

AGENDA
BOARD OF DIRECTORS
WEDNESDAY, February 15, 2023
6:30 p.m. – 8:30 p.m.
VIDEO/WEB CONFERENCE
Denver, CO

1. 6:30 Call to Order
2. Roll Call and Introduction of New Members and Alternates
3. Move to Approve Agenda
4. 6:40 Report of the Chair
 - Report on Performance and Engagement Committee
 - Report on Finance and Budget Committee
5. 6:45 Report of the Executive Director
6. 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

7. 7:00 Move to Approve Consent Agenda
 - i. Summary of January 18, 2023
(Attachment A)
 - ii. FY 2022-2025 Transportation Improvement Program (TIP) Amendments
(Attachment B)
 - iii. Regional Transportation Operations and Technology Strategic Plan
(Attachment C)
 - iv. DRCOG Legislative Principle Statement
(Attachment D)
 - v. Draft 2023 Policy Statement on Federal Legislative Issues
(Attachment E)

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.

We make life better!



ACTION ITEMS

8. 7:05 Election of Officers.
(Attachment F) Nominating Committee Members
Pursuant to the Articles of Association, the election of officers occurs at the February meeting. The Nominating Committee report is attached. Nominations can be made from the floor provided the consent of the nominee is obtained in advance. If nominations are made from the floor, voting will be done by secret ballot.
9. 7:10 Discussion of appointments to the Performance & Engagement and Finance & Budget committees.
(Attachment G) Nominating Committee Members
10. 7:15 Discussion to select representatives to serve on the RTC, STAC, E-470, and the ACA.
(Attachment H) Douglas W. Rex, Executive Director
11. 7:25 Discussion of the Federal Performance Measures Targets.
(Attachment I) Alvan-Bidal Sanchez, Program Manager, Transportation Planning and Operations
12. 7:50 Discussion of state legislative Issues: New Bills for Consideration and Action
(Attachment J) Rich Mauro, Director, Legislative Affairs
Rich Mauro will present a recommended position on any new bills based on the Board's legislative policies. If a bill requires additional discussion, it may be pulled from the package and action will be taken separately. **Positions on specific legislative bills require affirmative action by 2/3 of those present and voting.**

INFORMATIONAL BRIEFINGS

13. 8:15 Committee Reports
The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG
 - A. Report from State Transportation Advisory Committee – Nicholas Williams
 - B. Report from Metro Mayors Caucus – Bud Starker
 - C. Report from Metro Area County Commissioners – Jeff Baker
 - D. Report from Advisory Committee on Aging – Jayla Sanchez-Warren
 - E. Report from Regional Air Quality Council – Doug Rex
 - F. Report from E-470 Authority – Deborah Mulvey
 - G. Report from CDOT – Darius Pakbaz
 - H. Report from RTD – Brian Welch

INFORMATIONAL ITEMS

14. Transportation Improvement Program (TIP) administrative modifications
(Attachment K) Todd Cottrell, Senior Transportation Planner, Transportation Planning and Operations

ADMINISTRATIVE ITEMS

15. **Next Meeting – March 15, 2023**
16. Other Matters by Members
17. 8:30 Adjourn

CALENDAR OF FUTURE MEETINGS

February 2023

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

March 2023

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

April 2023

5	Board Work Session	4:00 p.m.
18	Regional Transportation Committee	8:30 a.m.
19	Performance and Engagement Committee	5:00 p.m.
19	Finance and Budget Committee	5:30 p.m.
19	Board of Directors	6:30 p.m.
24	Transportation Advisory Committee	1:30 p.m.
28	Advisory Committee on Aging	11:00 a.m.

ATTACH A

SUMMARY
BOARD OF DIRECTORS MEETING
WEDNESDAY, January 18, 2023
Note: Meeting held virtually via Zoom

Members/Alternates Present

Kevin Flynn, Chair	City and County of Denver
Jeff Baker	Arapahoe County
Claire Levy	Boulder County
Austin Ward (Alternate)	City and County of Broomfield
Randy Wheelock	Clear Creek County
Nicholas Williams	City and County of Denver
George Teal	Douglas County
Marie Mornis	Gilpin County
Tracy Kraft-Tharp	Jefferson County
Lisa Smith	City of Arvada
Alison Coombs	City of Aurora
Larry Vittum	Town of Bennett
Nicole Speer	City of Boulder
Margo Ramsden	Town of Bow Mar
Jan Pawlowski	City of Brighton
Deborah Mulvey	City of Castle Pines
Tim Dietz	Town of Castle Rock
Tammy Mauer	City of Centennial
Todd Williams	City of Central City
Randy Weil	City of Cherry Hills Village
Craig Hurst	City of Commerce City
Steve Conklin	City of Edgewater
Othoniel Sierra	City of Englewood
Ari Harrison	Town of Erie
Josie Cockrell	Town of Foxfield
Lynette Kelsey	Town of Georgetown
Paul Haseman	City of Golden
Rachel Binkley	City of Glendale
Chuck Harmon	Town of Idaho Springs
Jeslin Shahrezaei	City of Lakewood
Stephen Barr	City of Littleton
Kat Bristow	Town of Lochbuie
Wynne Shaw	City of Lone Tree
Joan Peck	City of Longmont
Kyle Brown (Alternate)	City of Louisville
Hollie Rogin	Town of Lyons
Colleen Whitlow	Town of Mead
Tom Mahowald	Town of Nederland
Richard Kondo (Alternate)	City of Northglenn
John Diak	Town of Parker
Sally Daigle	City of Sheridan
Neal Shah	Town of Superior

Board of Directors Meeting Summary

January 18, 2023

Page 2

Jessica Sandgren
Sarah Nurmela
Bud Starker
Sally Chafee
Rebecca White
Brian Welch

City of Thornton
City of Westminster
City of Wheat Ridge
Colorado Department of Transportation
Colorado Department of Transportation
Regional Transportation District

Others Present: Douglas W. Rex, Executive Director, Melinda Stevens, Executive Assistant, DRCOG; Chris Chovan, Adams County; Bryan Weimer, Arapahoe County; Mac Callison, Aurora; Art Griffith, Lauren Pulver, Douglas County; Christina Lane, Jefferson County; Gerrit Slatter, Boulder; Austin Payne, Castle Rock; Shawn Poe, Commerce City; Deborah Fahey, Louisville; Kent Moorman, Thornton; Debra Baskett, Westminster; Ed Bowditch, Jennifer Cassell, Bowditch & Cassell; Kathleen Bracke, Jordan Rudel, CDOT; Charlie Stanfield, RTD; Randle Loeb, Matt Williams, Chris Hudson, Citizens; and DRCOG staff.

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

The Chair noted new members and alternates: Kyle Brown, new member for the City of Louisville; Kat Bristow, new member for the Town of Lochbuie; Tim Dietz, new member for the Town of Castle Rock; Marie Mornis, new member for Gilpin County; Kathryn Wittman, new member for City of Dacono; Tom Mahowald, new member for the Town of Nederland; Todd Williams, new member for the City of Central; Deborah Fahey, new alternate for the City of Louisville; Jacklyn White, new alternate for the Town of Lochbuie; Lesley Dahlkemper, alternate for Jefferson County; Royce Pindell, new alternate for the Town of Bennett; and Ashley Stolzmann, new alternate for Boulder County.

Move to approve agenda

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

Report of the Chair

Chair Flynn wanted to inform directors that the February Board work session would mainly be devoted to a discussion revolving around the potential role for DRCOG in regional housing conversations.

- Director Shaw reported that the Performance and Engagement Committee met earlier in the evening and discussed the 2023 Board Retreat and received an update on the annual awards celebration.
- Director Baker reported the Finance and Budget Committee met earlier that evening and approved six resolutions authorizing the Executive Director to:
 - negotiate and execute a contract with Brite Systems for approximately \$200,000 with a one year term to build, test, and deploy an enhancement to the comprehensive data system that currently supports AAA programs and services.

- execute a contract with the Regional Transportation District (RTD) for support of the vanpool services offered by DRCOG's Way to Go program in an amount not to exceed \$450,000 beginning on January 1, 2023 and terminating on December 31, 2023.
- execute a contract with Enterprise Leasing Company of Denver, LLC to provide vanpool services for the Way to Go vanpool program, with a not-to-exceed budget amount of \$450,000 per year, beginning on January 1, 2023, and terminating on December 31, 2023, with the option to renew for two additional one-year terms upon satisfactory performance.
- negotiate and execute a contract with Kucera International, Inc. in an amount not to exceed \$350,000 with a term of February 2023 through September 2024 to create planimetric datasets.
- contract with Dulles Technology Partners, Inc for approximately \$100,000 to implement a new grant management system.
- accept state funds in the amount of \$100,000 from the Office of Economic Development and International Trade (OEDIT) for the purpose of contracting for Infrastructure Investments and Jobs Act (IIJA) grants navigation services for DRCOG and DRCOG member governments.

Report of the Executive Director

- ED Rex wanted to reiterate to directors that the February Board work session would mainly be devoted to a continued discussion on the potential role for DRCOG in regional housing conversations.
- The solicitation of interest to serve on the Finance and Budget Committee, the Performance and Engagement Committee, or other regional committees will go out to directors on January 19 and voting on those assignments will be brought to the February Board meeting.
- Winter Bike to Work Day will take place on February 10 this year.

Public Comment

Randle Loeb asked members that when they are discussing housing, that it is important that everyone be transparent and accountable in terms of parity and equity. Additionally, he requested the Board include those people who are friends, disenfranchised, and marginalized, to be a part of the decision making.

Move to approve consent agenda

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

Items on the consent agenda included:

- Summary of the December 21, 2022 meeting
- Designate Location for Posting Notices of Meetings
- Transportation Planning Framework

Discussion of the FY 2022 First Year Transportation Improvement Program (TIP)
Project Delays

Todd Cottrell provided an overview of the project delays to the directors. Mr. Cottrell informed everyone that any references to December 2022 in the [TIP Project Delays Report for FY 2022](#), should be January of 2023. Timely initiation of TIP projects and project phases is an important objective of the Board. Delays tie up scarce federal funds that could have been programmed to other projects. The Policies for TIP Program Development document identifies expectations for project initiation and policy for addressing delays for TIP projects and project phases. At the end of FY 2022, DRCOG staff reviewed the implementation status of DRCOG-selected projects and project phases. Additionally, staff met with project sponsors to discuss the delays and identify action plans demonstrating the sponsor's commitment to timely initiation. The TIP Project Delays Report for FY 2022 summarizes the reasons for each delay and actions proposed by sponsors to get the project or phase(s) initiated.

Director Baker **moved** to approve the actions proposed by DRCOG staff regarding Fiscal Year 2022 first year TIP project delays. The motion was **seconded** and **passed** unanimously.

Discussion of the draft Legislative Principle Statement and the draft 2023 Policy Statement on State Legislative Issues.

Rich Mauro reviewed directors suggested changes to the documents. 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 2023 Policy Statement on State Legislative Issues was provided to Board members at the November Board meeting along with DRCOG's legislative principle statement for review. DRCOG staff received comments on both [the legislative principle statement](#) and [the state policy statement](#) and have modified the draft documents to incorporate those suggestions. All other revisions were proposed by DRCOG staff.

Director Peck **moved** to approve an amendment to the statement highlighted on page 7 of the Draft 2023 Policy Statement on State Legislative Issues to read as "Allocate additional state funds to support transit services within and among communities in the DRCOG area." The motion was **seconded** and **passed** unanimously.

Director Levy **moved** to approve an amendment to the bolded paragraph on page 3 of the Draft 2023 Policy Statement on State Legislative Issues to read as "DRCOG supports legislative initiatives that foster transit-oriented development. DRCOG also supports initiatives that a) provide the Regional Transportation District (RTD) and local jurisdictions with the ability to manage parking facilities using best practices that help the region reduce vehicle miles traveled (VMT); b) local infrastructure investment support; c) expanding the ability of RTD and local governments to enter into joint-development agreements; and d) protecting local authority to use tax-increment financing to

leverage development in areas around transit stations.” The motion was **seconded** and **passed** unanimously.

Director Shaw **moved** to approve the 2023 Policy Statement on State Legislative Issues as amended. The motion was **seconded** and **passed** with 44 in favor and 1 abstention from Director Binkley.

RTD Zero Fare for Better Air update

Charlie Stanfield, RTD, provided an update on this initiative to the directors. SB22-180 established the Zero Air for Better Air initiative that RTD and other transit agencies around the state participated in during August 2022. The goal of the initiative was to help reduce ground level ozone by providing funding to subsidize free transit service for at least 30 days during the summer ozone season. During August 2022, fares were free on the entire RTD system. RTD was allocated \$11 million per year for two years, with a required 20% local match. RTD found that overall ridership increased 22% from July 2022, with much of the August ridership retained in September 2022.

2023 legislative session preview of Colorado General Assembly

The 2023 Session of the Colorado General Assembly convened on January 9. Rich Mauro and DRCOG's lobbyists Ed Bowditch and Jennifer Cassell presented a brief overview of what to expect during the session. Bowditch and Cassell provided members with a [2023 Colorado Legislative Session Outlook](#).

Regional Transportation Operations and Technology (RTO&T) Strategic Plan

Greg MacKinnon provided an overview of the plan to directors. The purpose of the plan is to guide the DRCOG region's near-term efforts to deploy technology tools and coordinated system procedures for the multimodal transportation system. These efforts will assist transportation operations staff in serving daily travel demands across the region. The plan envisions transportation systems serving all travel modes across the DRCOG region that are interconnected and collaboratively operated, managed, and maintained to optimize safe, reliable, and efficient travel for all system users, contributing to the region's economic prosperity and high quality of life. This is an aspirational plan that provides guidance for the implementation of operational infrastructure and services to further strengthen the connections between transportation systems and improve the reliability of travel across the region. There are three main sections in the plan: Current State of Regional Transportation Operations, Regional Transportation Operations Needs, and Action Plan. This plan also provides guidance for the development of the upcoming call-for-projects for the RTO&T Set-Aside scheduled for early 2023.

ADDENDUM - Recommendations for election of DRCOG Board officers for 2023

Director Diak provided a brief overview of this item to directors. The Nominating Committee provides a recommendation for election of DRCOG Board officers for 2023 at the January Board meeting. Election of Officers occurs at the February meeting of the Board of Directors.

Committee Reports

State Transportation Advisory Committee – There was no report.

Metro Mayors Caucus – Director Starker stated the caucus met on January 14 at a retreat and reviewed their work for the year 2022. They reaffirmed their recommitment to regionalism, and sent their best wishes to the DRCOG Board for the new year.

Metro Area County Commissioners – Director Baker stated the commissioners had a combined holiday event with MMC on December 15. MACC is currently working on the leadership transition from Arapahoe County to Boulder County and setting up meetings for 2023.

Advisory Committee on Aging – There was no report.

Regional Air Quality Council – There was no report.

E-470 Authority – There was no report.

Report from CDOT – Director White stated that there was a ribbon cutting for the Central I-70 project that took place in late November. Director White also wanted to let the Board know that this would be her last meeting and thank everyone for their partnership.

Report on FasTracks – Director Welch wanted to inform the Board of two upcoming public meetings for the Northwest Rail Peak Hour Feasibility Study. The first one will take place on January 31 at 3pm in Boulder and the second one will be in Westminster on February 2 at 3pm.

Next meeting – **February 15, 2023**

Other matters by members

There were no other matters by members.

Adjournment

The meeting adjourned at 8:54 p.m.

Kevin Flynn, 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 #
February 15, 2023	Consent Agenda	7-ii

SUBJECT

FY 2022-2025 Transportation Improvement Program (TIP) Amendments

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed amendments because they comply with the current TIP amendment procedures, as contained within the Board-adopted [Policies for TIP Program Development](#).

ACTION BY OTHERS

[January 23, 2023](#) – TAC recommended approval

[February 14, 2023](#) – RTC will make a recommendation

SUMMARY

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

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

TIP ID#	Sponsor	Title	Reason for Amendment	New/Removed Funding	Internal Funding Shifts
1997-084	RTD	RTD Preventive Maintenance: Transit Vehicle Overhaul and Maintenance	Add new funding – revised formula funding	Add \$46,800,000 federal Section 5307	N/A
1999-052	RTD	State of Good Repair	Add new funding – revised formula funding	Add \$32,010,000 – federal Section 5337	N/A
2020-068	Adams County	I-270 Corridor Improvements	Add new funding – bridge design	Add \$10,100,000 – state FASTER-Bridge Enterprise	N/A
2022-018	CDOT Region 4	SH-7/95th St. Intersection Improvements	Replace Regional Priority Project funding with Legislative-Transit funding	Remove \$6,719,000 – state Regional Priority Project, Add \$6,719,000 – state Legislative-Transit	N/A
New Project	CDOT Region 1	Region 1 Vision Zero Pool	Create new pool for Vision Zero projects	Add \$15,000,000 – state Legislative	N/A
New Project	CDOT Region 4	I-25 Segment 5: SH-66 to WCR 38	Create new project	Add \$12,200,000 - state Legislative	N/A

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to adopt a resolution amending the *FY 2022-2025 Transportation Improvement Program* (TIP).

ATTACHMENT

1. Proposed TIP amendments
2. Draft resolution

ADDITIONAL INFORMATION

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

1997-084: Add \$46,800,000 in federal Section 5307 funding based on formula fund revisions

Existing

Title: **RTD Preventive Maintenance: Transit Vehicle Overhaul and Maintenance**

Project Type: **Transit Vehicles**

TIP-ID: **1997-084**

STIP-ID:

Open to Public:

Sponsor: **R T D**

Project Scope

Ongoing program: Overhaul and maintenance for transit vehicles. A portion of these 5307 funds will be applied to capital cost of contracting. RTD has privatized service on fixed-routes and private carriers provide capital maintenance in addition to fixed-route bus service. In addition to routine capital maintenance, RTD will apply 5307 capital maintenance funds to bus fuel cost and utility cost for LRT vehicles as a result of the Federal Transit Administration expanded definition of allowable cost.



Affected County(ies)
Regional

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

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (5307)		\$66,800	\$70,900	\$73,000	\$75,200		
State		\$0	\$0	\$0	\$0		
Local		\$26,900	\$29,400	\$30,300	\$31,200		
Total	\$186,300	\$93,700	\$100,300	\$103,300	\$106,400	\$0	\$590,000

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (5307)		\$80,000	\$81,600	\$83,200	\$84,900		
State		\$0	\$0	\$0	\$0		
Local		\$26,670	\$27,200	\$27,700	\$29,300		
Total	\$186,300	\$106,670	\$108,800	\$110,900	\$114,200	\$0	\$626,870

1999-052: Add \$32,010,000 in federal Section 5337 funding based on formula fund revisions

Existing

Title: **State of Good Repair**

Project Type: **Transit Operational Improvements**

TIP-ID: **1999-052**

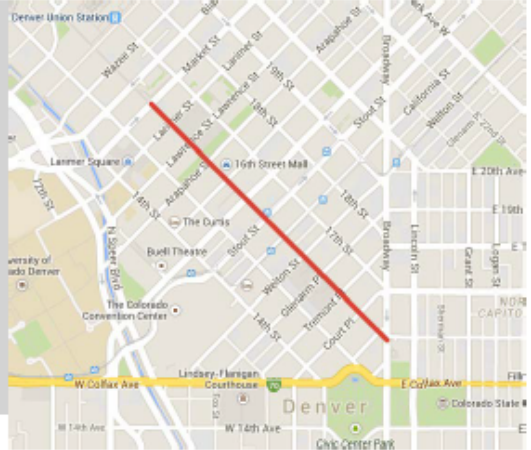
STIP-ID: **SST6740.010**

Open to Public:

Sponsor: **R T D**

Project Scope

Funds will be used for on-going maintenance of fixed guideways, track, rolling stock, electrical substations and rail stations.



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

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

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (5337)		\$18,400	\$18,900	\$19,500	\$20,100		
State		\$0	\$0	\$0	\$0		
Local		\$4,600	\$4,750	\$4,900	\$5,100		
Total	\$43,880	\$23,000	\$23,650	\$24,400	\$25,200	\$0	\$140,130

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (5337)		\$26,410	\$26,950	\$27,500	\$28,050		
State		\$0	\$0	\$0	\$0		
Local		\$6,600	\$6,740	\$6,880	\$7,010		
Total	\$43,880	\$33,010	\$33,690	\$34,380	\$35,060	\$0	\$180,020

2020-068: Add \$10,100,000 in state FASTER-Bridge Enterprise funding for bridge design

Existing

Title: **I-270 Corridor Improvements**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2020-068**

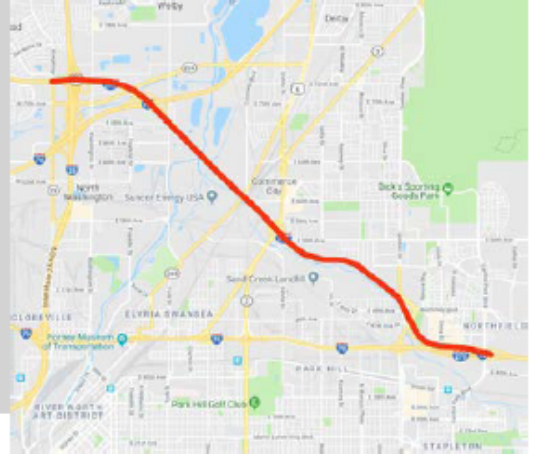
STIP-ID:

Open to Public:

Sponsor: **Adams County**

Project Scope

Environmental Assessment, preconstruction activities, and early action projects to address safety, reliability, and operational issues along the entire corridor.



