blakeland Dr to County Line Rd Operational Improvements**
 - Combine into one project
- **2016-055:** **I-25: 120th Ave to SH-7 Managed Lanes**
 - Add funding

2008-076: Add FY 2018 and 2019 funding to the project, remove four pool projects, adjust funding on another, and add ten new pool projects

Existing

Title: **Region 1 FASTER Pool**

Project Type: **Safety**

TIP-ID: **2008-076**

STIP-ID: **SR17002**

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

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



Affected County(ies)

- Adams
- Arapahoe
- Broomfield
- Denver
- Douglas
- Jefferson

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-391	Jefferson County Schools Access	\$570	I-76 Roundabouts at ramp terminals	Bromley Ln	\$2,164	FASTER Safety Design		\$4,000
SH-75 and Mineral Ave	Curb ramp and B/P crossing improvements	\$200	High Line Canal Trail Underpass	Parker/Mississippi	\$3,201	SH-2 Traffic Signal Upgrades		\$440
SH-95 Intersection Improvements	64th Ave	\$851	Cable Median Barrier	104th to 168th Ave	\$2,000	I-70-A Pecos	Roundabout Improvements	\$498
SH-121/72nd Ave	Right turn accel lanes	\$981	Founders Pkwy Intersection Reconstruct	Crowfoot Valley Rd	\$1,602	Wadsworth	Right Turn Lane Extensions	\$1,621
SH-177 Sidewalks	Mineral Ave to Orchard Rd	\$521	Wadsworth TOD left turn protection	Girton, Eastman and Yale	\$200	US-85	I-76 to 168th	\$1,443
I-70/US-8	Chain station lighting improvements	\$1,000	Region 1 TSM Study Outcomes		\$5,000			

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-S)		\$21,251	\$21,700	\$22,500	\$22,200		
Local		\$0	\$0	\$0	\$0		
Total	\$23,148	\$21,251	\$21,700	\$22,500	\$22,200	\$0	\$110,799

Highlighted projects are proposed to be removed.

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-75 and Mineral Ave	Curb ramp and B/P crossing improvements	\$200	FASTER Safety Design		\$4,000	SH-95 @ 1st Ave, 32nd Ave, 38th Ave, 46th Ave, Wellington Ave	Traffic Signal Replacements	\$2,000
SH-95 Intersection Improvements	64th Ave	\$851	SH-2 Traffic Signal Upgrades		\$440	US-85 @ Dartmouth	Hampden to Florida SUR	\$1,600
SH-121/72nd Ave	Right turn accel lanes	\$981	I-70-A Pecos	Roundabout Improvements	\$700	Roundabouts at C-470 @ Ken Caryl and I-70 @ Harlan	Roundabouts - design	\$500
SH-177 Sidewalks	Mineral Ave to Orchard Rd	\$521	Wadsworth	Right Turn Lane Extensions	\$1,621	VMS for I-25 south of Denver	VMS Installation	\$500
High Line Canal Trail Underpass	Parker/Mississippi	\$3,201	US-85	I-76 to 168th	\$1,443	Long mast arm signal design (3 locations)	88 @ Revere, 121 @ Ken Caryl, 121 @ C-470 (2)	\$2,000
Cable Median Barrier	104th to 168th Ave	\$2,000	I-70 between MP 252 & 255	Median Barrier	\$2,000	Aurora Signal Package	I-70 at Tower	\$100
Founders Pkwy Intersection Reconstruct	Crowfoot Valley Rd	\$1,602	SH-287 @ Midway	Traffic Signal Replacement	\$500	SH224 @ Dahlia St.	Traffic Signal Replacement	\$450
Wadsworth TOD left turn protection	Girton, Eastman and Yale	\$200	SH 121 @ Deer Creek Canyon, C-470 @ Kipling, SH-95 @ WB I-76 Ramp Mod, SH-88 @ US 285, SH-93 @ Washington St	Traffic Signal Replacements	\$1,000			

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-S)		\$21,950	\$21,416	\$22,500	\$22,200		
Local		\$0	\$0	\$0	\$0		
Total	\$23,148	\$21,950	\$21,416	\$22,500	\$22,200	\$0	\$111,214

2008-077: Add one new pool project using existing funds

Existing

Title: **Region 4 FASTER Pool**

Project Type: **Safety**

TIP-ID: **2008-077**

STIP-ID: **SR46606**

Open to Public:

Sponsor: **CDOT Region 4**

Project Scope

Pool contains safety-related improvements and upgrades based on the FASTER funding program (Colorado Senate Bill 108) in CDOT Region 4.

Affected County(ies)

Boulder

Weld



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	Safety Improvements Gilpin CL to Boulder City Limits	\$1,500	SH-119	11th St signals including bike/ped	\$1,000			
SH-7	Safety Improvement (DRCOG portion)	\$1,350	US-287	Pike Rd Intersection Improvements	\$4,000			

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-S)		\$14,924	\$15,542	\$16,075	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$6,037	\$14,924	\$15,542	\$16,075	\$0	\$0	\$52,578

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	Safety Improvements Gilpin CL to Boulder City Limits	\$1,500	SH-119	11th St signals including bike/ped	\$1,000	Traffic Signal Upgrades	Various Locations	\$2,000
SH-7	Safety Improvement (DRCOG portion)	\$1,350	US-287	Pike Rd Intersection Improvements	\$4,000			

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-S)		\$14,924	\$15,542	\$16,075	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$6,037	\$14,924	\$15,542	\$16,075	\$0	\$0	\$52,578

2016-004: Add twenty new pool projects and additional funding in FY 2018 and 2019 from previously returned projects

Existing

Title: **Regional Transportation Operations Pool**

Project Type: **Congestion Management**

TIP-ID: **2016-004**

STIP-ID:

Open to Public:

Sponsor: **DRCOG**

Project Scope

A pool to fund capital improvements to traffic signal systems, traffic signal timing and coordination work, traffic signal system engineering and design, and intelligent transportation systems projects.

Affected County(ies)

Regional



Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (CMAQ)		\$4,200	\$4,200	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$1,050	\$1,050	\$0	\$0		
Total	\$11,299	\$5,250	\$5,250	\$0	\$0	\$0	\$21,799

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)
Aurora	CCTV Network Upgrade (19)	\$254	Broomfield	Sheridan Boulevard Traffic Signal Interconnect Upgrade (19)	\$362	Denver	I-25 Managed Motorway Performance Measure (18)	\$313
Aurora	Travel Time Monitoring System Implementation (18)	\$113	CDOT TSM&O	R1 Traffic Adaptive Feasibility Study and Pilot Implementation (18-19)	\$1,129	Superior	McCaslin Monitoring and Management System (18)	\$148
CDOT TSM&O	CCTV Network Upgrade (18-19)	\$214	Denver	Central Business District Signal System Upgrade (18)	\$1,222	Denver	Bicycle Detection (18)	\$346
Denver	CCTV Network Upgrade (18)	\$613	Denver	Multijurisdictional Monitoring and Management (18)	\$150	Aurora	Bicycle Detection (19)	\$597
Adams County	Traffic Signal System Equipment Upgrade (18)	\$1,428	Denver	ITS Device Performance and Reliability Improvement (19)	\$999	CDOT TSM&O	Travel Time Monitoring Project Support (18)	\$80
Arvada	Traffic Signal Interconnect Upgrade/Expansion (19)	\$619	Littleton	Dynamic Lane Assignment System (18)	\$44	DRCOG	Signal Timing Support and System Design and Coordination (19)	\$450
Aurora	Traffic Signal System Equipment Upgrade (18-19)	\$718	Thornton	Traffic Signal System Upgrade (Ph 5) (18)	\$544			

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (CMAQ)		\$5,536	\$4,804	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$1,384	\$1,201	\$0	\$0		
Total	\$11,299	\$6,920	\$6,005	\$0	\$0	\$0	\$24,224

2016-042: Adjust project title, map, scope, and funding to incorporate TIP ID 2016-076 (US 85: Blakeland Dr to County Line Rd) per Douglas County and FHWA request

Existing

Title: **US 85: Highlands Ranch Pkwy to Blakeland Dr Capacity Improvements**

Project Type: **Roadway Capacity**

TIP-ID: **2016-042**

STIP-ID:

Open to Public: **2020**

Sponsor: **Douglas County**

Project Scope

This project will widen Santa Fe Blvd (US-85) from 4 to 6 lanes. Features include:

- Intersection improvements at Blakeland Dr, Norwood Dr, Carder Ct, Town Center Dr, and Branden Dr, including adding or improving left turn lanes and auxiliary lanes, where warranted
- Reconstructing and/or repaving existing lanes, adding shoulders, where feasible
- New and improved signal interconnection, and ITS infrastructure
- 10 ft wide detached multi-use path, bike amenities, and bike counters
- Transit stop enhancements including bus pads, shelters, benches, and sidewalk connections
- Landscaped center medians, and access consolidation



Affected Municipality(ies)	Affected County(ies)	Project Phases	
Unincorporated	Douglas	Year	Phase
		2018	Initiate ROW
		2019	Initiate Construction

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (STP-M)		\$5,000	\$10,000	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (R P P)		\$2,000	\$1,000	\$0	\$0		
Local		\$1,250	\$5,750	\$0	\$0		
Total	\$5,000	\$8,250	\$16,750	\$0	\$0	\$0	\$30,000

Revised

Title: US 85: Highlands Ranch Pkwy to County Line Rd Capacity Improvements

Project Type: Roadway Capacity

TIP-ID: 2016-042

STIP-ID:

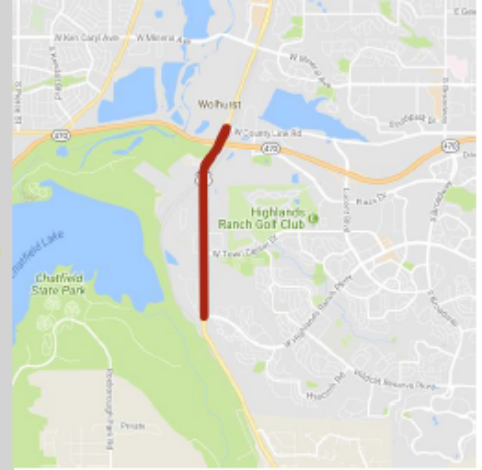
Open to Public: 2020

Sponsor: Douglas County

Project Scope

This project will improve traffic operations and widen Santa Fe Dr (US-85) from 4 to 6 thru lanes from Highlands Ranch Pkwy to approximately 1,200 ft north of the intersection with County Line Rd. Features include:

- 1) Intersection improvements, including adding or improving left turn lanes, auxiliary lanes, and traffic signals, where warranted,
- 2) Partially reconstructing and/or repaving existing lanes, adding shoulders, and access consolidation where feasible,
- 3) Replace and widen the existing US-85 bridge over C-470, including adding a off-street bike/ped trail over C-470,
- 4) New and improved signal interconnection and ITS infrastructure,
- 5) A bike/ped multi-use trail, bike amenities, including bike counters,
- 6) Grade separating the C-470 trail and High Line Canal trail under US-85, and
- 7) Transit stop enhancements including bus pads, shelters, benches, sidewalk connections, and partially landscaped raised medians.



Affected Municipality(ies)	Affected County(ies)	Project Phases	
		Year	Phase
Unincorporated	Douglas	2019	Initiate Construction

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (STP-M)		\$0	\$26,273	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (R P P)		\$2,000	\$1,000	\$0	\$0		
Local		\$1,250	\$24,477	\$0	\$0		
Total	\$5,000	\$3,250	\$51,750	\$0	\$0	\$0	\$60,000

2016-076: Remove funding and transfer to TIP ID 2016-042 (US 85: Highlands Ranch Pkwy to Blakeland Dr) per Douglas County and FHWA request

Existing

Title: **US-85: Blakeland Dr to County Line Rd Operational Improvements**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2016-076**

STIP-ID:

Open to Public: **2020**

Sponsor: **Douglas County**

Project Scope

This project will widen Santa Fe Dr (US-85) from 4 to 6 thru lanes from Blakeland Dr to approximately 1,200 ft north of the intersection with County Line Rd. Features include:

- 1) Intersection improvements, including adding or improving left turn lanes, auxiliary lanes, and traffic signals, where warranted,
- 2) Reconstructing and/or repaving existing lanes, where feasible,
- 3) Replacing the existing US-85 bridge over C-470, including shoulders,
- 4) New and improved signal interconnection and ITS infrastructure,
- 5) A bike/ped multi-use trail along the east side of US-85 from Blakeland Dr to the C-470 trail,
- 6) Grade separating the C-470 trail under US-85,
- 7) A bike/ped bridge over C-470 along US-85, and bike counters; and
- 8) Transit stop enhancements including bus pads, shelters, benches, sidewalk connections, and landscaped medians.



Affected Municipality(ies)	Affected County(ies)		Project Phases				
Unincorporated	Douglas		Year	Phase			
			2019	Initiate Construction			
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (STP-M)		\$0	\$11,273	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$18,727	\$0	\$0		
Total	\$0	\$0	\$30,000	\$0	\$0	\$0	\$30,000

Revised

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (STP-M)		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0

2016-055: Add funding in FY 2018

Existing

Title: **I-25: 120th Ave to SH-7 Managed Lanes**

Project Type: **Roadway Capacity**

TIP-ID: **2016-055**

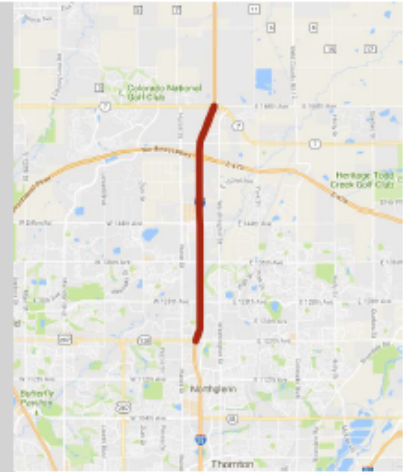
STIP-ID:

Open to Public: **2020**

Sponsor: **CDOT Region 1**

Project Scope

This project will extend the existing and under construction managed lanes project (TIPID 2012-073), utilizing existing and new ROW. The project will result in one new managed lane in each direction from the current project's northern terminus near 120th Ave to SH-7. Project will resurface the entire stretch, add traffic management, sound wall, tolling/ITS equipment and safety, bridge and drainage improvements.



Affected Municipality(ies)	Affected County(ies)
Broomfield	Adams
Thornton	Broomfield
Westminster	
Unincorporated	

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (RMP)		\$0	\$0	\$0	\$0		
State (Surface)		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$105,579	\$0	\$0	\$0	\$0	\$0	\$105,579

Revised

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-S)		\$1,750	\$0	\$0	\$0		
State (RMP)		\$0	\$0	\$0	\$0		
State (Surface)		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$105,579	\$1,750	\$0	\$0	\$0	\$0	\$107,329

ATTACH G

“Roads are not enough”: Commission exploring Front Range passenger train service preps lawmakers on their pitch

As of yet, the commission — which has met a handful of times — hasn’t identified a hard-and-fast price tag

JESSE PAUL | The Denver Post
November 2, 2017

Members of a commission [exploring the viability of passenger train service](#) across the Front Range briefed lawmakers Thursday on their work and prepared them for their coming legislative proposal to make their [rail dreams a reality](#).

“Roads are not enough,” said Pueblo County Commissioner Sal Pace, who chairs the [Southwest Chief & Front Range Passenger Rail Commission](#). “... I think congestion on our roads is proof in itself of the need for alternatives.”

Pace and his vice chair, Jacob Riger, who also serves as the long-range planning manager at the [Denver Regional Council of Governments](#), said their preliminary plan is to seek out funding for any future projects outside of the legislature, through avenues like public-private partnerships, grants and/or a special district.

“There is no single magical funding source that’s going to make this happen,” Riger told the Transportation Legislation Review Committee, a mix of state senators and representatives. The commission, which has met a handful of times, hasn’t yet identified a hard-and-fast price tag or a precise route for passenger rail service from Trinidad to Fort Collins. They remain in the exploration phase of technology options, engineering necessities and costs.