Affected Municipality(ies)

- Commerce City
- Denver
- Unincorporated

Affected County(ies)

- Adams
- Denver

Performance Measures

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

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (STBG)		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Leg)		\$5,000	\$15,000	\$10,000	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$5,300	\$5,000	\$15,000	\$10,000	\$0	\$0	\$35,300

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (STBG)		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (FASTER-B)		\$0	\$3,450	\$6,250	\$400		
State (Leg)		\$5,000	\$15,000	\$10,000	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$5,300	\$5,000	\$18,450	\$16,250	\$400	\$0	\$45,400

2022-018: Replace \$6,719,000 in Regional Priority Project funding with \$6,719,000 in Legislative-Transit funding

Existing

Title: **SH-7/95th St. Intersection Improvements**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2022-018**

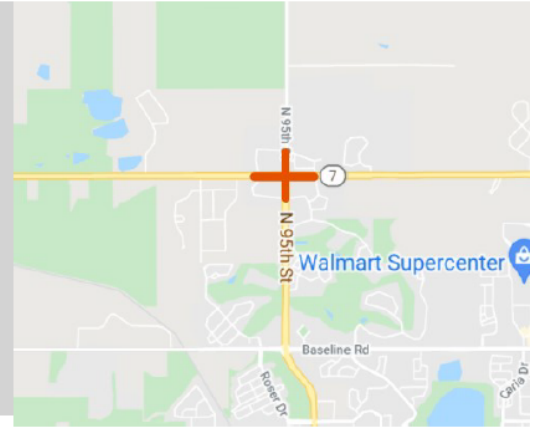
STIP-ID: **SR46600.099**

Open to Public:

Sponsor: **CDOT Region 4**

Project Scope

This project will construct an expanded SH-7 and SH-42 intersection, including new general purpose lanes, BAT lanes, transit stops, and multi-use path.



Affected Municipality(ies)

Affected County(ies)

Lafayette

Boulder

Performance Measures

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

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (MMOF-ARPA)		\$0	\$2,400	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Leg-T)		\$6,719	\$0	\$0	\$0		
State (MMOF)		\$0	\$0	\$2,800	\$0		
State (R P P)		\$6,719	\$0	\$0	\$0		
Local		\$0	\$3,802	\$4,436	\$0		
Total	\$0	\$13,438	\$6,202	\$7,236	\$0	\$0	\$26,876

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (MMOF-ARPA)		\$0	\$2,400	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Leg-T)		\$13,438	\$0	\$0	\$0		
State (MMOF)		\$0	\$0	\$2,800	\$0		
Local		\$0	\$3,802	\$4,436	\$0		
Total	\$0	\$13,438	\$6,202	\$7,236	\$0	\$0	\$26,876

New Project: Add new pool for Vision Zero improvements in CDOT Region 1

New Project

Title: **Region 1 Vision Zero Pool**

Project Type: **Safety**

TIP-ID: **Request**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

CDOT Region 1 Vision Zero Pool. Funds improvements related to Vision Zero.



Affected County(ies)
Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson

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

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Leg)		\$0	\$10,000	\$0	\$5,000		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$0	\$10,000	\$0	\$5,000	\$0	\$15,000

New Project: Add new project for the portion of I-25 Segment 5 in the DRCOG region

New Project

Title: I-25 Segment 5: SH-66 to WCR 38

Project Type: Roadway Capacity

TIP-ID: Request

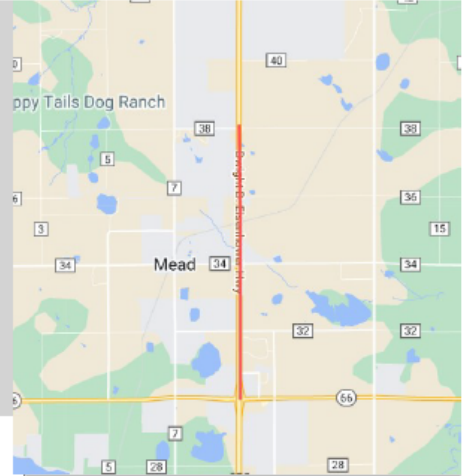
STIP-ID:

Open to Public:

Sponsor: CDOT Region 4

Project Scope

Design and construct one new express lane in each direction on the DRCOG portion of Segment 5 (SH-66 to WCR 38). Project also includes replacement/rehabilitation of key bridges, ITS, transit & safety components, multimodal options, replacement of portions of existing facility, and interchange improvements.



Affected Municipality(ies)
Mead

Affected County(ies)
Weld

Performance Measures

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

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Leg)		\$0	\$4,000	\$8,200	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$0	\$4,000	\$8,200	\$0	\$0	\$12,200

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. __, 2023

A RESOLUTION AMENDING THE FY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

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

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

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

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

RESOLVED, PASSED AND ADOPTED this ____ day of _____, 2023 at Denver, Colorado.

Kevin Flynn, 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 #
February 15, 2023	Consent Agenda	7-iii

SUBJECT

Regional Transportation Operations and Technology Strategic Plan

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends adopting the *Regional Transportation Operations and Technology Strategic Plan*.

ACTION BY OTHERS

[January 23, 2023](#) – TAC recommended approval

[February 14, 2023](#) – RTC will make a recommendation

SUMMARY

DRCOG, working with stakeholders from across the region, has developed a draft *Regional Transportation Operations & Technology Strategic Plan*. The purpose of the plan is to guide the DRCOG region's near-term efforts to deploy technology tools and coordinated system procedures for the multimodal transportation system. These efforts will assist transportation operations staff in serving daily travel demands across the region.

The plan envisions transportation systems serving all travel modes across the DRCOG region that are interconnected and collaboratively operated, managed, and maintained to optimize safe, reliable, and efficient travel for all system users, contributing to the region's economic prosperity and high quality of life. Ten objectives lay out the desired improvements to be monitored and measured to ensure progress towards meeting the vision.

This is an aspirational plan that provides guidance for the implementation of operational infrastructure and services to further strengthen the connections between transportation systems and improve the reliability of travel across the region. There are three main sections in the plan:

1. Current State of Regional Transportation Operations – A summary description of general responsibilities of the transportation system agencies across the region and the infrastructure they operate and maintain. Because of the complexity of multiple systems, services and stakeholders, the description is arranged into natural focus areas relevant to daily real-time transportation management.
2. Regional Transportation Operations Needs – An analysis comparing the current state of regional transportation operations against the plan's vision, goals and objectives. Generally, it is evident that operations are not well-connected between jurisdictions, agencies and travel modes. New strategies, processes and tools are needed to facilitate coordination between stakeholders to achieve the outcomes envisioned in the DRCOG Metro Vision Plan and the Mobility Choice Blueprint.

3. Action Plan – A list of initiatives organized into three groups: primary, secondary, and tertiary. The primary initiatives are critical to establishing the desired regional framework for operations data sharing upon which the secondary and tertiary initiatives can build.

This plan also provides guidance for the development of the upcoming call-for-projects for the RTO&T Set-Aside scheduled for early 2023.

PREVIOUS DISCUSSIONS/ACTIONS

[January 18, 2023](#) – Board Informational Briefing

PROPOSED MOTION

Move to adopt the *Regional Transportation Operations and Technology Strategic Plan*.

ATTACHMENTS

1. [Regional Transportation Operations and Technology Strategic Plan](#)
2. Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or drex@drcog.org; or Greg MacKinnon, Transportation Operations Program Manager, at 303 480-5633 or gmackinnon@drcog.org.

REGIONAL TRANSPORTATION OPERATIONS & TECHNOLOGY (RTO&T) STRATEGIC PLAN

Board of Directors

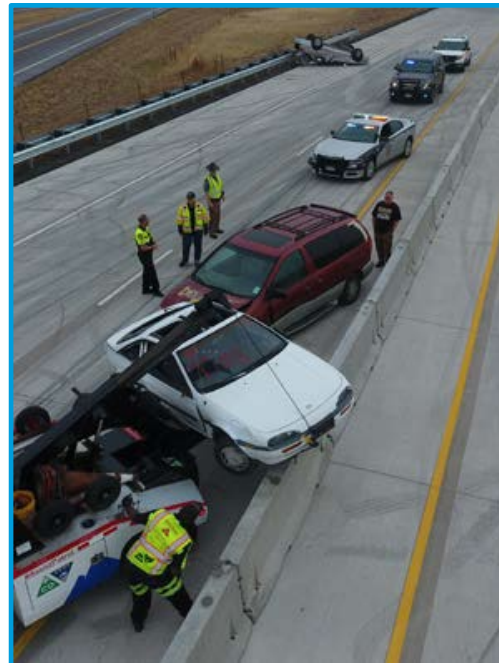
February 2023

Greg MacKinnon, DRCOG

RTO&T STRATEGIC PLAN



- Presented to Board in January
- Multimodal day-to-day operation of transportation system
- Guides upcoming call-for-projects



KEY POINTS



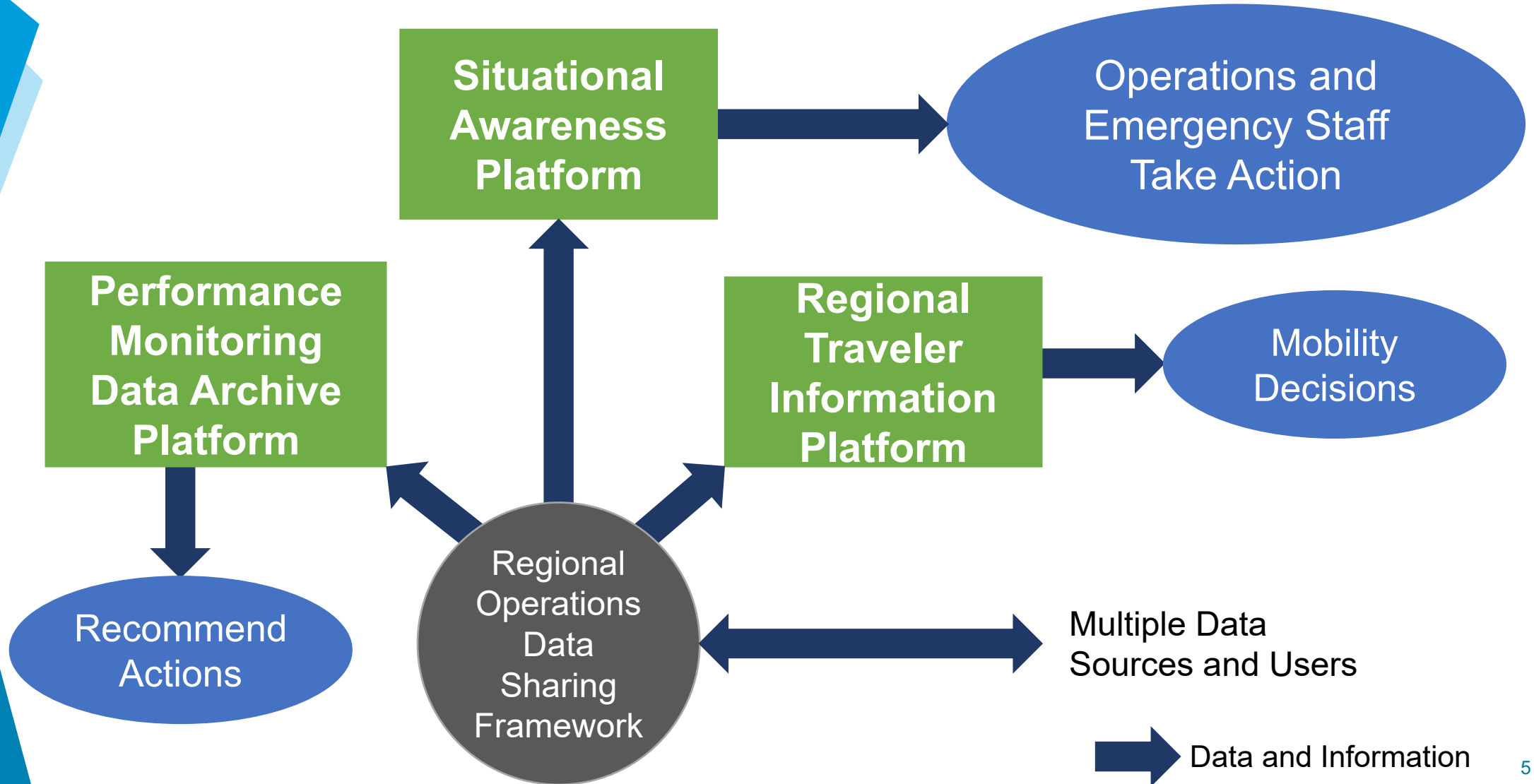
- Real-time data is essential to operate, manage and maintain a safe and reliable transportation system
- Collaborative and integrated management approaches are needed
- Technology is a tool, not the answer
- Varying capabilities and needs by jurisdiction
- Regional management needed for key initiatives
- DRCOG has a key role and can assist with monitoring operations performance indicators

RTO&T NEAR-TERM INITIATIVES



- Primary:
 - Situational awareness platform
 - Camera control sharing
 - Expand travel data collection and surveillance systems
 - Performance measures data platform
 - Strategies and processes to collaboratively manage operations
 - Traffic incident management operating procedures
 - Transit signal priority optimization procedures

DATA & INFORMATION SHARING FRAMEWORK



RTO&T NEAR-TERM INITIATIVES (2)



- Secondary:
 - Evacuation planning
 - Coordinate traveler information messaging
 - Work zone monitoring and coordination
 - Safety technology applications
- Tertiary:
 - Regional Multimodal Traveler Information Platform
 - Multimodal trip planner and payment system
 - Transportation Demand Management related support
 - Continuity of operations plans

BOARD ACTION



- Move to adopt the attached *Regional Transportation Operations and Technology Strategic Plan*.

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 #
January 18, 2023	Consent Agenda	7-iv

SUBJECT

This item concerns Board approval of the draft legislative principle statement.

PROPOSED ACTION/RECOMMENDATIONS

Approval of legislative principle statement

ACTION BY OTHERS

N/A

SUMMARY

At the January 18, 2023, Board meeting, the *Draft 2023 Policy Statement on State Legislative Issues* along with DRCOG's legislative principle statement were brought to the Board for approval. While an amended version of the *2023 Policy Statement on State Legislative Issues* was approved, the principle statement was inadvertently omitted from the adopted motion.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to approve DRCOG's legislative principle statement.

ATTACHMENTS

Legislative Principle Statement (with track changes)

ADDITIONAL INFORMATION

Should you have any questions regarding the draft policy statement, please contact Douglas W. Rex, Executive Director, at (303) 480-6701, or drex@drcog.org; or Rich Mauro, Director, Legislative Affairs at (303) 480-6778 or rmauro@drcog.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,~~ and
January 18, 2023

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~~ three other organizations, the Colorado Municipal League (CML) and Colorado Counties, Inc. (CCI), and Counties & Commissioners Acting Together (CCAT). 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, CML, and CCAT.

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

1. Proposals that affect DRCOG as an agency or which would affect one or more of its programs.
- ~~2.~~ 1.2. Proposals of special significance to the Denver region.
- ~~3. 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.~~

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 #
February 15, 2023	Consent Agenda	7-v

SUBJECT

This item concerns Board approval of the *Draft 2023 Policy Statement on Federal Legislative Issues*.

PROPOSED ACTION/RECOMMENDATIONS

Approval of 2023 Policy Statement on Federal Legislative Issues

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 Board adopted the state policy statement at its January 18, 2023.

PREVIOUS DISCUSSIONS/ACTIONS

[January 18, 2023](#) - The draft document was provided for review and comment at the January Board meeting to give Board members and their staff sufficient time to review its contents before the Board acts on the document at its February 15 meeting. No comments were received from Board members.

PROPOSED MOTION

Move to approve the 2023 Policy Statement on Federal Legislative Issues.

ATTACHMENTS

Draft 2023 Policy Statement on Federal Legislative Issues (with track changes)

ADDITIONAL INFORMATION

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

2023 POLICY STATEMENT ON FEDERAL LEGISLATIVE ISSUES

INTRODUCTION

This paper outlines the key federal policy issues of the Denver Regional Council of Governments. It identifies policy positions intended to inform the Colorado congressional delegation, Congress, federal and state executive branch officials, and others as they develop and implement national policy on these issues. This policy statement guides DRCOG's federal legislative positions and actions during the coming year.

DRCOG is a membership organization of local elected officials representing 48 municipalities and nine counties in the Denver metro area. ~~DRCOG is a membership organization of more than 50 cities, towns and counties in the Denver metropolitan area.~~ Under federal law, ~~it~~ DRCOG serves as the Area Agency on Aging for eight counties to aid the 60-and-older population and the metropolitan planning organization (MPO) to coordinate transportation planning with air quality goals. Under state statutes DRCOG, as the regional planning commission, prepares and adopts a regional plan for the metro area. ~~Under state statutes, DRCOG is a regional planning commission, responsible for preparing a regional plan for the development of the metro area.~~

As the designated council of governments, regional planning commission, area agency on aging, and metropolitan planning organization for the Denver region, DRCOG recognizes the important role it plays in building and maintaining an equitable region where all residents and communities can thrive. DRCOG acknowledges its role in ensuring our region remains a diverse network of vibrant, connected, lifelong communities.

REGIONAL PLANNING

Comprehensive planning and land use. Although comprehensive planning and land use are primarily matters for local determination and regional coordination, the federal government can play a supportive role in encouraging local and regional efforts through funding, technical assistance and other incentives. DRCOG's Metro Vision plan



represents a shared regional vision for creating sustainable, livable communities that allow people of all ages, incomes and abilities to succeed. Metro Vision further recognizes that the success of the region's visionary 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 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. Achieving Metro Vision goals requires coordinated investment in a wide range of planning and implementation activities that transcend traditional funding categories. **DRCOG supports those efforts that help the region achieve the shared outcomes described in Metro Vision and encourages federal entities to align their policies and investment decisions to advance regionally determined objectives where appropriate.**

DRCOG's Metro Vision plan emerged from a collaborative process that spanned more than four years. During this time, DRCOG's policy committees, member governments, partner agencies, regional stakeholders and the community at large worked together to create a shared vision for action for shaping the future of the Denver metro area. The plan's shared vision of the future is captured in five overarching themes and 14 inter-related aspirational outcomes, which describe a future that DRCOG, local Governments and partners will work toward together. DRCOG may support or oppose legislative proposals that affect the ability of the region to achieve these outcomes and the associated performance measures and targets.

Outcomes: 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 accommodate a growing share of the region's housing and employment.



Outcomes: A connected multimodal region

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

Outcomes: A safe and resilient built and natural environment

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

Outcomes: Healthy, inclusive and livable communities

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

Outcomes: A vibrant regional economy

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

DRCOG further urges Congress to consider the following in support of local and regional planning:

- DRCOG supports improving the coordination of housing, community development, transportation, energy, and environmental policy in the United States; coordinating federal policies and investments to promote sustainable development; and encouraging comprehensive regional planning for livable communities.
- DRCOG supports federal policies and investments that help local



governments and the private sector develop successful urban centers, including transit station areas.

- DRCOG supports federal funding, regulatory support and other incentives to bolster local and regional efforts to increase the supply of affordable housing, including housing suitable for fixed-income older adults. Additionally, DRCOG supports effective means to create and maintain supportive services for residents in affordable housing communities.
- **DRCOG supports efforts to promote affordable housing options by:**
 - Promoting policies and programs that support the creation and maintenance of an adequate supply of affordable rental and ownership options integrated with the community to meet the needs of people of all ages, incomes, and abilities. This should include expansion of the Low-Income Housing Tax Credit, a critical tool for supporting private investment in the production and preservation of affordable housing in the state of Colorado and throughout the country, and efforts to strengthen communities through investments in transportation, economic opportunities, education, health services and other amenities that promote opportunity.
 - Ensuring that 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, while balancing the rights of property owners.
 - Ensuring that policies, programs and other actions that affect land use and housing support the private and public sectors in providing a variety of housing sizes and types for people of all ages, incomes and abilities.
- Federal agencies and elected officials should respect and support local and regional plans and land use authority. This includes ensuring funding decisions and the siting of federal and other facilities are consistent with those plans and respect local and regional land use authority. Federal agencies and elected officials also should ensure maximum local and regional participation in those decisions.
- The federal government should protect open space, including natural habitats, by fully funding the land conservation, preservation and infrastructure improvement trust fund programs and providing new incentives for land



conservation and outdoor recreation opportunities.

- Federal investments in local and regional data and information programs help DRCOG deliver improved information, tools and services for local and regional planning and decision-making. DRCOG supports continued funding for these programs and legislation that requires local, regional and state governments to proactively share digital data with the public.



OLDER ADULTS

Older Americans Act reauthorization

DRCOG has been the designated Area Agency on Aging (AAA) for the metro area under the auspices of the federal Older Americans Act since 1973. In this capacity, DRCOG is responsible for planning and advocating for the needs of the region's older residents, as well as for providing a broad array of services and programs.

Congress reauthorized the Older Americans Act in 2020. Since the last full reauthorization (2016), the challenges to communities, states and the nation presented by the aging of the population have continued to accelerate across the U.S. but particularly in Colorado.

This critical national issue has continued to put pressure on services, especially the need for more tailored in-home and community-based services, the need for more focused prevention programs, the need for consumer advocacy in long-term care facilities, and increased support for family caregivers. After nearly 10 years of advocacy leadership by DRCOG and all members of the Colorado congressional delegation, the 2020 reauthorization finally addressed the funding imbalances in the existing Older Americans Act funding formula. The so-called "hold harmless" provision now will be phased out with Colorado (and DRCOG) already seeing significantly adjusted increases in funding. **It is critical for older adults across the DRCOG area to not have these federal funds offset by reductions in state funding as significant backlogs in providing services currently exist and DRCOG is being asked to provide unprecedented levels of support to older adults in response to COVID-19. DRCOG further adopts the following principles for current implementation and future reauthorization of the Older Americans Act.**

Eliminate obsolete funding provisions in the Older Americans Act

The population data used in the funding formula will need to be updated again after the 2020 census. Using the most up-to-date population numbers is critical so that all states receive the full distribution to which they are entitled under the Older Americans Act.



Encourage meaningful coordination with other systems and programs

The Administration on Aging should adopt rules and regulations incorporating the following specific concerns:

- Require states, area agencies on aging, Medicaid long-term care agencies and other relevant entities to continue efforts to better coordinate regional and statewide planning of services and programs for seniors.
- Coordinate all federal programs and planning processes that serve older adults, such as Older Americans Act, Medicaid, Fixing America's Surface Transportation (FAST) Act and Section 202 housing programs.
- Establish new policy and program guidelines to improve coordination and optimize all public and private benefits, services and resources aimed at promoting elder economic security.
- Remove institutional barriers to the coordination of elderly and disabled transportation services by providing the flexibility to allow trips for elderly and non-elderly disabled persons and for meal, medical and personal services to be served by the same provider using a combination of U.S. Department of Health and Human Services and U.S. Department of Transportation funding.
- Avoid shifting the cost burden from cash-strapped programs such as Medicaid to the Older Americans Act programs, simply to bail out those programs.
- Strengthen the collaboration between the area agencies on aging and federal, state and local governments with community-based organizations and national organizations that work with diverse older adults by providing resources, including funding research, programs and training to more effectively respond to changing demographics and target services to those most in need.

Establish a federal services identification database for senior services

To better provide coordinated services to seniors, DRCOG supports the creation of a federal database which will summarize all care that a patient is receiving regardless of which federal agency is providing the care. Currently, DRCOG has no ability to understand the complete umbrella of services a patient is receiving because there is no way to access information about that patient outside of the information that DRCOG has. This data sharing will allow the Area Agency on



Aging to better shape and provide services for aging adults.

Maximize flexibility in use of Older Americans Act funds

Most federal funding provided to state and local entities under the federal Older Americans Act is specifically earmarked to particular services. Although all of the Older Americans Act-funded services, such as meals and transportation, are critically important, the area agencies on aging, local governments and service providers are in the best position to assess the specific needs in the local areas.

Funding flexibility to meet local needs has been particularly important to the success of the Aging Network in Colorado in responding to the COVID-19 pandemic. **Increased flexibility in the use of program funds would allow area agencies on aging to better meet the needs of older adults.**

- Simplify rules and regulations to allow better coordination of senior services thus enabling area agencies on aging and service providers to more efficiently and effectively use federal funds to address local priorities. This could include the consolidation of certain funding categories to improve administration of the affected programs. For example, the Title III C-1 congregate meal and Title III C-2 home-delivered meal programs could be merged.
- Create flexibility in state- and federally specified allotments of Older Americans Act funds allowing area agencies on aging to use regional priorities to determine funding distributions at the local level, consistent with the goals of the act.
- Set required local match at 10 percent and required state match at 5 percent across all programs of the Older Americans Act. Currently, required local and state funding match percentages vary widely. For example, state/local match for the National Family Caregiver Support Program is 25 percent, while the Nutrition and Supportive Services Programs require a 15 percent state/local match. In some cases, states can completely opt out of providing a state match, as with the National Family Caregiver Support Program.
- Congress and the administration should, in consultation with the states and area agencies on aging, implement the lessons learned from the experience with the pandemic on an ongoing basis.



Fund aging-related planning for local communities

The 2006 reauthorization established new requirements for area agencies on aging to broaden their planning efforts beyond service needs to include senior-friendly community planning to promote livable communities for all ages but did not include funds for this new mandate. **To ensure these requirements are met, Congress must appropriate funds for state, regional and local collaboration, planning, community capacity-building and technical assistance. This should include funds for conducting analyses of the strengths and needs of seniors in a given area.**

Increase federal funding for Older Americans Act programs

The funding provided through the Older Americans Act has proved critical in maintaining a quality standard of living for many of the nation's older adults. For years, however, Older Americans Act funding has not kept pace with inflation or the growing population of individuals eligible for services. Yet, demand by at-risk older adults in need of supportive services has risen and will continue to rise with the growth of the aging population. This long-term gap in funding translates to greater numbers of older adults and family caregivers with unmet needs and increasing pressures on state and local agencies, service providers and families. Meanwhile, waiting lists for Older Americans Act-funded services, such as Meals on Wheels, rides to medical appointments and in-home care, have burgeoned throughout the country.

Compounding these problems, the coming expiration of pandemic relief funding and financial pressures on other programs that provide services to seniors, such as Medicare and Medicaid, have led to reductions in the services provided by those programs, and a related increase in demands on Older Americans Act programs. ~~Both in fiscal year 2020 and the upcoming fiscal year 2021 and fiscal year 2022 budget cycles, COVID-19 will put enormous budget pressures on the Health and Human Services budget both within the administration and the congressional budget process. It is critical DRCOG advocate to ensure COVID-19 does not adversely affect the dollars appropriated to the states for Older Americans Act Programs.~~ At the same time, there are proposals for addressing the nation's long-term debt that actually would result in significant cuts in funding for these programs.



Funding cuts, such as those in the Budget Control Act of 2011 under sequestration, have had devastating consequences for vulnerable older adults in the metro area and across Colorado. Congress should fund the Older Americans Act adequately now and into the future in preparation for the aging of the baby boomers. **DRCOG specifically supports:**

- A balanced approach to addressing the nation's budget deficits and long-term debt.
- Any approach must protect those older adults in greatest social and economic need by fairly balancing increased revenues and targeted spending reductions and taking no actions that increase economic vulnerability or poverty.
- Significant annual increases in the overall funding for the Older Americans Act programs, which are necessary to catch up with the lag in historical funding. DRCOG supports the position of the National Association of Area Agencies on Aging, which is advocating total funding for Older Americans Act be increased to at least the inflation- and population-adjusted 2010 levels to restore the service capacity of Older Americans Act programs, with special attention to Title III B Supportive Services, Title III E National Family Caregiver Support Program and Title VII State Long-Term Care Ombudsman program, as these programs have had no relief from the sequester.
- Future authorized appropriations at levels adequate to fund all identified needs but at least commensurate with the rates of growth in inflation and the economically and socially needy older population. Congress also should change budget rules to allow credit for discretionary programs that save money in mandatory programs.
- In general, priority for funding should be given to those Older Americans Act programs and services that:
 - Emphasize assisting clients to live in their homes as long and as independently as possible.
 - Support evidence-based health and wellness programs.
 - Bridge the gap between community services and health care through programs that promote care transitions and care coordination and encourage community-based service delivery models, including broader experimentation with



Accountable Health Communities to integrate social needs in the delivery of health services and the establishment of local community care hubs.

- Increase the funding for family caregiver support services (including training, respite care, counseling, and information and assistance) and the continued distribution of these monies through area agencies on aging, which are important to address the growing needs of families who provide extensive care to their loved ones.
- Increase funding for Long-Term Care Ombudsman programs, which are necessary to improve the ability to respond to complaints and safeguard residents' rights.

Provide a path for private sector investment in Older Americans Act services

As part of the Older Americans Act reauthorization, as well as other federal programs like Medicare Advantage Plans, Congress has allowed for area agencies on aging, outside of the Older Americans Act, to engage in private pay, integrated care and other arrangements to expand services. **Congress and the administration should incentivize such activities, including funding demonstration projects and evaluations of the benefits of community-based services in improving health care outcomes and reducing care costs.**

Long-term care facility quality of care

Older adults living in long-term care communities (i.e., nursing homes and assisted living) are some of the most vulnerable members of society. As the Long-Term Care Ombudsman for the region, DRCOG is an advocate for the rights of residents in long-term care communities and for improvement in the quality of care in such facilities. The quality of care provided by long-term care facilities is an ongoing concern to facility residents, their families, local governments and resident advocates. **DRCOG supports increases in consumer protections for older adults and their caregivers and, in particular, strengthening the role of the Long-Term Care Ombudsman as a resident/consumer advocate and reimbursement for long-term care communities structured to enhance the quality of care for residents. DRCOG believes the following issues require particular**



attention by Congress and federal agencies.

- Federal regulations designed to ensure the quality of care in long-term care facilities are not fully enforced, largely due to inadequate staffing levels in state enforcement agencies. There also are several actions that could be added to the regulations to improve enforcement. These include increased inspections and penalties on long-term care facilities failing to comply with regulations. DRCOG supports such improved enforcement of long-term care regulations and an increase in funding for enforcement actions.
- Most complaints investigated by DRCOG ombudsmen are traceable to staffing issues in the long-term care facilities. The inability to maintain adequate staffing is a critical concern that negatively impacts long-term care facility quality of service. DRCOG supports federal legislation, policies and programs to improve the quality of service in long-term care facilities, including setting minimum staffing levels and providing financial and technical assistance for the recruitment, training and retention of long-term care facility employees.
- Nursing home transparency is an ongoing issue in advocacy for the rights of residents. Occasionally legislation has been proposed to enhance families' access to information about the quality of care in nursing homes and improve the government's ability to ensure quality care and a better-trained staff in those facilities. DRCOG supports legislation that includes stronger disclosure of ownership and control of facilities, better oversight of quality of care indicators, improved consumer information, and an enhanced complaint and penalty process.

Fund the Elder Justice Act

This legislation provides critical protection for residents living in nursing homes and assisted living; provides needed resources and coordination to address the problem of elder abuse; and includes increased funding for the Long-Term Care Ombudsman program. The Elder Justice Act sets out a comprehensive approach to preventing and combating elder abuse, neglect, exploitation and self-neglect.

DRCOG supports full funding and implementation of the Elder Justice Act, consistent with the following principles:



- Provide a stronger and more coordinated federal response to promote elder justice.
- Increase federal support to states and communities for elder justice activities.
- Provide funding and training support to adult protection programs.
- Improve consumer protection by requiring the reporting of crimes by nursing facilities or employees and communication of consumer rights information.
- Provide new funding to improve ombudsman capacity and training, and for training of health department surveyors investigating allegations of abuse.

Other health and community services

There are numerous other health and home care issues not covered under the Older Americans Act. In general, the following policies address concerns regarding consumer protection, access to treatment and access to services that increase independence. DRCOG believes it is appropriate for federal legislation, regulations and policies to promote access to health care coverage and the integration of long-term care into a continuum of medical and non-medical services, including health promotion and disease prevention.

- **Enhancing health and security of older adults.** The Affordable Care Act contains several provisions regarding older adults and their ability to stay healthy and age in the community. These include provisions for aging and disability resource centers, prevention and wellness programs, care transitions and coordination, and efforts to rebalance the long-term care system relative to institutional and community care. The area agencies on aging are positioned to play a key role in implementing these provisions. **DRCOG urges Congress and federal agencies to recognize the full potential of the Aging Network and use area agencies on aging in implementing these Affordable Care Act provisions.**
- **Avoid institutional care.** Home- and community- based services are critical components in the continuum of care for the elderly and disabled and are more



cost-efficient than services in institutions, particularly with regard to rural areas and for minority populations. Adequate reimbursements to providers are necessary to offset the costs of providing these important services. **DRCOG supports increased funding of home- and community-based care programs and higher Medicare and Medicaid reimbursements.**

- **Prescription medication.** Older adults typically require more medication than younger people. Even with the adoption of a prescription drug benefit under Medicare, the high cost of prescription medication will continue to be a financial hardship for many older adults and federal programs.
 - DRCOG supports increased prescription drug pricing transparency.
 - DRCOG supports revisions to the Medicare Part D prescription drug benefit to simplify the application process and coverage offered, as well as cap out-of-pocket costs and address the gaps in coverage to provide a more comprehensive prescription medication benefit for all beneficiaries.
 - DRCOG supports allowing the federal government to negotiate prescription drug prices for patients using Medicare, Medicaid and other federal programs to lower cost to these critical federal programs.
 - DRCOG also encourages the federal government to provide additional funding for area agencies on aging to provide public education, counseling and enrollment assistance for citizens about the Medicare drug program.
- **Patients' rights.** Enforceable federal protections in areas including access to care, quality assurance, patient information, grievances and appeals, the doctor-patient relationship and physician treatment decisions are necessary to ensure that quality health care and other services are available to all. **DRCOG supports legislation to protect consumers in managed care plans and other health coverage.**
- **Housing.** The ability to afford to live in a residence independently is a concern of older adults, especially those on fixed incomes. As the Denver metro area has grown and developed, the shortage of affordable housing has become an even more important concern. **DRCOG supports policies and programs designed**



to support older adults, especially those of low- and moderate-income, and persons with disabilities to live independently in the residence of their choice. This includes policies and programs to:

- Encourage the delivery of home- and community-based supportive services to assist older people and persons with disabilities in maintaining independence and actively engaging in their community.
- Improve home design to promote independence and aging in place, including home modification and repair, appropriate design features in new and rehabilitated housing (through principles such as universal design, visitability, inclusive home design and energy efficiency), and the use of innovative home products.
- Ensure that policies and funding for housing assistance and preservation programs continue to support residents who choose to remain in their homes as they age and that low- and moderate-income households have access to well-designed, safe, decent, affordable and accessible housing integrated throughout well-designed communities.
- Promote financial security of housing assets to support the availability of affordable homeownership options, safeguard home equity and promote the innovative use of housing assets to maintain and improve the independence and quality of life of older people.



TRANSPORTATION

Transportation is an essential component of multidimensional efforts to advance economic development, industry growth and competitiveness; reduce the nation's dependency on fossil fuels; increase job access and mobility; and create communities having a high quality of life for people of all ages, incomes and abilities.

Funding

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)-authorized National Surface Transportation Policy and Revenue Study Commission, which released a congressionally mandated report in January of 2008, called for interim investments of at least \$225 billion annually over the next 50 years at all levels of government. The February 2009 report of the National Surface Transportation Infrastructure Financing Commission set up under SAFETEA-LU estimated we need to invest at least \$200 billion per year at all levels of government to maintain and improve our highways and transit systems. The Infrastructure Investment and Jobs Act was signed into law on Nov. 15, 2021. The act makes a significant investment in infrastructure and includes the federal transportation authorization for fiscal year 2022 through fiscal year 2026. While the act boosts federal transportation spending over the previous FAST Act levels, federal transportation investments will remain significantly below the needs identified in 2008 and 2009. **DRCOG supports the funding principles adopted by the National Surface Transportation Infrastructure Financing Commission, which includes developing a funding and financing framework that:**

- Supports a goal of enhancing mobility and accessibility for users of the transportation system.
- Generates sufficient resources to meet national investment needs on a sustainable basis with the aim of closing the funding gap.
- Causes users and all beneficiaries to bear the full cost of using the transportation system to the greatest extent possible.
- Encourages efficient investment in the transportation system.
- Incorporates equity considerations, including but not limited to geography, equity



across income groups, population growth, and revenue generation.

- Synchronizes with other broad public policy objectives (and may include energy independence, environmental protection, and workforce housing).

As Congress and the U.S. Department of Transportation consider additional transportation issues and rulemaking for the Infrastructure Investment and Jobs Act, DRCOG will evaluate each for consistency with the following policies.

- DRCOG supports an energy-efficient, environmentally sustainable, multimodal transportation system that ensures America's economic competitiveness and supports livable communities for its residents.
- DRCOG supports providing additional transportation revenues to accomplish this vision.
- Any new or increased sources of funding should be distributed through existing funding formulas with the greatest possible share going directly to local areas to decide how it will be spent.
- Maintain transportation program's use of contract authority, allowing states to advance money for multiyear construction projects.
- While supporting a shift to national performance standards and goals, consideration must be given to equity issues (geographic/return on dollar).
- Continue and expand funding for transportation projects that improve air quality.
- ~~If Congress brings back~~ should include a number of safeguards before earmarking transportation funds or ~~modifies-modifying~~ any discretionary programs, ~~a number of safeguards should be included~~: ensure transparency of the earmarking process; fully fund each phase of an earmarked project (no partial funding earmarks should be approved); do not reduce formula funds that would affect projects already in an approved Transportation Improvement Program.
- Provide full-year appropriations at the start of the federal fiscal year to the level of the authorization. Limit the use of short-term continuing resolutions and rescissions. These tactics reduce the flow of or cut into formula funds and negatively impact fiscal constraint, responsible planning, implementation of



federal requirements and project continuity.

DRCOG supports both short- and long-term federal funding policies to provide additional investment in the nation’s infrastructure.

Short-term

- Boost the federal gas tax (at minimum, to restore the purchasing power of the Highway Trust Fund) and other existing Highway Trust Fund revenue.
- Index the federal gas tax to inflation.
- Reduce federal obstacles to options available to states and localities such as tolling, congestion pricing and public-private partnerships.
- Further expand current federal credit programs.

Long-term

- Carbon tax or trading programs (if Congress implements such a program) should ensure transportation activities that reduce greenhouse gas emissions receive a proportionate share of any new revenue generated by such programs.
- Transition to a new, more direct user-based system such as a road usage charge. This includes:
 - An aggressive research, development and demonstration program to address issues such as privacy rights, program administration, costs, revenues, partnerships with states and localities, and interplay with national policy objectives such as reducing vehicle miles traveled and congestion.
 - A national public education program.
 - A national pilot program

Multimodal solutions

Addressing the nation’s transportation challenges requires investment in a comprehensive, multifaceted approach. The nation will need to implement multi-modal alternatives to provide congestion relief, improve air quality, reduce household transportation costs and increase independence for people unable to drive because of age, income or ability. DRCOG’s Metro Vision plan includes targets for reducing vehicle



miles traveled and greenhouse gas emissions per capita, traffic fatalities, traffic congestion and single-occupant vehicle mode share.

Transit is an essential part of the metropolitan transportation system. Implementation of the Denver region's transit system is a high priority for DRCOG. Unfortunately, cost increases and revenue decreases forced the Regional Transportation District and DRCOG to remove some corridors from the fiscally constrained 2040 Regional Transportation Plan. DRCOG recognizes the importance of making transit-supportive improvements to bus and rail corridors throughout the region. The metro area has made a significant commitment of local resources for the regional transit system.

DRCOG supports adding multimodal transportation capacity appropriate to meet national and regional objectives.

- Maintain and expand funding programs that allow states and planning regions to develop, fund and implement integrated transportation solutions should be maintained and expanded. In addition, transportation funding must allow flexibility to address the multimodal, energy and environmental needs of individual urban areas.
- Establish national performance objectives and measures for increasing access and mobility for people of all ages, incomes and abilities should be established in addition to those for traffic congestion.
- Permit flexibility to allow each state and region to decide how to best make investments to show progress toward national safety, mobility and accessibility goals.
- Expand the National Freight Strategic Plan to include all major modes of freight transport including rail, water and air to better enable informed decision-making about efficient, long-distance freight movement.

DRCOG urges Congress and the administration to take the following actions in support of transit in the Denver region:

- Continue the federal investment for transit and multimodal projects in the Denver region.
- Provide dedicated sources of revenue and increased funding for bus rapid transit and rail new starts programs.



- Support federal funding for the Front Range Passenger Rail project through a direct appropriation or increased funding to the National Railroad Passenger Corporation (Amtrak) for the project.
- Continue to provide federal funding for the Fas- Tracks corridors (over time this could include corridors that have had to be removed from the fiscally constrained regional transportation plan).
- Clarify with regard to transit-oriented developments that up to a half-mile from an existing or proposed transit station, parking and transportation infrastructure, transit-oriented development planning, land acquisition and a project or program that supports compact, mixed-use, mixed-income, bicycle/pedestrian friendly development are eligible for federal transportation funding and require that this clarification be incorporated in funding program decisions, and work to identify additional sources of funding.
- Incorporate the Partnership for Sustainable Communities' livability principles into federal policy and investment decisions.
- Improve transportation services for older adults and individuals with disabilities by giving states added flexibility in utilizing their federal funds; enhancing the planning and coordination process; providing technical assistance; and promoting innovative community programs.
- Designate the "Rocky Mountain Corridor" (from Cheyenne, Wyoming, through Colorado to Albuquerque, New Mexico, and the Interstate 70 corridor from Denver International Airport to the Utah border) and the Western Regional Alliance high-speed rail network (to provide high-speed rail connections between Denver, Salt Lake City, Reno, Las Vegas, and Phoenix) as High-Speed Rail Corridors. This action would identify them as having potential for high-speed rail activity and enable these corridors to receive federal funds that might become available for corridor studies of high-speed rail options, development of plans for high-speed rail infrastructure, construction of high-speed rail facilities and highway/rail grade crossing safety improvements.

Metropolitan mobility

Metropolitan areas account for nearly 865.7 percent of the U.S. population and ~~more-~~



~~than~~around 90 percent of employment, income, and production of goods and services (source: U.S. Conference of Mayors, Jan~~Sept.~~ 2030, 2016~~2019~~). Growing congestion and reduced travel reliability, along with deteriorating infrastructure, threaten the ability of regions and the nation to compete globally. Metropolitan areas must play a stronger role in the nation's transportation programs, both in the authority to direct investment and demonstrate accountability for the system's performance.

DRCOG supports actions that minimize the barriers to the use of alternatives to the single-occupant vehicle and encourage changes to normal work patterns to avoid peak traffic conditions. DRCOG also supports efforts to provide incentives to employers, schools, rideshare agencies, and individuals to encourage alternative transportation use.

DRCOG supports transportation legislation that addresses metropolitan mobility and accessibility issues, specifically with consideration for the following:

- Enable major metropolitan areas to establish and implement overarching plans for mobility and accessibility with focus on:
 - Increased accessibility, modal choices and seamless transfers.
 - Elimination of traffic chokepoints and reduction of severe traffic congestion.
 - Strategies that manage transportation demand, provide transit service and implement nonmotorized methods of travel.
 - Strategies for accommodating inter-regional movement of people and goods within and through the metropolitan areas.
 - Fostering livable communities for people of all ages, incomes and abilities.
 - Promoting the urban infrastructure necessary to support high-density development around transit.
- Performance metrics that extend beyond existing traffic congestion and motor vehicle emissions measures and consider vehicle miles traveled. reduction, economic development, environmental sustainability, global competitiveness, accessibility, etc.

Energy efficiency and environmental sustainability

Transportation plays a key role in achieving energy independence and



addressing some of the nation's environmental concerns. In the United States today, more than 60 percent of every barrel of oil is used by the transportation sector, and transportation sources accounted for 26 percent of total U.S. greenhouse gas emissions in 2016 (source: U.S. Environmental Protection Agency website). The competitiveness of our economy, the health of our citizens and the strength of our national security depend on reducing our reliance on and consumption of fossil fuels.

DRCOG supports strategies to reduce fossil fuel use and greenhouse gas emissions by the transportation sector.

- Expand investment in research and development for alternative fuels, new clean fuel technologies, more efficient vehicles and new ideas and technologies for transporting people and goods.
- Incentivize rapid conversion to more fuel-efficient and lower-emission vehicles or retrofits.
- Increase incentives for environmentally friendly replacement transportation fuels.
- Incentivize regions to more closely link land use and transportation infrastructure to reduce transportation energy consumption, increase nonvehicle transportation options and reduce vehicle miles traveled, through techniques including scenario planning and investments in projects that improve accessibility.
- Add public transit projects that enhance mobility, convenience and/or reliability to the exempt project list for Clean Air Act purposes; these types of improvements increase in importance in situations where conformity cannot be attained.

Project delivery and planning

The scope and complexity of transportation planning has increased significantly, including new performance-based planning requirements, rapidly changing vehicle technology, and changing job access and mobility needs. Efforts to streamline project planning and delivery are important but must be balanced against appropriate levels of regional and local coordination and environmental assessment.