“We want to maximize the [connection to RTD](#), other transportation systems along the Front Range,” Riger said.

Pace and Riger said any potential rail service, which remains years away, would boost connectivity between rural parts of the state and the Denver metro area, aiding, for instance, in [Pueblo’s recovery](#) from the Great Recession. They contend it would also be a boon for economic development and a draw for companies eyeing a move to Colorado.

“Our major competitors, particularly Utah and New Mexico, have these (passenger rail systems) and have had them for awhile,” said Rep. Diane Mitsch Bush, a Steamboat Springs Democrat who leads the review committee, in recognizing the commission’s work.

But some conservatives [have bristled at the idea](#) of paying large sums to make Front Range passenger rail service possible, and the legislature has been unable to break [its impasse on funding for roads](#).

It would cost an estimated \$1 billion to create the infrastructure for a route between Denver and Fort Collins alone, Pace said.

Front Range rail plan updated Thursday in Denver

Route between Ft. Collins, Trinidad for \$1 billion

SCOTT HARRISON | KRDO

November 2, 2017

Pueblo County Commissioner Sal Pace was at the state capitol Thursday to update efforts to establish a passenger rail system along Colorado's Front Range.

Pace, a former state lawmaker, made a presentation Thursday morning to the Transportation Legislation Review Committee.

Pueblo County Commissioner Sal Pace leads the effort to bring a passenger rail system to Colorado's Front Range. Pace is chairman of the Southwest Chief and Front Range Passenger Rail Commission, a group authorized by the Legislature earlier this year to study the passenger rail issue.

The present idea is to build a passenger rail line between Fort Collins and Trinidad, at an estimated cost of at least \$1 billion.

"But even this past week, we heard that the community of Cheyenne (Wyoming) wants to start participating in some of the planning," Pace said. "As time goes on, neighboring states might even participate with us."

The funding source, timetable and the actual design, operation and specific route for a passenger rail system have yet to be determined.

"I'd say we're still closer to the beginning of this process than the end," said Jacob Riger, the commission's vice-chairman. "But we're all on the right path of asking questions and thinking through issues."

Riger said a passenger rail system would be different from Denver's light rail system.

"We want something traveling longer distances, comparable to highway speeds," he said. AMTRAK's Southwest Chief rail line between Chicago and Los Angeles currently runs near Pueblo and across southern Colorado, and Pace said it could become an important part of a passenger rail system.

"We've invested \$46 million since 2011 to repair tracks and save that route from being discontinued," he said. "If we can connect the Chief directly to Pueblo and maybe even to Colorado Springs, that opens up a wealth of transportation possibilities -- especially in rural areas."

Rep. Daneya Esgar, D-Pueblo, is a member of the review committee.

"I'm impressed with the commission's work so far, she said. "From the constituents I hear from, they think passenger rail is a great idea. They might even travel more than they do now, if they don't have to worry about heavy traffic and crashes."

Esgar said a passenger rail system doesn't eliminate the need to widen Interstate 25 between Monument and Castle Rock.

GO-TOBER CHALLENGE INTRODUCES SUSTAINABLE COMMUTE OPTIONS TO 50,000 EMPLOYEES

More than 52 companies went head-to-head in the annual competition

GLOBAL NEWSWIRE

November 2, 2017

The third annual "Go-Tober Challenge" concluded Tuesday in the Denver metro area. During October, participating organizations challenged employees to ditch driving alone at least once a week in favor of a smarter commute option such as carpool, telework, vanpool, bike, walk, light rail or bus.

Top commuters and 2017 Go-Tober champions are: Imagine! in the Neighborhood Ninja category, Xilinx in the Suburban Superheroes category, Amec Foster Wheeler in the Transit Troopers category and DaVita in the Urban Ultimates category.

"We're all about reducing traffic congestion and emissions one commuter at a time," said Steve Erickson, director of communications and marketing for the Denver Regional Council of Governments. "There are so many personal benefits when employees choose smarter commute options, and we hope Go-Tober has inspired them to make that choice more often."