DRCOG supports the following policies that promote efficiency, stability and



reliability of funding, project delivery and planning:

- Allow metropolitan planning organizations to directly contract with subrecipients for non-infra- structure projects using federal funds.
- Continue to streamline project delivery and National Environmental Policy Act processes without compromising environmental or public participation values.
- Enhance and strengthen the cooperative, collaborative partnerships required under current legislation with all transportation planning partners
- Support publication and dissemination of performance measurement results and analyses and widespread distribution of, and education about, the conditions of the transportation system.
- Increase the authority of metropolitan planning organizations to employ solutions at the regional level and provide regions and local governments the direct authority, flexibility, and funding to create a safe and efficient transportation system.
- Provide maximum flexibility so that comparatively minor changes to the planned or programmed highway and transit network do not require a full air quality conformity analysis at taxpayer expense.

DRCOG supports clarifying and enhancing the role of the metropolitan planning organization.

- The metropolitan planning process establishes a cooperative, continuous and comprehensive framework for making transportation investment decisions in metropolitan areas. In many cases, MPOs provide the only regional, multimodal transportation plans that link transportation to land use, growth and air quality. Through the MPO process, local governments, in cooperation and collaboration with state and local transit operators, determine the best mix of transportation investments to meet the long-term transportation needs of a metropolitan area.
This important role must be strengthened to make metropolitan transportation planning successful.
- The FAST Act requires adequate regional financial forecasts be developed with the cooperation and collaboration of the state, MPO and public transit agency for use in preparing transportation plans. However, “collaboration, cooperation and consultation” are poorly defined in the context of developing such financial



forecasts. States are given wide discretion in how and when those estimates of revenues are to be provided and allowing for various interpretations of the regulations. **DRCOG supports:**

- Expanding regulations to require all three entities (DRCOG, the Regional Transportation District and the Colorado Department of Transportation) to agree upon procedures governing the projection of future revenue estimates.
 - Requiring all three agencies to agree upon distribution of estimated revenues.
 - Establishing an external appeals process to the U.S. Department of Transportation if there is disagreement among the parties regarding estimate procedures and revenues.
- **The Infrastructure Investment and Jobs Act strengthened consultation requirements for Surface Transportation Block Grant funds that are allocated to areas based on population. DRCOG supports:**
 - Expanding current regulations to require all three entities to agree upon procedures governing project selection and prioritization for transportation planning and there should be consequences for not following these procedures.
 - As part of the normal memorandum of agreement between an MPO, state Department of Transportation and local transit agency, requiring the three entities to cooperatively establish a process for addressing project cost overruns.
 - Requiring revenue suballocation to transportation management areas (MPOs representing populations greater than 200,000) to be based on the total population within the MPO boundary.
 - Establishing a population-based air quality severity formula for suballocating Congestion Mitigation and Air Quality funds within a state and requiring suballocation of Congestion Mitigation and Air Quality funds to non-attainment MPOs representing populations greater than 200,000 on the basis of the total populations within the MPO boundary.



ENVIRONMENT

- **Water Conservation.** Water is a particularly scarce resource in the Denver region and the western United States, and a key consideration in planning for future growth and development. Recognizing this fact, the DRCOG Board of Directors added a water conservation element to Metro Vision, the Denver region's long-range plan for growth. The element calls on the region to maximize the wise use of limited water resources through efficient land development and other strategies, and establishes a goal of reducing regional per capita water consumption. **DRCOG therefore supports federal policies and investments that contribute to local and regional water conservation**
- **Water quality.** Local governments in the Denver region face increasingly complex water quality challenges in an environment unique to the arid West but without the resources to respond to them appropriately. Reauthorization of the Clean Water Act could provide local governments and regional water quality planning agencies the additional planning, financing and regulatory tools needed to address our growing water quality challenges. **As the legislative process proceeds in these areas, there are a number of issues of concern to DRCOG that Congress can address.**
- **Integrated planning.** DRCOG supports an integrated approach to water quality, tying together the management of point sources, nonpoint sources and stormwater through the involvement of the various stakeholders.
- **Regional planning.** The Clean Water Act recognizes the importance of planning to address the challenges associated with both point and nonpoint source pollution. The regional planning provided for in the act is even more critical, given the growing emphasis on watershed approaches. **Congress should maintain and strengthen the regional planning process as the key component of the watershed approach. The planning funds provided under section 604(b) need to be increased to assist responsible parties in meeting the expanding responsibilities that accompany implementation of a watershed planning and management approach.**
- **Infrastructure funding.** Colorado and the nation are at a critical juncture regarding water and waste- water infrastructure. There are significant needs for

new treatment plants and upgrades to existing plants. Local governments already shoulder a significant portion of water and wastewater capital investment. **Increased funding for infrastructure investment as well as the provision of greater flexibility of these funds will allow states and local governments to determine the best use, according to local prioritization of needs.**

- **Good Samaritan protection.** Abandoned and inactive mines present a serious risk to the quality of nearby water supplies. Lack of adequate funding for reclamation and the potential liability for good Samaritans are serious obstacles that have prevented cleanup of many of these sites. DRCOG supports federal funding for reclamation activities. DRCOG also supports legislation encouraging federal, state, tribal and local governments, as well as mining companies and nonprofit groups that have no prior ownership or responsibility for an abandoned mine, to clean up an abandoned or inactive mining site by granting them liability protections under several environmental statutes, including the Clean Water Act.
- **Superfund.** DRCOG is concerned that a number of Superfund issues have become serious problems in recent years while the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) has been awaiting reauthorization. **DRCOG urges Congress to address the following issues individually or as part of a comprehensive reauthorization.**
 - **Liability protection.** Under current law and regulation, parties interested in cleaning up a Superfund site may decide not to pursue remediation efforts for fear of being held liable for preexisting problems. Lengthy cleanup delays have occurred in our region and elsewhere while parties litigate over responsibility. DRCOG supports federal funding for cleanup activities. **DRCOG supports legislation and regulations encouraging parties that have had no prior ownership or responsibility for a site to clean up the site by granting them liability protections under several environmental statutes, including the Superfund law. DRCOG also supports limiting liability when a party has complied with applicable environmental laws at the time of disposal to further the goal of timely and cost-effective cleanup of Superfund sites.**



- **Community participation.** Local governments often face significant community and neighborhood concerns regarding contaminated sites. Public involvement in the assessment, planning and cleanup for such sites is an important aspect of efforts to bring these sites to a safe condition. **Provisions that assist local governments in establishing and funding formal mechanisms for citizens to participate in the cleanup and land-use decision-making process are appropriate and necessary.**
- **Funding for cleanup.** DRCOG is concerned that the federal government not reduce its commitment to assist with clean-up and redevelopment of these sites. **DRCOG supports the creation of new mechanisms to fund cleanup to the extent they are sufficient to make significant progress toward the act's goals. Allocation of cleanup costs among responsible parties should be according to the proportion of contamination caused by each.**
- **Health risk criteria.** The safety and health of populations exposed to pollution associated with Superfund sites is a primary concern related to potential redevelopment. Health risk-based criteria are necessary to guide these efforts. **These criteria must reflect the intended reuse of a site and the risks to special populations including children, the elderly and those already disproportionately exposed to pollution. Risk-based standards specific to Superfund clean-up are needed to promote redevelopment of contaminated sites while protecting human health and the environment.**
- **Brownfields.** Redevelopment of brownfields is important for economic development and environmental and public health and safety in many areas within the Denver region. This is a specific issue related to CERCLA that is of particular significance and should be pursued separately, if inaction on the Superfund reauthorization continues. There are approximately 250 brownfields, former industrial and commercial sites, in both urban and rural areas throughout the Denver region. The redevelopment of brownfields is consistent with RCOG's Metro Vision, which supports infill and redevelopment within the region. **DRCOG supports federal actions including increased funding to encourage the redevelopment of brownfields. DRCOG urges Congress to prioritize funding for projects that go beyond remediation**



and redevelopment of individual sites to focus on broader planning and economic development efforts, such as projects that incorporate brownfield remediation and redevelopment into larger infill development efforts.

INTERGOVERNMENTAL RELATIONS

Intergovernmental cooperation. All levels of government – federal, state, local and regional – play an important role in providing critical services and implementing programs for the benefit of their residents. Legislative bodies and executive agencies at the federal and state levels should respect the roles and responsibilities of local governments and regional entities. DRCOG supports cooperation among federal, state, local and regional entities in developing and implementing new programs and improved approaches to service provision.

Federal/regional relations. The region is the nexus of local, state and federal issues and economic activities. DRCOG convenes parties of interest on intergovernmental issues, providing the necessary forum for their resolution, and facilitating a negotiated outcome. **DRCOG urges Congress, when new legislation is proposed and existing legislation is reauthorized, to identify and use regional agencies as critical partners in the implementation of such legislation, including the planning for and delivery of services.**

Regional service delivery. The federal government plays an important role in setting standards and priorities for the funding of public services and programs administered at the state, regional and local levels. **When making such funding and programmatic decisions, it is essential to consider the most appropriate level of government for delivery of such public services.**

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. Further, some programs, such as transportation, air quality and water quality, that address issues crossing local political boundaries, are most appropriately and effectively addressed at the regional level. Regional programs also often benefit from economies of scale.

The collaborative partnerships of regional approaches can provide more cost-effective services and programs for users and clients. **DRCOG urges Congress to use existing regional service delivery systems.**



Principles for implementation. New programs or changes to existing programs must at least maintain the existing level of services and provide adequate administrative funds for implementation. Otherwise, there is a shift in responsibility without adequate funds for the services to be provided or programs administered. As such, it is important to treat the continuity of service delivery as a key principle guiding any actions to create new programs or revise existing programs. **A consultative process among the federal, state, local and regional agencies must be in place before any changes are made to services currently being delivered at local or regional levels.**

ATTACH F

To: Chair and Members of the Board of Directors

From: Members of the Nominating Committee

Meeting Date	Agenda Category	Agenda Item #
February 15, 2023	Action	8

SUBJECT

This item is related to the Nominating Committee's recommendations for election of DRCOG Board officers for 2023.

PROPOSED ACTION/RECOMMENDATIONS

The Nominating Committee recommends the Board elect new officers for 2023.

ACTION BY OTHERS

N/A

SUMMARY

The Nominating Committee – comprised of Deborah Mulvey, Castle Pines; Nicholas Williams, Denver; Paul Haseman, Golden; Ashley Stolzmann, Louisville, John Diak, Parker; and Jessica Sandgren, Thornton – considered all individuals who submitted their names to serve as Board officers. The committee wishes to thank those who expressed interest in serving. After discussion and consideration, the candidates proposed below are recommended by the Nominating Committee:

Vice Chair – Wynne Shaw, Mayor Pro Tem, City of Lone Tree
Secretary – Jeff Baker, County Commissioner, Arapahoe County
Treasurer – Colleen Whitlow, Mayor, Town of Mead

Steve Conklin will serve as Chair and **Kevin Flynn** will serve as Immediate Past Chair for the coming year.

Nominees have all been contacted and have indicated their willingness and enthusiasm to serve. In accordance with the *Articles of Association*, nominations may be made from the floor, provided the consent of the nominee is obtained in advance.

Election of Officers occurs at the February meeting of the Board of Directors.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to elect Board officers for 2023

ATTACHMENTS

N/A

ADDITIONAL INFORMATION

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

ATTACH G

To: Chair and Members of the Board of Directors

From: Members of the Nominating Committee

Meeting Date	Agenda Category	Agenda Item #
February 15, 2023	Action	9

SUBJECT

This item is related to the Nominating Committee's recommendations for appointment of members to the Finance and Budget and Performance and Engagement committees.

PROPOSED ACTION/RECOMMENDATIONS

Appoint members to the Finance and Budget and Performance and Engagement committees as recommended by the Nominating Committee.

ACTION BY OTHERS

N/A

SUMMARY

The Nominating Committee – comprised of Deborah Mulvey, Castle Pines; Nicholas Williams, Denver; Steve Conklin, Edgewater, Paul Haseman, Golden; John Diak, Parker; and Jessica Sandgren, Thornton – considered all individuals who applied to serve on either the Finance and Budget Committee or the Performance and Engagement Committee. The committee wishes to thank those who expressed interest in serving. After discussion and consideration, the Nominating Committee unanimously recommended the following members be appointed for two years terms.

Finance and Budget

Lisa Smith – Arvada
Dustin Zvonek – Aurora
Jessica Sandgren – Thornton
Nicholas Williams – Denver
Deborah Mulvey – Castle Pines
Tracy Kraft-Tharp – Jefferson County
Claire Levy – Boulder County
Tom Mahowald - Nederland
Stephen Barr – Littleton

Performance & Engagement

George Teal – Douglas County
Steve O'Dorisio – Adams County
Jeslin Shahrezaei – Lakewood
Nicole Speer – Boulder
Tammy Maurer – Centennial

All Board directors that expressed interest in participating were able to be accommodated in this recommendation.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to appoint members to the Finance and Budget and Performance and Engagement committees as proposed.

ATTACHMENTS

Proposed 2023 Committee Assignments

ADDITIONAL INFORMATION

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

Proposed 2023 Committee Assignments

Finance and Budget

- Colleen Whitlow (Incoming Chair)
- Lisa Smith
- Jessica Sandgren
- Nicholas Williams
- Tracy Kraft-Tharp
- Claire Levy
- Stephen Barr
- Neal Shah
- Deborah Mulvey
- Paul Haseman
- Dustin Zvonek
- Tom Mahowald
- Steve Conklin*

Performance and Engagement

- Jeff Baker (Incoming Chair)
- Wynne Shaw
- George Teal
- Steve O’Dorisio
- Kevin Flynn
- Tammy Maurer
- Jeslin Shahrezaei
- Nicole Speer
- Bud Starker
- Austin Ward
- John Diak
- Stephanie Walton
- Steve Conklin*

*DRCOG Board Chair serves as an ex-officio member of each committee

ATTACH H

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
February 15, 2023	Action	10

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

Select representatives to serve on the Regional Transportation Committee, the State Transportation Advisory Committee, the E-470 Board of Directors, and the Advisory Committee on Aging.

ACTION BY OTHERS

N/A

SUMMARY

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

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

DRCOG also has standing membership on both the STAC and E-470 Authority Board. Each year, members are solicited to serve on behalf of DRCOG for these important regional assignments. Two DRCOG directors will be chosen to serve on either committee, one as the member and the other as the alternate.

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

The following directors have submitted their names for consideration on the following committees:

- RTC:
 - Austin Ward, City/County of Broomfield
 - Randy Weil, City of Cherry Hills Village
- STAC:
 - Nicholas Williams, City/County of Denver
- E-470:
 - Deborah Mulvey, City of Castle Pines
- ACA:
 - Tom Mahowald, Town of Nederland
 - Wynne Shaw, City of Lone Tree

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

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

ATTACHMENTS

- List of candidates
- Link: [Regional Transportation Committee guidelines](#)
- Link: [STAC webpage](#)
- Link: [E-470 webpage](#)
- Link: [Advisory Committee on Aging guidelines](#)

ADDITIONAL INFORMATION

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

ACA Candidates

Tom Mahowald

I am Mayor ProTem in Nederland, just a year into this. My focus on our Town Board is transportation, downtown commercial revitalization, land-use planning, water, energy and health & human services. By day I am a renewable energy & sustainability consultant with Guidehouse, based in Boulder. I'm very new to DRCOG, taking over for Karen Blakemore, who has left our Board. I have two grown sons, and live with my wife Dawn in Nederland Colorado.

Wynne Shaw

Wynne is a 40+ year Colorado resident, living in Lone Tree the past 23 years. She is a member of Lone Tree's Living and Aging Well group, and enjoys participating on the Advisory Committee on Aging. She understands that hard work, leadership, relationship-building and teamwork are required to create sustainable growth in an organization or community. Wynne began her career working in a small filing systems business, supporting both paper and digital files. Her professional background is in Financial Services, with her last 23 years spent at Charles Schwab & Co., Inc. and TIAA. She led teams and departments focused on active trading, wealth management, retirement planning, client retention, client development, as well as financial market and pricing analysis in a fast-paced, high-growth environment. She is a dedicated volunteer, having led an active chapter of 100 women in a prominent women's lineage and service organization, as a parliamentarian and as an officer in a women's political club. Additionally, she maintains an educational website to support widows and widowers, inspired by the loss of her husband in an auto crash in 2002.

RTC Candidates

Austin Ward

I grew up in Riverton, WY, but have lived in Colorado for 11 1/2 years. 8 of those years I've spent in the Boulder and Broomfield area. In 2018 I graduated from the University of Colorado Boulder with a B.A. in Economics with a Business Minor. Upon graduation, I work from mid-2018 to late 2019 to start a privately run scheduled bus service between Denver and Estes Park/Rocky Mountain National Park to give transportation options to those who don't have access to a car or would prefer to not use a car. I am a big proponent for increases in public transit locally, regionally, and statewide. In 2020 I ran for the RTD Board of Directors District I position, and in 2021 I ran for a seat on the Broomfield City Council. I represent Broomfield's interests on the as an alternate to the North Area Transportation Alliance (NATA), alternate to the Rocky Mountain Metropolitan Airport Community Noise Roundtable (RMMA CNR), Flatirons Improvement District, Chair of the Northwest Parkway Public Highway Authority (NWPPHA), and Director for DRCOG. Outside of my elected role and duties, I have been a bus operator for RTD since November of 2016, and drive charter buses across the state for a charter company.

Randy Weil

Randy Weil's qualifications include:

- Has been on the DRCOG Board for over three years
- RTC Alternate, one year
- Arapahoe County Transportation Forum (sub-region of DRCOG), one year. That responsibility was assigned to new Council Member Susan McGuire at last week's Council organizational meeting.

- Mayor Pro Tem Cherry Hills Village - just elected for a two-year term
- City Council of Cherry Hills Village, four years - two years remaining until term limited
- Teaches a class at Arapahoe Community College, Sings in two choirs/Treasurer and Board member of one
- Served as a Board member at St. Mary's Academy until term limited at 9 years in 2022
- 15 years as a successful entrepreneur
- 30 years as a Senior Executive at: IHS, NCR, AT&T, Square D, and Cummins

E470 Candidates

Deborah Mulvey

Deborah has served on City Council since 2018 after moving to Colorado and Castle Pines in 2015, when her family relocated due to a job transfer. She has served as the DRCOG Board member since 2020.

Deborah has always enjoyed serving her community, and upon relocating, she began volunteering for Douglas County elections, later adding service on her homeowners' association board and as a member of the City of Castle Pines' Planning & Zoning Commission/Board of Adjustment. She brings knowledge of urban/suburban transportation and is a voice for a smaller municipality on DRCOG and E-470 Boards. Deborah is also the sole Douglas County member of the Front Range Passenger Rail District Board and sits of that board's executive committee.

Deborah believes that government should be open and available to the public. To that end, she welcomes information and viewpoints from all stakeholders on issues that are important to residents.

Note: Director Mulvey is the current DRCOG representative for E-470.

STAC Candidates

Nicholas Williams

Nicholas Williams is a Deputy Manager/Chief of Staff for the Denver Department of Transportation and Infrastructure (DOTI). In this role, he oversees the department's policy, legislative and external relations activities as well as leads internal engagement and leadership for DOTI's nearly 1,300 employees. Prior to joining DOTI in 2018, Nicholas worked for the Houston, TX regional Council of Governments/Metropolitan Planning Organization (Houston-Galveston Area Council) for nine years in a variety of transportation roles including air quality, multimodal planning and administration. Nicholas has served as the primary DRCOG representative to the STAC since May 2022. Nicholas received an undergraduate degree from the University of Texas at Austin and a Juris Doctorate from South Texas College of Law.

Note: Director Williams is the current DRCOG representative to the STAC

ATTACH I

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
February 15, 2023	Action	11

SUBJECT

Federal Performance Measures Targets

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends the proposed targets for the federal safety, infrastructure condition, travel time reliability and freight reliability performance measures.

ACTION BY OTHERS

[January 23, 2023](#) – TAC recommended approval
[February 14, 2023](#) – RTC will make a recommendation

SUMMARY

Federal regulations require state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) to set targets and report on progress towards achieving the targets for several performance areas in support of a performance-based approach to transportation planning and programming. These areas include safety, infrastructure condition (pavement and bridge), system performance, transit asset management, and transit safety. Federal guidance encourages targets to be realistic and achievable as they are very short-term in nature. For the performance areas described below, DRCOG has the option of supporting the state's targets established by the Colorado Department of Transportation or establishing its own targets for the DRCOG MPO area.

PM1: Safety performance

DRCOG must set the safety targets based on a 5-year rolling average. DRCOG has until February 27, 2023 to set the 2023 safety targets and then report them to CDOT. DRCOG staff recommends continuing the practice of setting targets specific to the MPO area. The proposed 2023 targets are:

Safety	Targets
Number of fatalities	256
Rate of fatalities per 100 million VMT	0.930
Number of serious injuries	1,584
Rate of serious injuries per 100 million VMT	5.730
Number of non-motorized fatalities and serious injuries	330

PM2: Infrastructure condition

Pavement condition

The four performance measures under Pavement Condition are the percent of pavement in good and poor condition on both the Interstate System and non-Interstate National Highway System within the MPO area. DRCOG must set 4-year targets for pavement condition by March 30, 2023. DRCOG staff recommend supporting CDOT’s pavement condition targets shown in the table below:

Pavement Condition	Baseline	4-Year Targets
Percent of pavement in good condition (interstate)	43.5%	47.0%
Percent of pavement in poor condition (interstate)	3.9%	3.5%
Percent of pavement in good condition (non-interstate NHS)	39.3%	43.0%
Percent of pavement in poor condition (non-interstate NHS)	3.1%	3.5%

Bridge condition

Under this performance area, DRCOG must also set 4-year targets for good and poor bridge condition by deck area for the National Highway System (NHS) in the MPO area by March 30, 2023. DRCOG staff recommend supporting CDOT’s bridge condition targets shown in the table below:

Bridge Condition	Baseline	4-Year Targets
Percent of bridges in good condition	38.2%	36.0%
Percent of bridges in poor condition	3.4%	4.0%

PM3: System performance, freight, and CMAQ

Travel time reliability

The two performance measures under Travel Time Reliability are the percent of person miles traveled on the interstate and non-interstate National Highway System that are reliable within the MPO area. DRCOG must set 4-year targets by March 30, 2023. DRCOG staff recommend supporting CDOT’s travel time reliability targets shown in the table below:

Travel Time Reliability	Baseline	4-Year Target
Percent of the person-miles traveled on the interstate that are reliable	85.3%	79.0%
Percent of the person-miles traveled on the non-Interstate National Highway System that are reliable	94.7%	94.0%

Freight reliability

A separate measurement is required for travel time reliability for freight on the interstate system, the Truck Travel Time Reliability Index. It is broken down into five periods: morning peak, midday, and afternoon peak Monday – Friday, weekends, and overnight for each day. DRCOG must set 4-year targets by March 30, 2023. DRCOG staff recommend supporting CDOT’s freight reliability targets shown in the table below:

Freight Reliability	Baseline	4-Year Target
---------------------	----------	---------------

Truck Travel Time Reliability Index (TTTR)	1.39	1.46
--	------	------

Staff will discuss progress toward achieving the previous period's targets, review the methodologies and rationale, and explain the proposed targets at the February Board of Directors meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to adopt a resolution establishing the 2023 safety targets and four-year pavement condition, bridge condition, travel time reliability and freight reliability targets for the DRCOG MPO area as part of federal performance-based planning and programming requirements.

ATTACHMENT

1. DRCOG Staff Presentation
2. CDOT Staff Presentation (information only)
3. Draft resolution

ADDITIONAL INFORMATION

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

Federal Performance Measures and Targets

Board of Directors
February 15, 2023

Alvan-Bidal Sanchez, AICP
he/him/el

Federal performance areas



PM1: Safety performance



PM2: Infrastructure condition



PM3: System performance, freight, and CMAQ



TAM: Transit Asset Management



PTASP: Public Transportation Agency Safety Plan

Federal Highway Administration

Federal Transit Administration

PM1: safety performance overview

- **Area** – Individual targets for **all public roads, developed and adopted annually**
(Covers the DRCOG MPO Region only)
- **Data** – Provided by CDOT, CDOT geo-locates “on-system” data and DRCOG geo-locates “off-system” data
- **Performance measures** –
 - Number of fatalities
 - Rate of fatalities per 100 million vehicle miles traveled
 - Number of serious injuries
 - Rate of serious injuries per 100 million vehicle miles traveled
 - Number of non-motorized fatalities and serious injuries
- **Calculation** – 5-Year rolling average of 5 individual, consecutive points of data
- **Federal guidance** –
 - Targets should be realistic and achievable, not aspirational
 - DRCOG can support CDOT’s state targets or set our own for the region
- **Penalty** –
 - No financial penalty or funding restriction
 - Additional scrutiny into the planning process during the quadrennial federal certification



Status on achieving previous targets

Estimated 315 fatalities in 2021

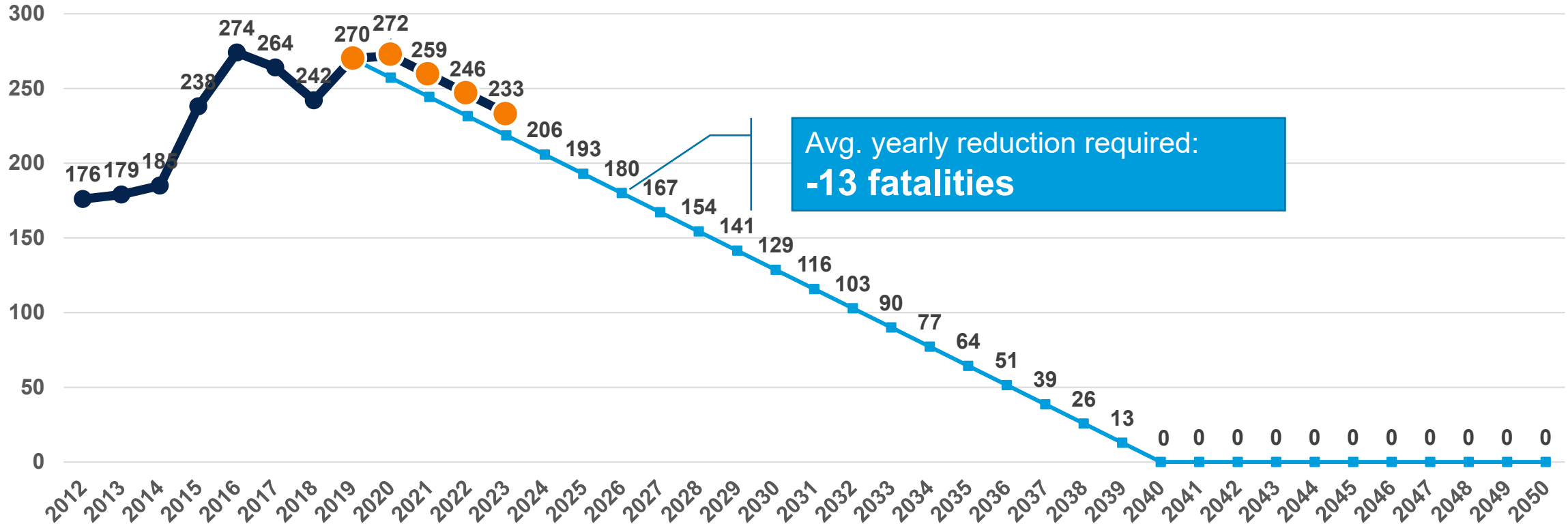
Performance Measures	Desired Trend	2018 (2014-2018)	2019 (2015-2019)	2020 (2016-2020)	2021 (2017-2021)	2022 (2018-2022)
		Achieved	Achieved	Achieved	Achieved	Achieved
Fatalities	↘↘↘	✓	✗	✗	⌚	⌚
Fatality rate	↘↘↘	✓	✓	✗	⌚	⌚
Serious injuries	↘↘↘	✓	✓	✓	⌚	⌚
Serious injury rate	↘↘↘	✓	✓	✓	⌚	⌚
Non-motorized	↘↘↘	✗	✗	✗	⌚	⌚

Actions towards achieving safety targets

- Updating **Taking Action on Regional Vision Zero** in 2023
- Conducted **Regional Complete Streets Prioritization Analysis**
- 2022-25 TIP includes **182 TIP Projects at \$1.7 billion** that will improve safety
- Hired DRCOG's **first dedicated Safety Planner**
- Hosting ongoing **Regional Vision Zero Work Group** meetings
- Participant in the **Colorado Safe Routes to Schools Advisory Committee**
- CDOT Regions 1 and 4 completed **Bicycle-Pedestrian Safety Studies**
- Participating on multiple corridor **safety studies**
- Awarded a 405c grant to explore a **Regional Crash Data Consortium**
- Participant in the **FHWA Safe Systems in HSIP Pilot Program**
- Participating in a **Vision Zero Community Peer Exchange**
- Exploring opportunities to apply and leverage **BIL funding**



Achieving zero fatalities by 2040

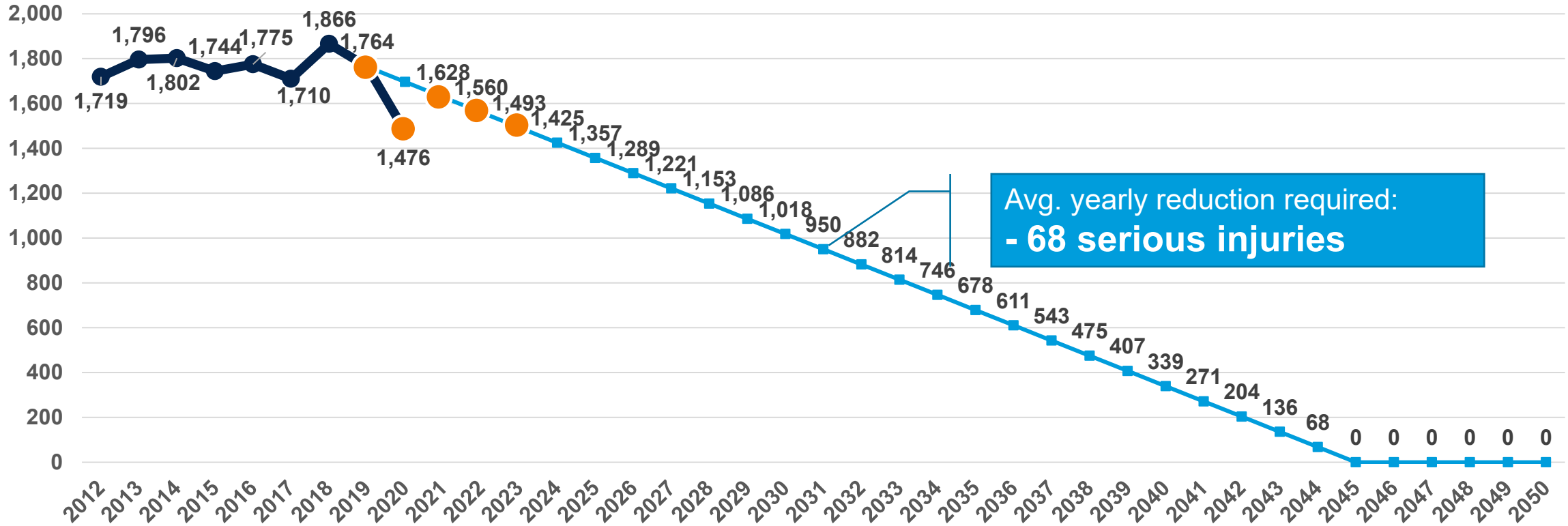


Year	2019	2020	2021	2022	2023	Calculating target
Number of fatalities	270	272	259	246	233	$(270+272+259+246+233)/5 = \underline{\underline{256}}$

Observed

Projection

Achieving zero serious injuries by 2045

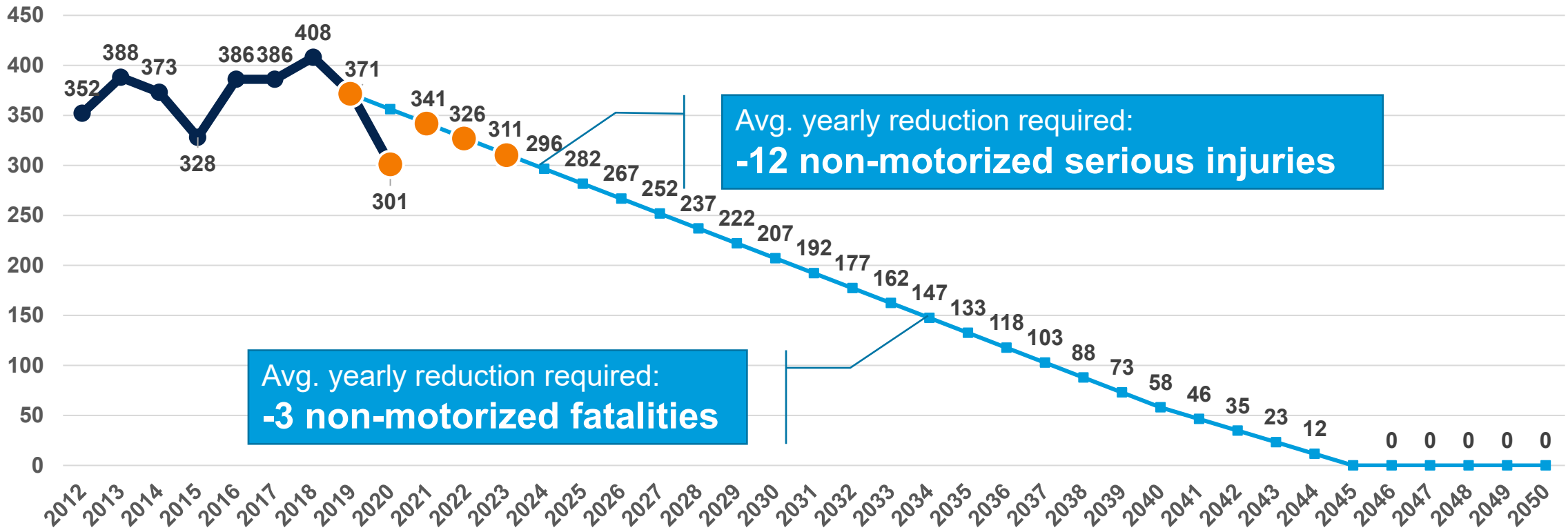


Year	2019	2020	2021	2022	2023	Calculating target
Number of serious injuries	1,764	1,476	1,628	1,560	1,493	$(1,764+1,476+1,628+1,560+1,493)/5 = \underline{1,584}$

Observed

Projection

Achieving zero non-motorized fatalities and serious injuries








Year	2019	2020	2021	2022	2023	Calculating target
Number of non-motorized fatalities & serious injuries	371	301	341	326	311	$(371+301+341+326+311)/5 = \underline{\underline{330}}$

Observed

Projection

Proposed 2023 safety targets

Safety	Desired Trend	Baseline	2023 targets (2019-2023)
Number of fatalities		TBD	256
Rate of fatalities per 100 million vehicle miles traveled		TBD	0.930
Number of serious injuries		TBD	1,584
Rate of serious injuries per 100 million vehicle miles traveled		TBD	5.730
Number of non-motorized fatalities and serious injuries		TBD	330



Infrastructure condition















PM2: pavement condition overview

- **Area** – Individual state 2- & 4- Year targets for the **non-interstate NHS** and 4-year targets for the **interstate** (DRCOG: 4-year target only)
- **Data** – Highway Performance Monitoring System (HPMS)
- **Performance Measures** –
 - % of interstate pavements in Good condition
 - % of interstate pavements in Poor condition
 - % of non-Interstate NHS pavements in Good condition
 - % of non-Interstate NHS pavements in Poor condition
- **Calculation** – Good and Poor Condition Rating Areas: International Roughness Index (IRI), Cracking, Rutting (Asphalt pavements), and Faulting (Concrete pavements)
- **Federal Guidance** –
 - Targets should be realistic and achievable, not aspirational
 - DRCOG can support CDOT's state targets or set our own for the region
- **Penalty** –
 - No financial penalty or funding restriction
 - Additional scrutiny into the planning process during the quadrennial federal certification



Status on achieving previous targets

Pavement Condition	Desired Trend	Four-year targets	Four-year observations	Met target or better than baseline?
Percent of pavement in good condition (interstate)		40.0%	43.5%	
Percent of pavement in poor condition (interstate)		5.0%	3.9%	
Percent of pavement in good condition (non-interstate NHS)		40.0%	39.3%	
Percent of pavement in poor condition (non-interstate NHS)		5.0%	3.1%	

Bridge Condition	Desired Trend	Four-year targets	Four-year observations	Met target or better than baseline?
Percent of bridges in good condition		44.0%	38.2%	
Percent of bridges in poor condition		4.0%	3.4%	

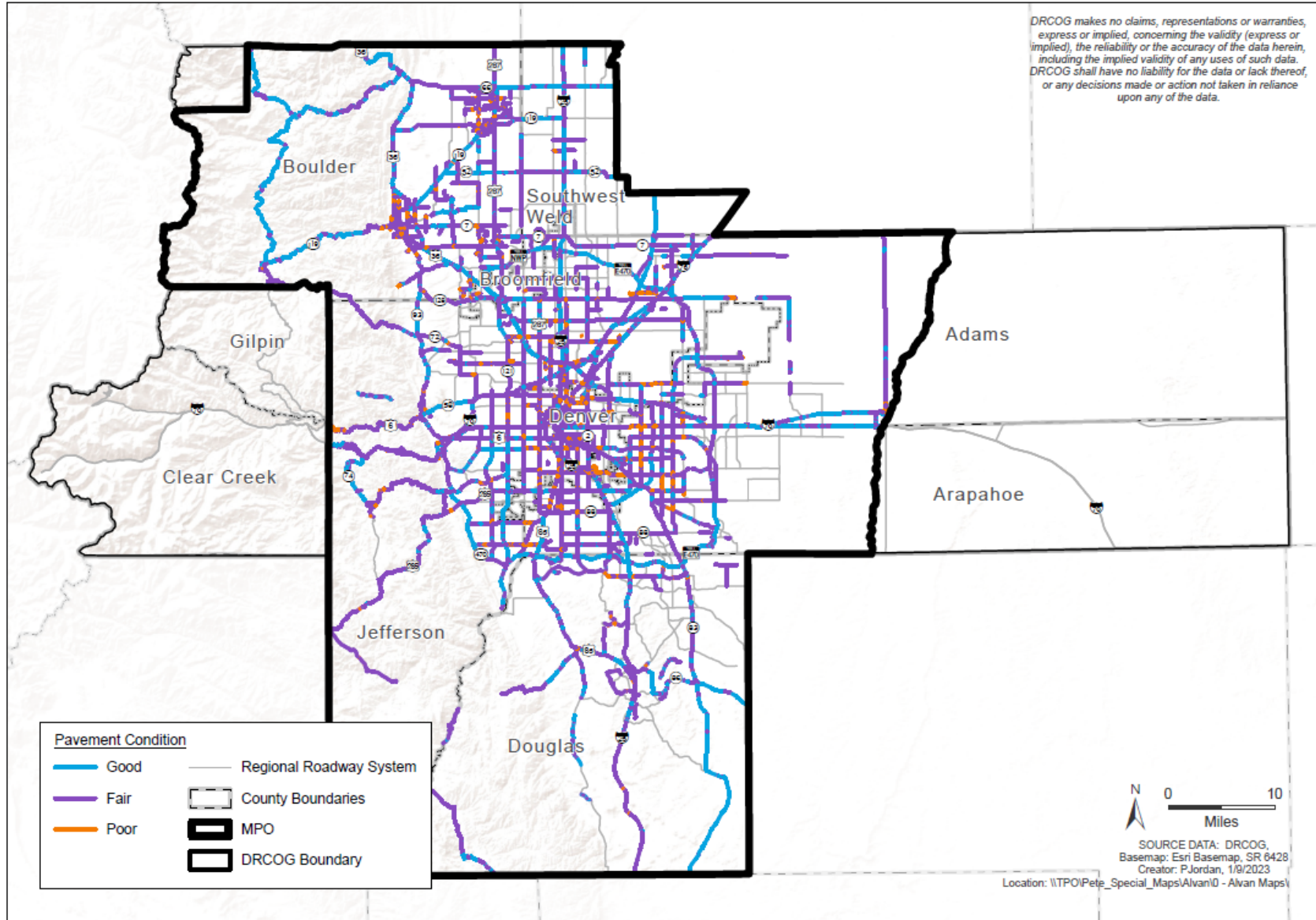
Pavement metric threshold

Rating	Good	Fair	Poor
IRI <i>(inches/mile)</i>	<95	95-170	>170
PSR* <i>(0.0-5.0 value)</i>	≥4.0	2.0-4.0	≤2.0
Cracking Percent <i>(%)</i>	<5	<i>CRCP: 5-10 Jointed: 5-15 Asphalt: 5-20</i>	<i>>10 >15 >20</i>
Rutting <i>(inches)</i>	<0.20	0.20-0.40	>0.40
Faulting <i>(inches)</i>	<0.10	0.10-0.15	>0.15

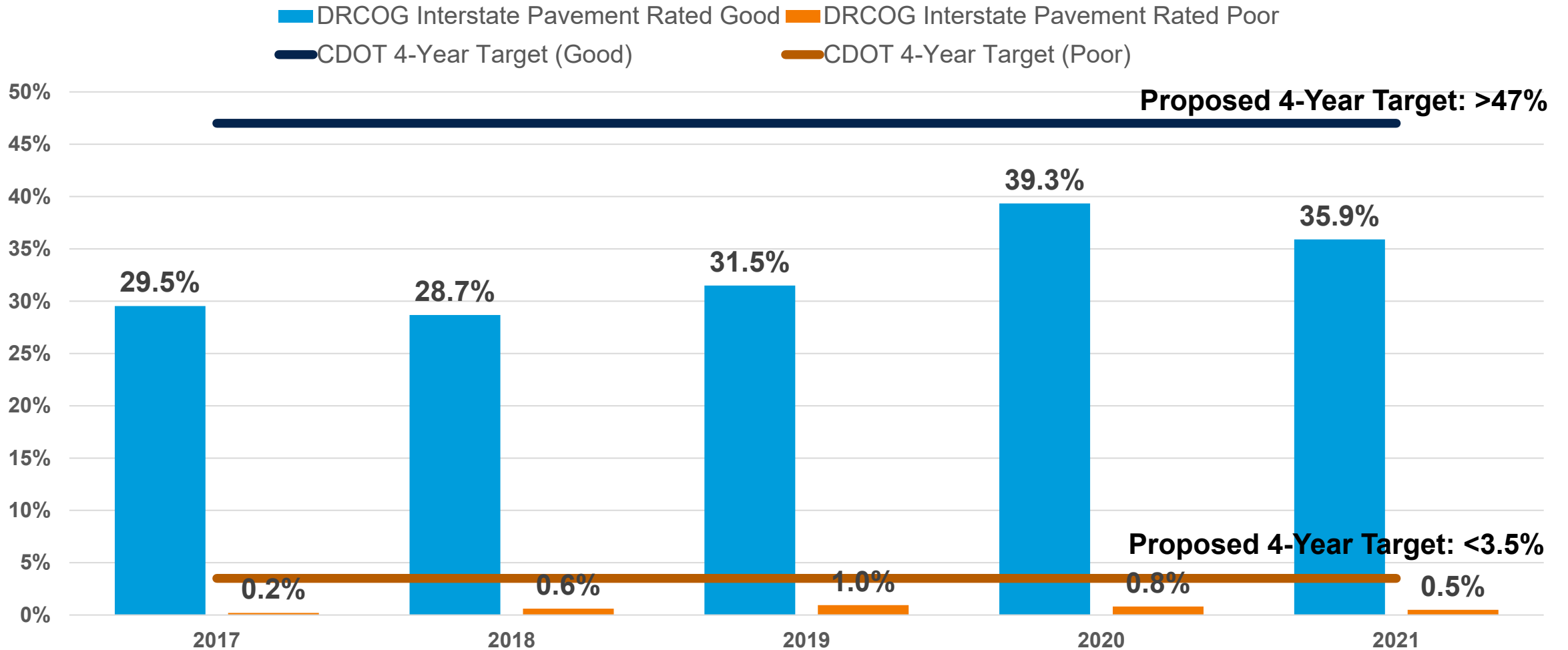
*PSR may be used only on routes with posted speed limit < 40mph.