Go-Tober is presented by Way to Go, a regional partnership between the Denver Regional Council of Governments (DRCOG) and a group of seven Transportation Management Associations (TMAs) that are dedicated to transforming the way people get around. Go-Tober works directly with employers to introduce new commute options to those who normally drive alone. Ultimately, Go-Tober is designed to inspire lasting changes in commuting behavior to reduce traffic congestion and improve air quality.

A total of 1,719 participants in the Go-Tober challenge logged 36,924 commutes. Their efforts resulted in 440,137 smart commute miles traveled and a reduction of more than 125.12 tons of carbon dioxide emissions. Walkers and bikers also burned an extra 2,732,019 calories and saved some \$116,007.76 in travel costs.

To qualify, employees of participating companies registered at WayToGoTober.org and logged at least four smart commute round trips throughout the month of October. Companies earned points for each one-way trip taken and tracked.

Companies of all sizes were categorized by the Regional Transportation District's (RTD) Service Level Areas, with an effort index applied to equal the playing field between small and large companies. View a full list of participating companies at waytogotober.org.

Autonomous vehicles and the last-mile problem

Autonomous vehicle proclaimed an answer to first-mile, last-mile barrier

ALLEN BEST | Mountain Town News

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It's called the first-mile, last-mile problem of mass transit, and it has vexed transportation planners forever during the automotive era. Until you make it easy to get to and from light rail and other public transit, they will remain underused.

One possible answer will be tested soon at Peña Station Next, the laboratory for autonomous and other cutting-edge technology. Peña Station is the last stop before Denver International Airport on the A-Line from downtown Denver.

There, later this year, an autonomous (self-driving) vehicle is to provide a link between the light rail line at 57th and Pena and a bus stop located four blocks away at 61st and Tower Road.

Peña Station Next is the project being driven by Panasonic Enterprise Solutions Co. in conjunction with a variety of partners. With Xcel Energy it will test creation of a microgrid, capable of generating its own electricity. It is partnering with the Colorado Department of Transportation and its future-looking RoadX program and the Regional Transportation District.

For this self-driving vehicle, Panasonic has linked with Easy Mile, a French manufacturer of self-driving vehicles that recently set up shop in Denver. The vehicle shown Monday evening offers six seats and room for six people to stand.

On a round-trip ride Panasonic's headquarters and the Pena Station light rail, a distance of maybe two blocks, an Easy Mile engineer said the car could top out at 25 mph, but more generally was geared to go only 15 mph. During the two-block ride, it moved at only about 6 mph. It is battery operated and normally can operate for a day without a recharge.

Public officials at the ceremony proclaimed it a solution to the first-mile, last-mile problem of mass transit.

Colorado Gov. John Hickenlooper predicted that autonomous vehicles will "cure so many solutions to the things that have been vexing." Broad adoption of the self-driving vehicles can improve air quality, reduce congestion and expand use of existing infrastructure, he said. He also pointed out that 95 percent of highway fatalities are the result of human errors.

In Colorado, Rutt Bridges has been boring down into the transformational possibilities of the new technologies in transportation. Hickenlooper mentioned that Bridges spoke last week at the Western Governors Association meeting in Arizona. There were 17 governors there, said Hickenlooper, and Bridges had "every one of them of them in the palm of his hands."

Denver Mayor Michael Hancock was equally expansive in his description of the importance of the technology.

“This is the key, the first and the last mile is the powerful piece we’re missing in so many situations around Denver,” he said at the gathering held at Panasonic’s headquarters at Pena Station Next. “This is a special day in the life of this city, and a special day in the life of our state,” he said.

That was also the view of Florine Raitano, director of partnership development and innovation with the **Denver Regional Council of Governments**.

“What we need is a well-designed feeder system to deliver passengers,” she said after the remarks.

“Easy Mile is just one of many potential technical solutions. There are more to come.”

Raitano, a former mayor of Dillon, Colo., said she was excited by the technological solutions. Some mobility choices in 15 to 20 years will probably be the same as now, but many will be things we haven’t imagined yet.

Dave Genova, the general manager of RTD, said “some hurdles with state, federal and city regulations” remain to be cleared before the prototype at Pena Station Next can move forward. He did not specify.