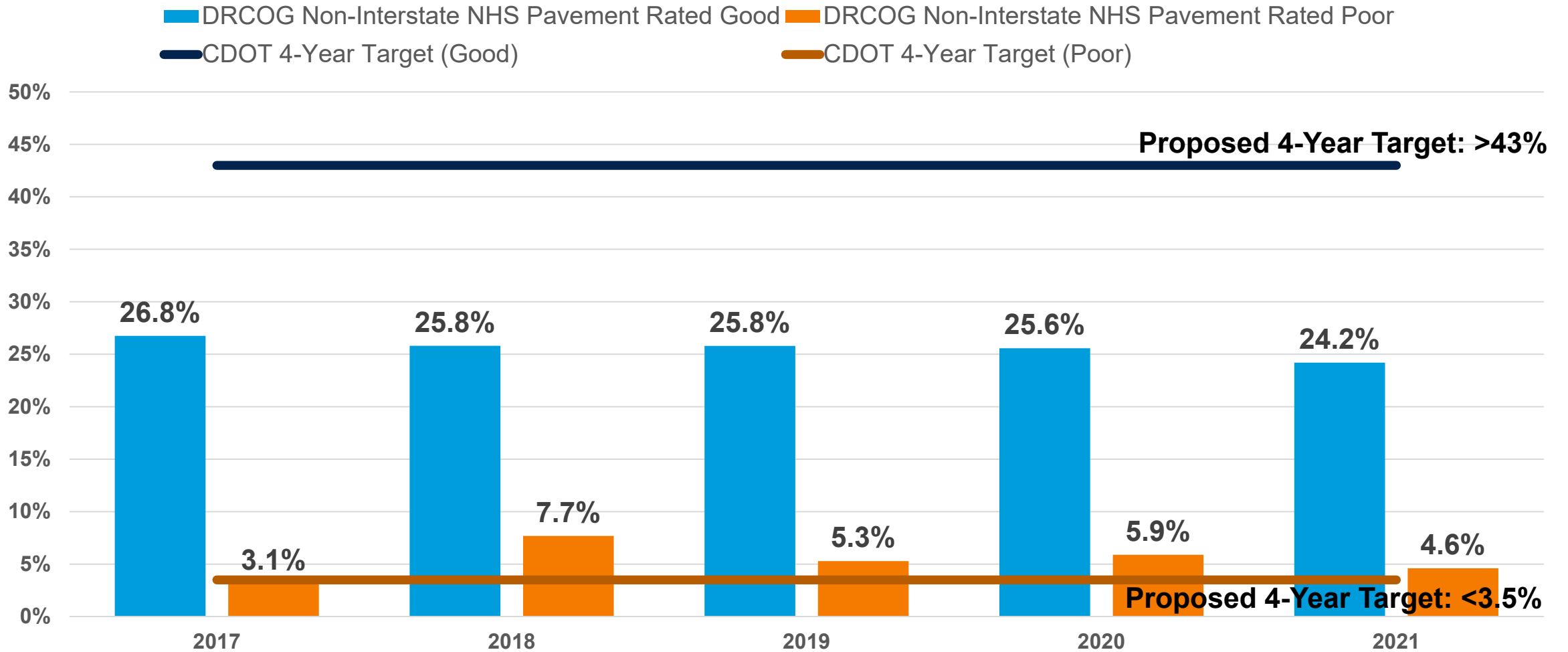
Pavement Conditions



Interstate pavement condition



Non-interstate NHS pavement condition

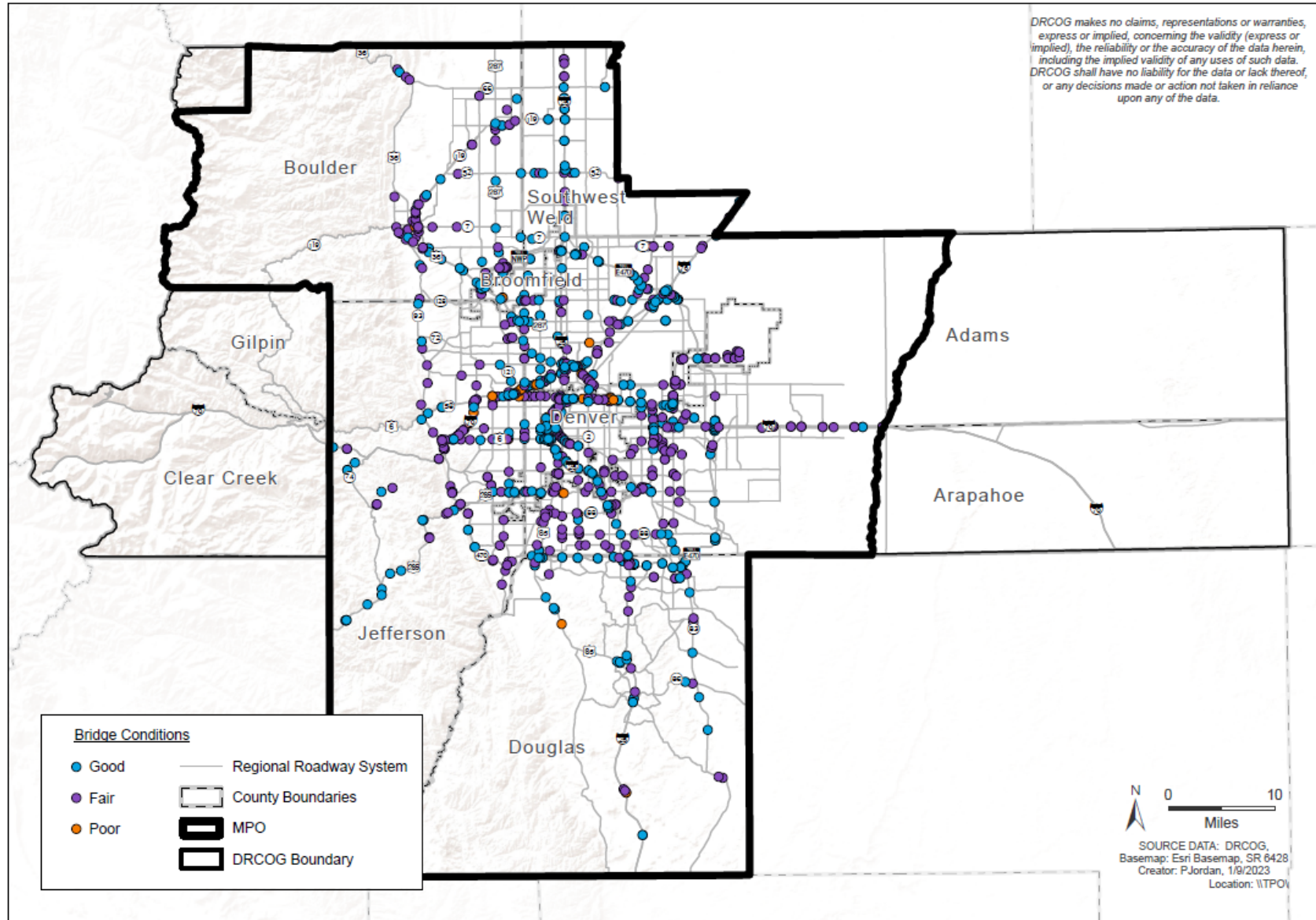


PM2: bridge condition overview

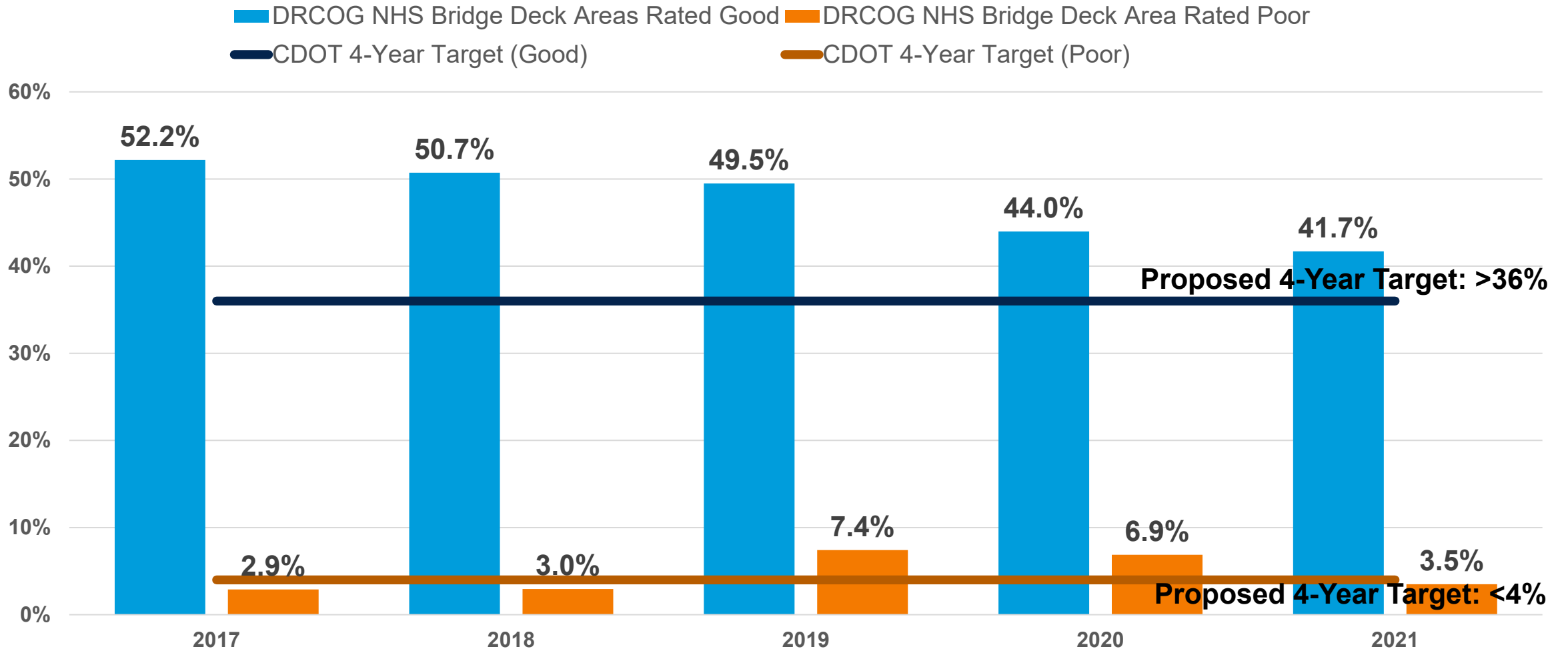
- **Area** – Individual state 2- & 4- year targets for **all bridges carrying the NHS**, including on- and off- ramps (DRCOG: 4-year target only)
- **Data** – National Bridge Inventory (NBI)
- **Performance Measures** –
 - % of NHS bridges by deck area classified as in Good condition
 - % of NHS bridges by deck area classified as in Poor condition
- **Calculation** – Good and Poor Condition Rating Areas: Deck, Superstructure, Substructure, and Culvert
- **Federal Guidance** –
 - Targets should be realistic and achievable, not aspirational
 - DRCOG can support CDOT's state targets or set our own for the region
- **Penalty** –
 - No financial penalty or funding restriction
 - Additional scrutiny into the planning process during the quadrennial federal certification



Bridge Conditions









Bridge deck area condition



Forecasting infrastructure condition

- CDOT staff uses infrastructure condition data and other assumptions (e.g., deterioration, treatment costs, inflation, etc.) to **develop 10-year forecasts**.
- Forecasts are generated through CDOT's Asset Investment Management System (AIMS), which is the Department's asset model. The forecasts **incorporate the effects of recommended life-cycle investment strategies** (i.e., a series of treatments, such as preventive maintenance, rehabilitations, and reconstructions) for both pavement and bridge.
- The Department generates forecasts **based on anticipated budgets, as well as higher- and lower-than-expected budgets**, to understand return on investment.
- Staff proposes infrastructure condition **targets based on anticipated budgets and the resulting condition forecast** to CDOT's Transportation Asset Management Oversight Committee.
- The targets are finalized through the approval of CDOT's Executive Director.

Proposed infrastructure condition targets

Pavement Condition	Desired Trend	Baseline	4-Year Targets
Percent of pavement in good condition (interstate)		43.5%	47.0%
Percent of pavement in poor condition (interstate)		3.9%	3.5%
Percent of pavement in good condition (non-interstate NHS)		39.3%	43.0%
Percent of pavement in poor condition (non-interstate NHS)		3.1%	3.5%
Bridge Condition	Desired Trend	Baseline	4-Year Targets
Percent of bridges in good condition		38.2%	36.0%
Percent of bridges in poor condition		3.4%	4.0%



Travel time reliability and freight reliability



System performance, freight, and CMAQ



Traffic congestion reduction

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



On-road mobile source emissions

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



Travel time reliability

- % of PMT on the interstate that are reliable
- % of PMT on the non-interstate NHS that are reliable



Freight reliability

- Truck travel time reliability index

PM3: Travel time reliability overview

- **Area** – Individual state 2- & 4- year targets for the **interstate** and 4-year targets for the **non-interstate NHS** (DRCOG: 4-year target only)
- **Data** – National Performance Management Research Data Set (NPMRDS) & Highway Performance Monitoring System (HPMS)
- **Performance Measures** –
 - Percent of the person miles traveled on the interstate that are reliable
 - Percent of the person miles traveled on the non-interstate NHS that are reliable
- **Calculation** –
 - $Level\ of\ Travel\ Time\ Reliability = \frac{80th\ Percentile\ Travel\ Time}{50th\ Percentile\ Travel\ Time}$
 - Level of Travel Time Reliability (LOTR) for the reporting segment must be less than 1.50 to be considered reliable
- **Federal Guidance** –
 - Targets should be realistic and achievable, not aspirational
 - DRCOG can support CDOT's state targets or set our own for the region
- **Penalty** –
 - No financial penalty or funding restriction
 - Additional scrutiny into the planning process during the quadrennial federal certification

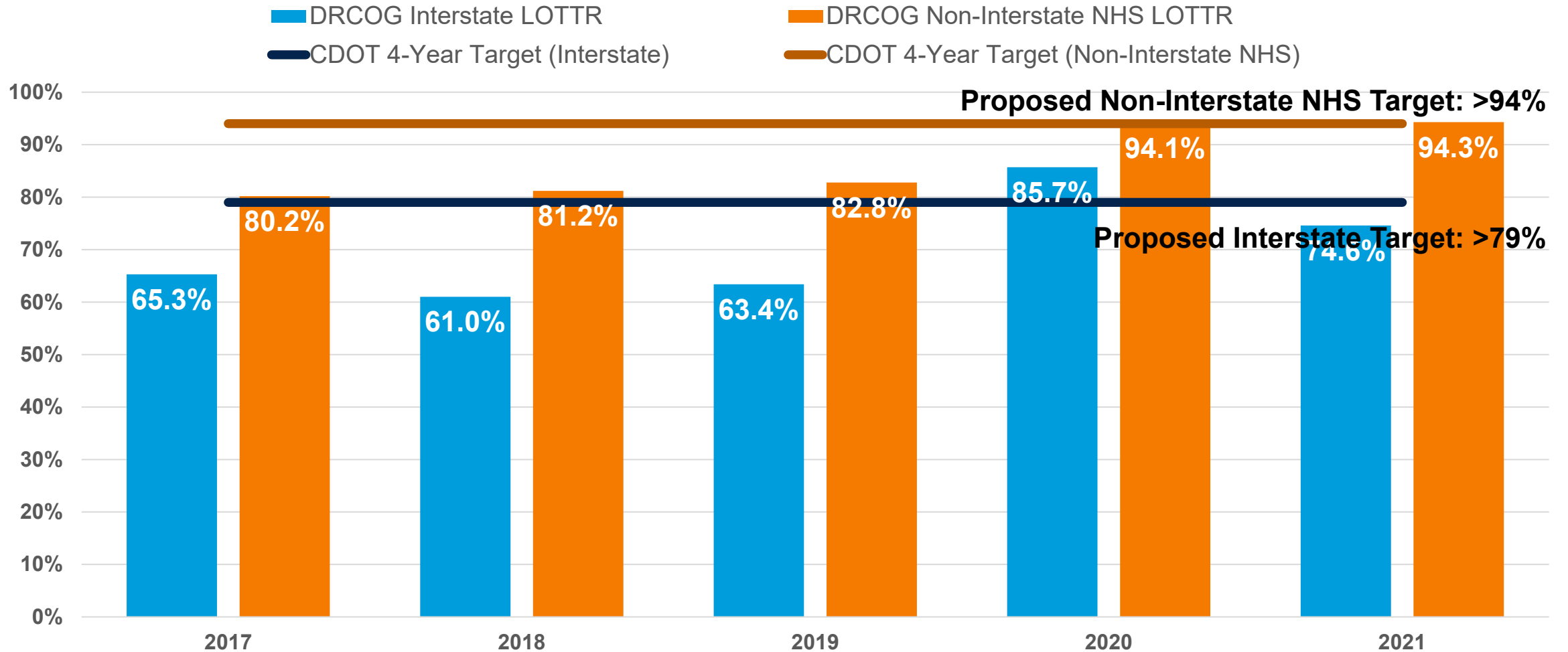


Status on achieving previous targets

Travel Time Reliability	Desired Trend	Four-year targets	Four-year observations	Met target or better than baseline?
Percent of the person-miles traveled on the interstate that are reliable	▲▲▲	81.0%	85.3%	✓
Percent of the person-miles traveled on the non-Interstate NHS that are reliable	▲▲▲	64.0%	94.7%	✓

Freight Reliability	Desired Trend	Four-year targets	Four-year observations	Met target or better than baseline?
Truck Travel Time Reliability Index (TTTR)	▼▼▼	1.50	1.39	✓

Travel time reliability

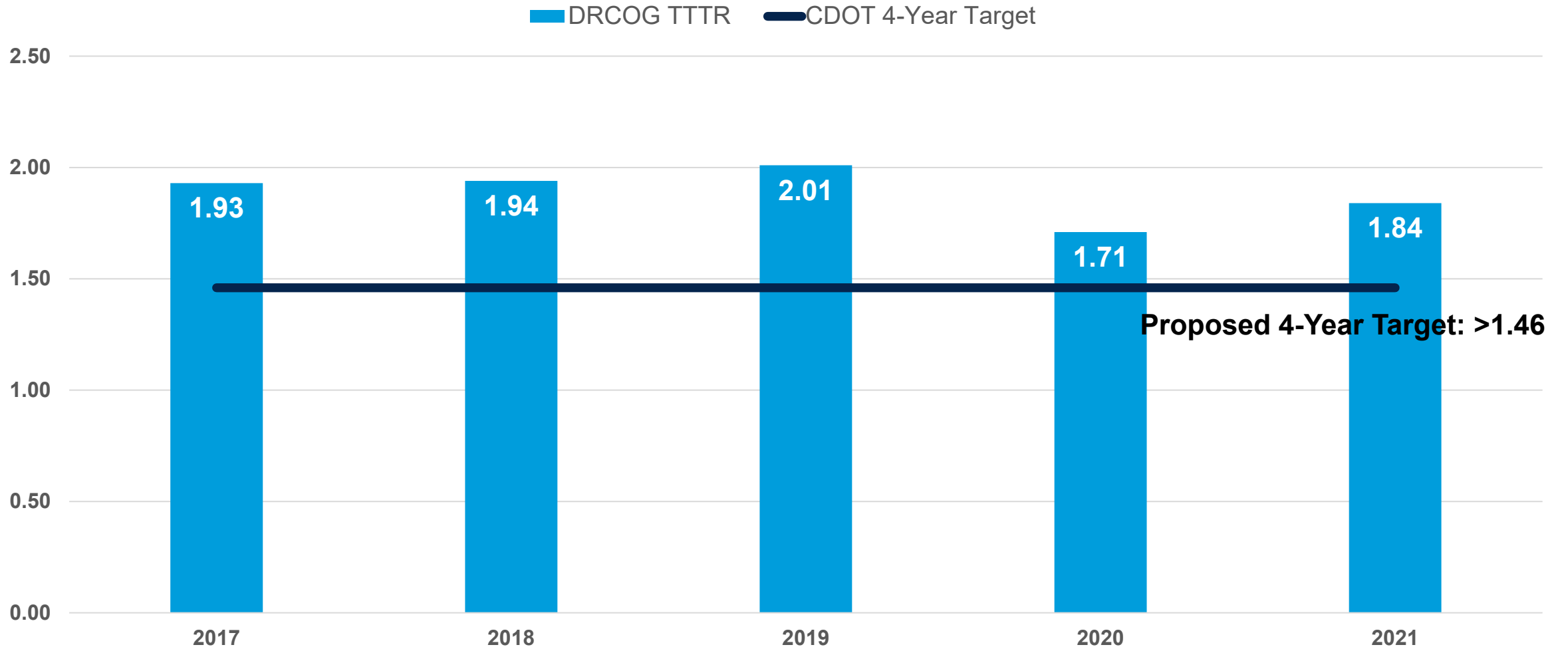


PM3: Freight reliability overview

- **Area** – Individual state 2- & 4- year targets (DRCOG: 4-year target only)
- **Data** – National Performance Management Research Data Set (NPMRDS)
- **Performance Measures** –
 - Truck Travel Time Reliability Index: Percent of the interstate system mileage providing for reliable truck travel times
- **Calculation** –
 - *Truck Travel Time Reliability* = $\frac{95th\ Percentile\ Travel\ Time}{50th\ Percentile\ Travel\ Time}$
- **Federal Guidance** –
 - Targets should be realistic and achievable, not aspirational
 - DRCOG can support CDOT's state targets or set our own for the region
- **Penalty** –
 - No financial penalty or funding restriction
 - Additional scrutiny into the planning process during the quadrennial federal certification





Truck Travel Time Reliability Index




- Future levels of system reliability were forecasted using **predictive modeling**. The following data elements were used in the predictive model:
 - “Point Data” - Data used in Travel Demand model shows location for each establishment, school and home in the state.
 - Population Data
 - Loveland Pass Transit Data - Data used from the Travel Demand model, which looks at long distance travel in the state.
 - Historic System Reliability data from NPMRDS
- Lingering effects of COVID-19 on travel

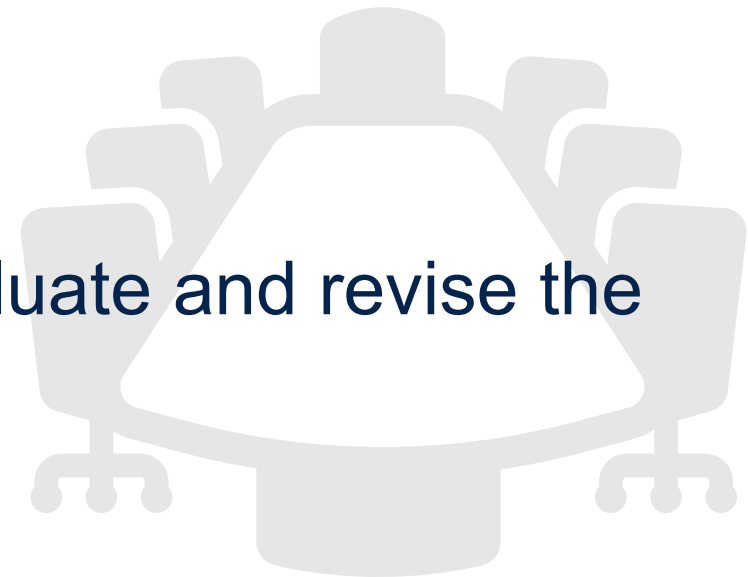
Proposed travel time and freight reliability targets

Travel Time Reliability	Desired Trend	Baseline	4-Year Targets
Percent of the person-miles traveled on the interstate that are reliable		85.3%	79.0%
Percent of the person-miles traveled on the non-Interstate NHS that are reliable		94.7%	94.0%

Freight Reliability	Desired Trend	Baseline	4-Year Targets
Truck Travel Time Reliability Index (TTTR)		1.39	1.46

Performance targets schedule

- Transportation Advisory Committee: **Jan 23**
- Regional Transportation Committee: **Feb 14** 
- Board of Directors: **Feb 15**
- **Deadlines:**
 - **Feb 27** (Safety)
 - **Mar 30** (Infrastructure condition and reliability)
- **Mid-performance period:** Opportunity to re-evaluate and revise the 4-year targets if needed



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ACCOUNT MENU »

COVID-19 Update About DRCOG Planning a Great Region Programs Services and Resources News and Events Contact DRCOG I'm interested in...

Planning a Great Region / Transportation Planning / Performance Based Planning and Programming / Measuring Success

Measuring Success

FHWA Performance Dashboard and Reports

The Federal Highway Administration of the U.S. Department of Transportation has developed [State Performance Dashboard and Reports](#) and [Urbanized Area Congestion Reports](#) where visitors can find the latest available baseline values and performance targets for each state department of transportation and urbanized area.

Planning a Great Region

- Metro Vision
- ▼ *Transportation Planning*
 - ▶ Advanced Mobility
 - Air Quality Planning
 - ▶ Bicycle and Pedestrian Planning
 - Community-Based Transportation Planning Pilot Program
 - Complete Streets
 - Congestion Management Process
 - ▶ Freight and Goods Movement
 - ▶ Performance Based Planning and Programming
 - DRCOG's role
 - Safety Performance
 - Infrastructure Condition
 - System Performance, Freight and CMAQ
 - Transit Asset Management
 - Public Transportation Agency Safety Plan
 - *Measuring Success*
 - Regional Traffic Count Program

<https://drcog.org/planning-great-region/transportation-planning/performance-based-planning-and-programming/measuring>

Requested motion

Move to adopt a resolution establishing the 2023 safety targets and four-year pavement condition, bridge condition, travel time reliability and freight reliability targets for the DRCOG MPO area as part of federal performance-based planning and programming requirements.





Thank you!
Questions?

Alvan-Bidal Sanchez, AICP
Program manager
direct: (720) 278-2341
email: asanchez@drcog.org



COLORADO

Department of Transportation

CDOT PM2 and PM3 Target Setting



Establishing Targets

PM2 - Infrastructure Condition

- CDOT staff uses infrastructure condition data and other assumptions (e.g., deterioration, treatment costs, inflation, etc.) to develop 10-year forecasts.
- Forecasts are generated through CDOT's Asset Investment Management System (AIMS), which is the Department's asset model. The forecasts incorporate the effects of recommended life-cycle investment strategies (i.e., a series of treatments, such as preventive maintenance, rehabilitations, and reconstructions) for both pavement and bridge.
- The Department generates forecasts based on anticipated budgets, as well as higher- and lower-than-expected budgets, to understand return on investment.
- Staff proposes infrastructure condition targets based on anticipated budgets and the resulting condition forecast to CDOT's Transportation Asset Management Oversight Committee.
- The targets are finalized through the approval of CDOT's Executive Director.
- MPOs must establish targets no later than 180 days after the State - March 30, 2023
 - agreeing to support the State target; *OR*
 - establishing their own targets



PM2 Performance and Targets

First Performance Period Results (2018-2021)

Pavement Condition	2021 Target	2021 Results
Percentage of pavements of the Interstate System in Good condition	40.0%	43.5%
Percentage of pavements of the Interstate System in Poor condition	5.0%	3.9%
Percentage of pavements of the non-Interstate NHS in Good condition	40.0%	39.3%
Percentage of pavements of the non-Interstate NHS in Poor condition	5.0%	3.1%

Second Performance Period Targets (2022-2025)

Pavement Condition (PM2)	2023 Target	2025 Target
Percentage of pavements of the Interstate System in Good condition	45.0%	47.0%
Percentage of pavements of the Interstate System in Poor condition	4.0%	3.5%
Percentage of pavements of the non-Interstate NHS in Good condition	42.0%	43.0%
Percentage of pavements of the non-Interstate NHS in Poor condition	3.5%	3.5%

Bridge Condition	2021 Target	2021 Results
Percentage of National Highway System Bridges, by Deck Area, Classified in Good Condition	44.0%	38.2%
Percentage of National Highway System Bridges, by Deck Area, Classified in Poor Condition	4.0%	3.4%

Bridge Condition (PM2)	2023 Target	2025 Target
Percentage of National Highway System Bridges, by Deck Area, Classified in Good Condition	36.0%	36.0%
Percentage of National Highway System Bridges, by Deck Area, Classified in Poor Condition	4.0%	4.0%



PM2 Significant Progress Determination

- The FHWA will determine that a State DOT has made significant progress toward the achievement of each 2- or 4-year applicable target if either:
 - The actual condition/performance level is better than the baseline condition/performance; or
 - The actual condition/performance level is equal to or better than the established target.
- If FHWA determines that a State DOT has not made significant progress
 - The State DOT shall include as part of the next performance target report, a description of the actions the State DOT will undertake to achieve the targets related to the measure in which significant progress was not achieved.
- Financial Restrictions
 - If more than 5 percent of Interstate pavements are classified as Poor.
 - if more than 10 percent of NHS bridge-deck area is classified as Poor



Interstate Pavement Performance

2021 Interstate Pavement Condition						
Region	Good	Trend		Poor	Trend	
CO	43.5%			3.9%		
DRCOG	35.9%			0.5%		
NFRMPO	55.0%			1.5%		
PPACG	52.9%			1.8%		
PACOG	44.2%			5.0%		
GVMPO	76.7%			0.0%		



Non-Interstate NHS Pavement Performance

2021 Non-Interstate NHS Pavement Condition

Region	Good	Trend	Poor	Trend
CO	39.3%		3.1%	
DRCOG	24.2%		4.6%	
NFRMPO	42.0%		2.3%	
PPACG	27.0%		5.4%	
PACOG	37.8%		0.8%	
GVMPO	20.5%		4.4%	



NHS Bridge Performance

2022 NHS Bridge-Deck Area Condition

Region	Good	Trend	Poor	Trend
CO	38.2%		3.4%	
DRCOG	41.7%		3.5%	
NFRMPO	45.2%		7.6%	
PPACG	39.5%		2.2%	
PACOG	44.1%		7.0%	
GVMPO	18.9%		0.7%	



Establishing Targets

PM3 - System Reliability

- Future levels of system reliability were forecasted using predictive modeling. The following data elements were used in the predictive model:
 - “Point Data” - Data used in Travel Demand model shows location for each establishment, school and home in the state.
 - Population Data
 - Loveland Pass Transit Data - Data used from the Travel Demand model, which looks at long distance travel in the state.
 - Historic System Reliability data from NPMRDS
- MPOs must establish targets no later than 180 days after the State establishes targets.
 - March 30, 2023.
 - agreeing to support the State target; *OR*
 - establishing their own four-year targets (if the DOT chooses to modify targets at the mid-year evaluation, the MPO has 180 day to keep or change the four-year target)

First Performance Period Results (2018-2021)

System Reliability	2021 Target	2021 Results
Percent of person-miles traveled on the Interstate that are reliable	81.0%	85.3%
Percent of person-miles traveled on the non-Interstate National Highway System (NHS) that are reliable	64.0%	94.7%
Truck Travel Time Reliability (TTTR) Index	1.50	1.39

Second Performance Period Targets (2022-2025)

System Reliability	2023 Target	2025 Target
Percent of person-miles traveled on the Interstate that are reliable	81.0%	79.0%
Percent of person-miles traveled on the non-Interstate National Highway System (NHS) that are reliable	93.0%	94.0%
Truck Travel Time Reliability (TTTR) Index	1.46	1.46



PM 3 Significant Progress Determination

- The FHWA will determine that a State DOT has made significant progress toward the achievement of each 2- or 4-year applicable target if either:
 - The actual condition/performance level is better than the baseline condition/performance; or
 - The actual condition/performance level is equal to or better than the established target.
- If FHWA determines that a State DOT has not made significant progress
 - The State DOT shall include as part of the next performance target report, a description of the actions the State DOT will undertake to achieve the targets related to the measure in which significant progress was not achieved.
- Financial Restrictions
 - N/A



Interstate LOTTR Performance

Interstate LOTTR						
Region	2021	2020	2019	2018	2017	Trend
Statewide	85.3%	91.5%	78.8%	77.8%	80.3%	
DRCOG	74.6%	85.7%	63.4%	61.0%	65.3%	
NFRMPO	100.0%	100.0%	93.7%	100.0%	100.00%	
PPACG	93.2%	97.2%	90.1%	90.6%	94.4%	
PACOG	98.5%	100.0%	100.0%	100.0%	100.0%	
GVMPO	100.0%	100.0%	100.0%	100.0%	100.0%	



Non-Interstate NHS LOTTR Performance

Non-Interstate NHS LOTTR						
Region	2021	2020	2019	2018	2017	Trend
Statewide	94.7%	94.3%	87.6%	86.5%	85.9%	
DRCOG	94.3%	94.1%	82.8%	81.2%	80.2%	
NFRMPO	98.8%	97.9%	97.8%	98.0%	97.8%	
PPACG	91.9%	88.2%	85.1%	84.7%	85.4%	
PACOG	96.0%	96.2%	95.1%	90.3%	93.0%	
GVMPO	96.9%	96.7%	96.8%	97.2%	94.1%	



Interstate TTTR Index Performance

Interstate TTTR Index						
Region	2021	2020	2019	2018	2017	Trend
Statewide	1.39	1.42	1.45	1.38	1.37	
DRCOG	1.84	1.71	2.01	1.94	1.93	
NFRMPO	1.54	1.35	1.69	1.48	1.53	
PPACG	1.44	1.30	1.46	1.41	1.36	
PACOG	1.20	1.16	1.24	1.22	1.18	
GVMPO	1.17	1.17	1.18	1.17	1.16	



- Federal Highway Administration (FHWA)
 - [FHWA TPM Website](#)
- Colorado Department of Transportation (CDOT)
 - [CDOT NPM Website](#)
- Asset Condition Performance Dashboards
 - [Bridge Condition Dashboard](#)
 - [Pavement Condition Dashboard](#)
- National Performance Management Research Data Set (NPMRDS)
 - [NPMRDS Analytics](#)



For questions or comments on this presentation, please contact:

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DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____, 2023

A RESOLUTION ESTABLISHING THE 2023 SAFETY TARGETS AND FOUR-YEAR PAVEMENT CONDITION, BRIDGE CONDITION, TRAVEL TIME RELIABILITY AND FREIGHT RELIABILITY TARGETS FOR THE DRCOG MPO AREA AS PART OF FEDERAL PERFORMANCE-BASED PLANNING AND PROGRAMMING REQUIREMENTS.

WHEREAS, the Denver Regional Council of Governments, as the Metropolitan Planning Organization, is responsible for the operation and maintenance of the continuing transportation planning process designed to prepare and adopt transportation plans and programs; and

WHEREAS, the transportation planning process within the Denver region is carried out by the Denver Regional Council of Governments through a cooperative agreement with the Regional Transportation District and the Colorado Department of Transportation; and

WHEREAS, 23 USC 150(c) establishes requirements for performance measures and targets for safety, infrastructure condition, system performance, freight, and air quality; and

WHEREAS, federal statutes require the Denver Regional Council of Governments to annually set targets for five safety performance measures (number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries, and number of non-motorized fatalities and serious injuries); and

WHEREAS, federal statutes require the Denver Regional Council of Governments to set four-year targets for four pavement condition measures (percent of Interstate and non-Interstate National Highway System pavement in good and poor condition) and two bridge condition measures (percent of bridges in good and poor condition); and

WHEREAS, federal statutes require the Denver Regional Council of Governments to set targets for two travel time reliability measures (percent of person miles traveled on the Interstate and non-Interstate National Highway System that are reliable) and one freight reliability measure (Truck Travel Time Reliability Index); and

WHEREAS, the targets were prepared by the Denver Regional Council of Governments in cooperation with the Colorado Department of Transportation; and

WHEREAS, the Transportation Advisory Committee and the Regional Transportation Committee have recommended that the Board of Directors adopt the targets.

A RESOLUTION ESTABLISHING THE 2023 SAFETY TARGETS AND FOUR-YEAR PAVEMENT CONDITION, BRIDGE CONDITION, TRAVEL TIME RELIABILITY AND FREIGHT RELIABILITY TARGETS FOR THE DRCOG MPO AREA AS PART OF FEDERAL PERFORMANCE-BASED PLANNING AND PROGRAMMING REQUIREMENTS

Resolution No. _____, 2023

Page 2

NOW, THEREFORE, BE IT RESOLVED that, pursuant to its *Articles of Association*, and the authority granted under sections 30-28-106 and 43-1-1101 through 1105 of the Colorado Revised Statutes, as the Metropolitan Planning Organization for the Denver Region, the Denver Regional Council of Governments hereby establishes the following targets:

Safety	2023 Targets
Number of fatalities	256
Rate of fatalities per 100 million VMT	0.930
Number of serious injuries	1,584
Rate of serious injuries per 100 million VMT	5.730
Number of non-motorized fatalities and serious injuries	330

Pavement Condition	4-Year Targets
Percent of pavement in good condition (interstate)	47.0%
Percent of pavement in poor condition (interstate)	3.5%
Percent of pavement in good condition (non-interstate NHS)	43.0%
Percent of pavement in poor condition (non-interstate NHS)	3.5%

Bridge Condition	4-Year Targets
Percent of bridges in good condition	36.0%
Percent of bridges in poor condition	4.0%

Travel Time Reliability	4-Year Targets
Percent of the person-miles traveled on the interstate that are reliable	79.0%
Percent of the person-miles traveled on the non-Interstate National Highway System that are reliable	94.0%

Freight Reliability	4-Year Target
Truck Travel Time Reliability Index (TTTR)	1.46

A RESOLUTION ESTABLISHING THE 2023 SAFETY TARGETS AND FOUR-YEAR
PAVEMENT CONDITION, BRIDGE CONDITION, TRAVEL TIME RELIABILITY AND
FREIGHT RELIABILITY TARGETS FOR THE DRCOG MPO AREA AS PART OF
FEDERAL PERFORMANCE-BASED PLANNING AND PROGRAMMING
REQUIREMENTS

Resolution No. _____, 2023

Page 3

RESOLVED, PASSED AND ADOPTED this ____ day of _____, 2023
at Denver, Colorado.

Kevin Flynn, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Executive Director

ATTACH J

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 #
February 15, 2023	Action	12

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

Adopt positions on bills presented.

ACTION BY OTHERS

N/A

SUMMARY

The attachment lists bills of interest introduced since the Colorado General Assembly convened on January 9. It includes staff comments and staff recommended positions (relative to the Board adopted Policy Statement on State Legislative Issues) for Board consideration. Any additional bills of interest introduced after the Board meeting packet is sent out will be emailed to Board members 48 hours prior to the Board meeting with staff comments and staff recommended positions for review at the meeting per current Board policy.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to adopt positions on state legislative issues.

ATTACHMENT

Legislative Report – New Bills as of February 8, 2023

ADDITIONAL INFORMATION

Should you have any questions regarding legislative bills, please contact Douglas W. Rex, Director, Executive Director at 303-480-6747 or drex@drcoq.org; or Rich Mauro, Senior Policy and Legislative Analyst at 303-480-6778 or rmauro@drcoq.org.

DENVER REGIONAL COUNCIL OF GOVERNMENTS
NEW BILLS--2023 SESSION
As of 2-8-23

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recommended Position	*FN	Staff Comments	Legislative Policy
AGING BILLS							
SB002	Medicaid Reimbursement for Community Health Services- authorizes the Department of Health Care Policy and Financing, after obtaining stakeholder input, to seek federal authorization from the Centers for Medicare and Medicaid Services to provide Medicaid reimbursement for community health worker services.	Mullica & Simpson/ McCluskie & Bradfield	Senate Health & Human Services	Monitor	NA	DRCOG staff is reaching out to the proponents to clarify if DRCOG programs and staff would qualify as “community health workers”.	DRCOG supports increased funding for programs providing services to older adults, individuals with disabilities, veterans and their caregivers, especially services that support individuals continuing to live independently in their homes and communities.
SB031	Improve Health-care Access for Older Coloradans- creates the Multidisciplinary Health-Care Provider Access Training Program to improve health care to medically complex, costly, compromised, older Coloradans. The program coordinates and expands geriatric training opportunities for clinical health profession graduate students enrolled in higher education to become advanced practice providers; dentists; nurses; occupational therapists; pharmacists; medical doctors, doctors of osteopathy; physical therapists; psychologists; social workers; and speech-language therapists. Students successfully completing the program may become trainers for the program in clinics across the state.	Danielson & Cutter/	Senate Appropriations	Support	FN	This bill is similar to SB 22-189, which DRCOG supported. It is intended to increase the number of geriatric trained clinicians to begin to fill the shortage (only 99) of geriatric physicians in Colorado. Studies have shown treatment by geriatric-trained interdisciplinary teams improve care and reduce the length of hospital stays and readmission rates were reduced. The University of Colorado Anschutz is to develop, implement, and administer the program. The program may be offered to Colorado institutions of higher education with clinical health professions graduate degree programs.	DRCOG supports collaboration and partnerships to better meet the service needs of older adults consistent with DRCOG’s responsibilities as an Area Agency on Aging and an ADRC.

*FN = Fiscal Note

DENVER REGIONAL COUNCIL OF GOVERNMENTS
 NEW BILLS--2023 SESSION
 As of 2-8-23

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recommended Position	*FN	Staff Comments	Legislative Policy
SB064	<p>Continue Office of Public Guardianship-extends the office indefinitely (administered under a memorandum of understanding with the Judicial Department); requires it to operate in every judicial district in the state by 12-31-27; establishes a new board of directors to oversee the office; clarifies the office's duties; provides for the office is to employ guardians who must be certified or become certified within 2 years and provide training to the guardians; establishes requirements for a court consideration of petitions for guardianship.</p>	Gardner & Ginal/ Snyder	Senate Judiciary	Support	FN	<p>The DRCOG Board supported HB 17-1087, which established the office as a pilot project. Under existing law, the Office of Public Guardianship is authorized to serve indigent and incapacitated adults in need of guardianship in 3 judicial districts and is scheduled to repeal on June 30, 2024. Currently, services are provided only in Denver due to limited funding (\$1.7 million annually). The fiscal note indicates an increase in funding of about \$6 million phased in over three years.</p>	<p>DRCOG supports increases in the quality of care and consumer protections for older adults and their caregivers.</p>

*FN = Fiscal Note

DENVER REGIONAL COUNCIL OF GOVERNMENTS
NEW BILLS--2023 SESSION
As of 2-8-23

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recommended Position	*FN	Staff Comments	Legislative Policy
TRANSPORTATION BILLS							
SB016	<p>Greenhouse Gas Emission Reduction Measures-requires large insurance companies to complete the National Association of Insurance Commissioners' "Insurer Climate Risk Disclosure Survey"; requires PERA to include as part of its annual investment stewardship report, a description of climate-related investment risks, impacts, and strategies; updates the statewide greenhouse gas (GHG) emission reduction goals to add a 65% reduction goal for 2035, an 80% reduction goal for 2040, a 90% reduction goal for 2045 and a 100% reduction goal for 2050; establishes a state income tax credit of 30% of the purchase price for new, electric-powered lawn equipment for purchases made in income tax years 2024 through 2026 for a seller of such lawn equipment that demonstrates it provided a purchaser a 30% discount from the purchase price. Also has provisions related to waster thermal energy, Oil and Gas Conservation Commission authority over class VI injection wells, net metering, and transmission lines.</p>	Hansen/ McCormick & Sirota	Senate Finance	Amend	FN	<p>Staff recommend amending the bill to remove the proposed changes to the GHG emission reduction goals. HB19-1261 established GHG reduction targets from 2005 levels of: 26% (2025), 50% (2030), and 90% (2050). Adding horizon years and increasing the 2050 reduction target to 100% in statute will require new CDOT rulemaking relative to the transportation GHG reduction targets because SB21-260 added language (CRS 43-1-128) that requires the Transportation Commission to adopt rules that require the state and MPOs to "...reduce GHG emissions to help achieve the statewide GHG pollution reduction targets established in section 25-7-102 (2)(g);" Every additional horizon year will require more analysis and deplete staff resources from current/future work program activities. Additionally, DRCOG has already demonstrated that the region can achieve the current horizon years (2025, 2030, 2040, and 2050) and believe there is minimal value to adding more interim horizon years (2035 and 2045).</p>	<p>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. This includes among the outcomes for a safe and resilient natural and built environment that the region has clean water and air, and lower greenhouse gas emissions. DRCOG also supports efforts to reduce emissions from all sources sufficient to meet federal air quality standards, and alternative fuel sources and clean-burning technology and provision of infrastructure and services for alternative fuels.</p>

*FN = Fiscal Note

DENVER REGIONAL COUNCIL OF GOVERNMENTS
 NEW BILLS--2023 SESSION
 As of 2-8-23

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recommended Position	*FN	Staff Comments	Legislative Policy
HB1101	<p>Ozone Season Transit Grant Program Flexibility-increases the flexibility of the ozone season by allowing a transit agency that operates in an area in which ozone levels are typically highest during a different period than June 1 to August 31 to designate that period for its ozone season; allows a grant recipient to retain grant money it does not spend in the year in which it is received for use in a subsequent year; clarifies a grant recipient may use a grant for reasonable marketing expenses, and to expand free services or free routes or increase the frequency of service on routes for which free service is already offered; allows RTD to use a grant to cover the full costs, rather than up to 80%, of providing at least 30 days of free transit. By 9-1-23, requires the governing body of Transportation Planning Organizations to include at least one voting representative of a transit agency that provides service in the TPR.</p>	Vigil & Bacon/ Winter	House Floor	Amend	FN	<p>DRCOG staff is seeking clarification if existing RTD representation on the Regional Transportation Committee meets the requirement that transit agencies have a voting representative on the governing body. The language in the bill is: “the board of directors, committee, or other governing body, however named”.</p>	<p>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; and incentives to individuals to use alternative modes.</p>

*FN = Fiscal Note

DENVER REGIONAL COUNCIL OF GOVERNMENTS
 NEW BILLS--2023 SESSION
 As of 2-8-23

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recommended Position	*FN	Staff Comments	Legislative Policy
HB1123	<p>Move Over or Slow Down Stationary Vehicle-Transportation Legislation Review Committee. Current law requires a motor vehicle driver to move to one lane apart from a stationary vehicle when: 2 lanes move in the same direction; the driver is able to move to the lane apart; and one of the following vehicles is stationary on the road: an authorized emergency vehicle; a stationary towing carrier vehicle; a stationary public utility service vehicle; or a vehicle to which chains are being applied. If a person cannot move to be one lane apart from the stationary vehicle, the person must slow down and drive at a safe speed. The bill adds the same requirement for stationary motor vehicles that are displaying flashing hazard lights or warning lights and clarifies that the law applies to public utility service vehicles operated by the public utility or by an authorized contractor of the public utility.</p>	Lindsay/ Bridges	House Transportation, Housing & Local Government	Support	NA	DRCOG staff believes this bill supports Vision Zero goals as contained in DRCOG's board-adopted Taking Action on Regional Vision Zero plan establishes a goal to eliminate traffic deaths and severe injuries on the transportation system with proactive, preventive approaches.	DRCOG supports efforts to improve the safety of the traveling public – drivers, transit riders, pedestrians and bicyclists.

*FN = Fiscal Note

DENVER REGIONAL COUNCIL OF GOVERNMENTS
 NEW BILLS--2023 SESSION
 As of 2-8-23

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recommended Position	*FN	Staff Comments	Legislative Policy
HOUSING BILLS							
SB001	Authority of Public-private Collaboration Unit for Housing- Collaboration Unit in the Department of Personnel to undertake additional functions in connection with public projects that provide housing including: accepting gifts, grants, and donations to be credited to the State-owned Real Property Fund; utilizing revenue from real estate transactions and public-private agreements; acting as an agent on behalf of the state in real estate transactions using real property, including for the purchase, transfer, exchange, sale and disposition, and lease of real property; and establishing a process for using requests for information to solicit public projects. The bill also allows the unit to use money from the fund to facilitate these additional functions in connection with public projects that provide housing and for the standard operating expenses of the unit.	Zenzinger/ Roberts Bird/ Lukens	Senate Appropriations	Support	FN	HB21-1274 required the Department of Personnel to conduct an inventory of unused state-owned real property. With that inventory in hand, the agency would then determine if the land would be suitable for affordable housing, childcare, public schools, residential mental and behavioral health care; for placement of renewable energy facilities; or for any other purposes. That inventory revealed 44 vacant parcels and 68 empty buildings that could be repurposed. Most of the vacant land is owned by the state's public colleges and universities. The bill authorizes \$13 million for the public-private partnerships to build affordable housing on state-owned land.	DRCOG supports diverse housing options that meet the needs of residents of all ages, incomes and abilities; 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.

*FN = Fiscal Note

DENVER REGIONAL COUNCIL OF GOVERNMENTS
NEW BILLS--2023 SESSION
As of 2-8-23

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recommended Position	*FN	Staff Comments	Legislative Policy
SB035	Middle-income Housing Authority Act -clarifies the power of the Middle-Income Housing Authority (MIHA) to enter into public-private partnerships by specifying that: the affordable rental housing component of a public-private partnership is exempt from state and local taxation; a public-private partnership may provide for the transfer of the interest in an affordable rental housing project to an entity other than the authority; the authority may issue bonds to finance the affordable rental housing component in a public-private partnership; and bonds issued by the authority may be payable from the revenue and assets of the affordable rental housing component of a public-private partnership or solely from the revenue or assets of the authority as current law requires.	Bridges & Moreno/ Herod	Senate Appropriations	Support	FN	SB 22-232 established the Middle-Income Housing Authority (MIHA) with the power to make and enter into contracts or agreements with public or private entities to facilitate public-private partnerships. The MIHA is a statutory public entity for promoting affordable rental housing projects for middle-income workforce housing by acquiring, constructing, rehabilitating, owning, operating, and financing affordable rental housing projects. The authority receives revenue from the issuance of affordable housing bonds, and the ownership of affordable housing properties and other assets.	DRCOG supports diverse housing options meet the needs of residents of all ages, incomes and abilities; 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.
HB1115	Repeal Prohibition Local Residential Rent Control -repeals statutory provisions prohibiting counties and municipalities from enacting any ordinance or resolution that would control rent on private residential property or a private residential housing unit.	Mabrey & Velasco/ Rodriguez	House Transportation, Housing & Local Government	Monitor	FN	The bill does not establish "rent control". The effect of its passage would be to remove the prohibition against any local jurisdiction choosing to adopt laws to control or stabilize rents.	The DRCOG Board has adopted numerous policies to support local actions that promote an increased supply of housing and of affordable housing but not a policy specific to rent control.

*FN = Fiscal Note

ATTACH K

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 #
February 15, 2023	Informational Item	14

SUBJECT

February administrative modifications to the *2022-2025 Transportation Improvement Program*.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

Per the DRCOG Board-adopted [Policies for TIP Program Development](#), administrative modifications to the [2022-2025 TIP](#) are reviewed and processed by staff. Administrative modifications represent revisions to TIP projects that do not require formal action by the DRCOG Board.

After the Board is informed of the administrative modifications, the TIP adjustments are processed and posted on the [DRCOG 2022-2025 TIP web page](#). Then they are emailed to the TIP Notification List, which includes members of the Transportation Advisory Committee, the Regional Transportation Committee, TIP project sponsors, staff of various federal and state agencies, and other interested parties.

The February 2023 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

2022-2025 TIP Administrative Modifications (February 2023)

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, Programming and Project Delivery Program Manager, at (303) 480-6737 or tcottrell@drcog.org.

ATTACHMENT 1

To: TIP Notification List

From: Douglas W. Rex, Executive Director

Subject: **February 2023 Administrative Modifications to the 2022-2025 Transportation Improvement Program**

Date: February 15, 2023

SUMMARY

- Per the DRCOG Board-adopted [Policies for TIP Program Development](#), Administrative Modifications to the [2022-2025 TIP](#) are reviewed and processed by staff before being presented to the DRCOG Board as an informational item. They are then emailed to the TIP Notification List and posted on the [DRCOG 2022-2025 TIP web page](#). Administrative Modifications represent minor changes to TIP projects not defined as “regionally significant changes” for air quality conformity findings or per CDOT definition.
- The TIP Notification List includes the members of the DRCOG Transportation Advisory Committee, the Regional Transportation Committee, TIP project sponsors, staff of various federal and state agencies, and other interested parties. If you wish to be removed from the TIP Notification List, please contact Josh Schwenk at jschwenk@drcog.org.
- The projects included in these Administrative Modifications are listed below. The attached describes these modifications, with highlighted items depicting project revisions.

PROJECTS TO BE MODIFIED

TIP ID#	Sponsor	Title	Reason for Amendment	New/Removed Funding	Internal Funding Shifts
2012-121	CDOT Region 4	Region 4 Non-Regionally Significant RPP Pool	Remove eight pool projects	N/A	N/A
2020-001	RTD	SH-119 BRT Enhancements	Change funding type	Exchange \$350,000 in state Regional Priority Project funding with state Legislative funding	N/A
2020-007	Broomfield	SH-7 Corridor Multimodal Improvements – Preconstruction	Change funding type	Exchange \$570,000 in state Regional Priority Project funding with state Legislative funding and increase local match	N/A
2020-013	Boulder County	SH-119 Bikeway: Boulder to Longmont	Change funding type	Exchange \$575,000 in state Regional Priority Project funding with state Legislative funding	N/A
2020-035	Douglas County	County Line Rd. Capacity Improvements: Broadway to University Blvd.	Change project sponsor from Centennial to Douglas County	N/A	N/A

ATTACHMENT 1

2020-040	Louisville	SH-42 Multimodal Improvements: Empire Rd./Lock St. to SH-7 – Preconstruction Activities	Change funding type	Exchange \$4,000,000 in state Regional Priority Project funding with \$3,000,000 in state Legislative funding and \$1,000,000 in state 10 Year Plan funding	N/A
2020-064	Douglas County	SH-83 Safety Improvements: Bayou Gulch Rd. to El Paso County	Change funding type	Exchange \$1,567,000 in state FASTER-Safety funding with federal Hazard Elimination funding	N/A
2022-063	Boulder	SH-93 & Table Mesa and SH-93 & Regent Intersection Improvements	Change funding type	Exchange \$1,500,000 in state Regional Priority Project funding with state Legislative funding	N/A
2022-064	Commuting Solutions	SH-119 Branding and Wayfinding Study	Change funding type	Exchange \$25,000 in state Regional Priority Project funding with state 10 Year Plan funding	N/A
New Project	RTD	Central Corridor Rail Replacement	Add new project	Add \$4,000,000 in federal Congressional Allocation-Transit funding	N/A

2012-121: Remove eight pool projects. No change to total project cost

Existing Project

Title: **Region 4 Non-Regionally Significant RPP Pool**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2012-121**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 4**

Project Scope

Pool contains projects selected under the Non-Regionally Significant Regional Priority Program in CDOT Region 4 (DRCOG-TIP area only).



Affected County(ies)
Boulder
Weld

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

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

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-86: WCR 7 Intersection Imp		\$1,000	SH-7/95th St Intersection Improvements	\$6,719 in RPP in TIP# 2022-017	\$0	SH-7 Corridor Multimodal Improvements	\$570 in RPP in TIP# 2020-007	\$0
SH-119/SH-52 Transit Bypass Lanes	\$470 in RPP in TIP# 2020-084	\$0	I-25: SH-86 to SH-56 (Segment 5) - Design		\$2,692	SH-119 Corridor Branding and Wayfinding Study	\$25 in RPP in TIP# 2022-064	\$0
Coffman St. Busway	\$1,230 in RPP in TIP# 2020-083	\$0	SH-93 & Table Mesa and SH-93 & Regent Intersection Improvements	\$1,500 in RPP in TIP# 2022-063	\$0	SH-42 Multimodal Improvements: Empire Rd./Lock St. to SH-7	\$4,000 in RPP in TIP# 2020-040	\$0
SH-119/Hover Intersection		\$7,300	SH-119 Bikeway: Boulder to Longmont	\$575 in RPP in TIP# 2020-013	\$0	SH-119 BRT Enhancements	\$350 in RPP in TIP# 2020-001	\$0

Amounts in \$1,000s	Funding						Total Funding
	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	
Federal		\$0	\$0	\$0	\$0		
State (R P P)		\$0	\$9,000	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$6,392	\$0	\$9,000	\$0	\$0	\$0	\$15,392

Highlighted projects to be removed.

2020-001: Replace \$350,000 in state RPP funds for state Legislative funds

Existing Project

Title: **SH-119 BRT Enhancements**

Project Type: **Transit Operational Improvements**

TIP-ID: **2020-001**

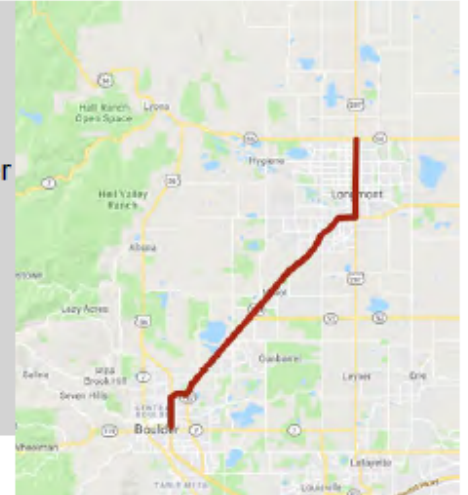
STIP-ID: **SDR5000**

Open to Public:

Sponsor: **R T D**

Project Scope

The project will construct BRT elements and Park-n-Ride stations along the entire SH-119 corridor. Specific improvements include intersection safety improvements; transit bypass lanes at Jay Rd.; BRT station platforms, Park-n-Ride, and bikeway underpass at 63rd St.; and transit queue jump and commuter bikeway tie-in at Airport Rd.



Affected Municipality(ies)
Boulder
Longmont
Unincorporated

Affected County(ies)
Boulder

Project Phases	
Year	Phase
2024	Initiate Construction

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

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$0	\$0	\$4,743	\$0		
Federal (MMOF-ARPA)		\$0	\$0	\$8,924	\$0		
State		\$0	\$0	\$0	\$0		
State (R P P)		\$0	\$0	\$350	\$0		
Local		\$0	\$0	\$355	\$0		
Local (RTD)		\$0	\$25,000	\$3,479	\$0		
Total	\$0	\$0	\$25,000	\$17,851	\$0	\$0	\$42,851

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$0	\$0	\$4,743	\$0		
Federal (MMOF-ARPA)		\$0	\$0	\$8,924	\$0		
State		\$0	\$0	\$0	\$0		
State (Leg)		\$0	\$0	\$350	\$0		
Local		\$0	\$0	\$355	\$0		
Local (RTD)		\$0	\$25,000	\$3,479	\$0		
Total	\$0	\$0	\$25,000	\$17,851	\$0	\$0	\$42,851

2020-007: Replace \$570,000 in state RPP funds for state Legislative funds and add \$328,000 in local matching funds

Existing Project

Title: **SH-7 Corridor Multimodal Improvements - Preconstruction**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2020-007**

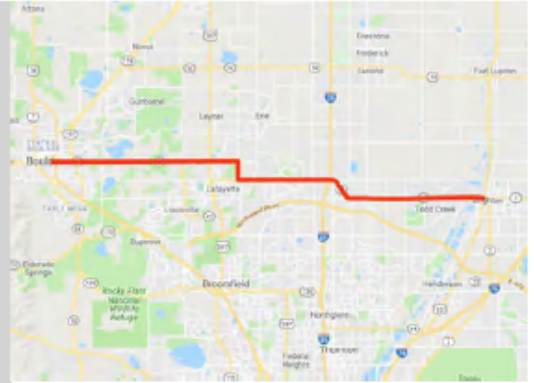
STIP-ID:

Open to Public:

Sponsor: **Broomfield**

Project Scope

Develop preliminary and environmental engineering and identify ROW and utility needs on SH-7 from Folsom St. in Boulder to US-85 in Brighton. Perform design and environmental work associated with passenger vehicle, transit, and active transportation improvements at six locations along the SH-7 corridor.



Affected Municipality(ies)
Boulder
Brighton
Broomfield
Erie
Lafayette
Thornton
Unincorporated

Affected County(ies)
Adams
Boulder
Broomfield

Project Phases	
Year	Phase
2022	Initiate Environmental
2023	Initiate ROW
2024	Initiate Design
2025	Initiate Design

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

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$0	\$0	\$642	\$2,371		
Federal (STBG)		\$2,400	\$800	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (MMOF)		\$0	\$0	\$853	\$3,854		
State (R P P)		\$300	\$100	\$217	\$1,153		
Local		\$300	\$100	\$0	\$357		
Total	\$6,000	\$3,000	\$1,000	\$1,712	\$7,735	\$0	\$19,447

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$0	\$0	\$642	\$2,371		
Federal (STBG)		\$2,400	\$800	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Leg)		\$0	\$0	\$0	\$570		
State (MMOF)		\$0	\$0	\$853	\$3,854		
State (R P P)		\$300	\$100	\$217	\$583		
Local		\$300	\$100	\$0	\$685		
Total	\$6,000	\$3,000	\$1,000	\$1,712	\$8,063	\$0	\$19,775

2020-013: Replace \$575,000 in state RPP funds for state Legislative funds

Existing Project

Title: **SH-119 Bikeway: Boulder to Longmont**

Project Type: **Bicycle and Pedestrian Projects (New)**

TIP-ID: **2020-013**

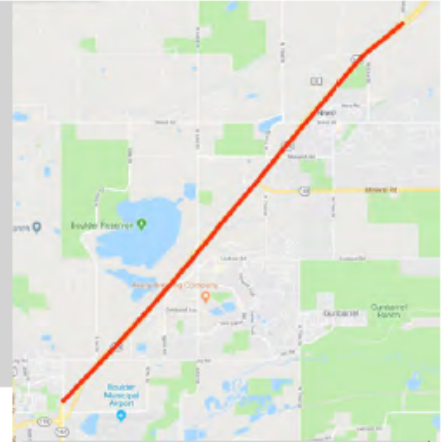
STIP-ID: **SDR5000**

Open to Public: **2025**

Sponsor: **Boulder County**

Project Scope

Complete design and environmental clearances for a bikeway along SH-119 from Boulder to Longmont. Construct a 12 foot wide bikeway along SH-119 between Jay Rd. and N. 63rd St, 63rd St. to SH-52 and SH-52 to Niwot Rd.



Affected Municipality(ies)	Affected County(ies)	Project Phases	
Unincorporated	Boulder	Year	Phase
		2024	Initiate Construction

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

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$0	\$0	\$3,175	\$0		
Federal (MMOF-ARPA)		\$0	\$0	\$3,985	\$0		
Federal (STBG)		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (R P P)		\$0	\$0	\$575	\$0		
Local		\$0	\$0	\$240	\$0		
Total	\$1,383	\$0	\$0	\$7,975	\$0	\$0	\$9,358

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$0	\$0	\$3,175	\$0		
Federal (MMOF-ARPA)		\$0	\$0	\$3,985	\$0		
Federal (STBG)		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Leg)		\$0	\$0	\$575	\$0		
Local		\$0	\$0	\$240	\$0		
Total	\$1,383	\$0	\$0	\$7,975	\$0	\$0	\$9,358

2020-035: Change project sponsor from Centennial to Douglas County

Existing Project

Title: **County Line Rd. Capacity Improvements: Broadway to University Blvd.**

Project Type: **Roadway Capacity**

TIP-ID: **2020-035**

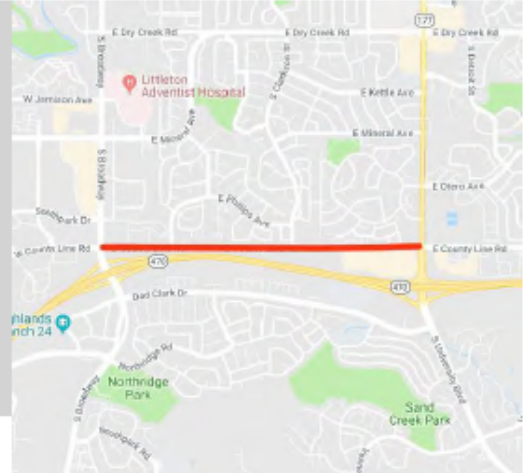
STIP-ID:

Open to Public: **2024**

Sponsor: **Douglas County**

Project Scope

Reconstruct and widen roadway from 2 to 4 lanes, including sidewalks.



Affected Municipality(ies)

Centennial
Littleton

Affected County(ies)

Arapahoe
Douglas

Project Phases

Year	Phase
2023	Initiate Construction

Performance Measures

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

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG)		\$0	\$12,402	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$7,598	\$0	\$0		
Total	\$0	\$0	\$20,000	\$0	\$0	\$0	\$20,000

Revised Project Information

Title: **County Line Rd. Capacity Improvements: Broadway to University Blvd.**

Project Type: **Roadway Capacity**

TIP-ID: **2020-035**

STIP-ID:

Open to Public: **2024**

Sponsor: **Douglas County**

2020-040: Replace \$4,000,000 in state RPP funds with \$3,000,000 in state Legislative funds and \$1,000,000 in state 10 Year Plan funds

Existing Project

Title: **SH-42 Multimodal Improvements: Empire Rd./Lock St. to SH-7 - Preconstruction Activities**

Project Type: **Multimodal**

TIP-ID: **2020-040**

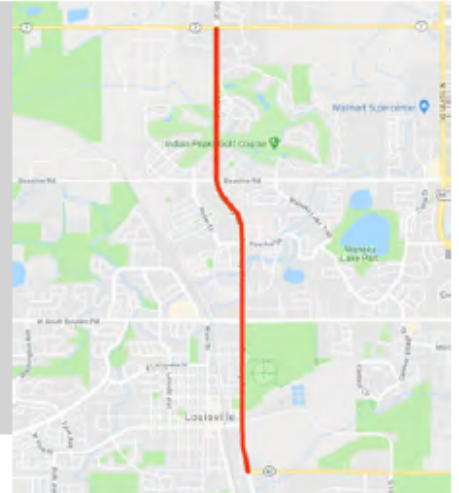
STIP-ID:

Open to Public:

Sponsor: **Louisville**

Project Scope

Preconstruction activities for improvements to the SH-42 corridor in Louisville, including protected bike lanes, protected intersections, transit improvements, and streetscaping.



Affected Municipality(ies)
Lafayette
Louisville

Affected County(ies)
Boulder

Project Phases	
Year	Phase
2023	Initiate Design
2024	Initiate ROW

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

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (MMOF-ARPA)		\$0	\$2,400	\$800	\$0		
Federal (STBG)		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (R P P)		\$0	\$2,000	\$2,000	\$0		
Local		\$0	\$600	\$200	\$0		
Total	\$500	\$0	\$5,000	\$3,000	\$0	\$0	\$8,500

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (MMOF-ARPA)		\$0	\$2,400	\$800	\$0		
Federal (STBG)		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (10C)		\$0	\$1,000	\$0	\$0		
State (Leg)		\$0	\$3,000	\$0	\$0		
Local		\$0	\$0	\$800	\$0		
Total	\$500	\$0	\$6,400	\$1,600	\$0	\$0	\$8,500

2020-064: Replace \$1,567,000 in state FASTER-Safety funds with federal Hazard Elimination funds

Existing Project

Title: **SH-83 Safety Improvements: Bayou Gulch Rd. to El Paso County**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2020-064**

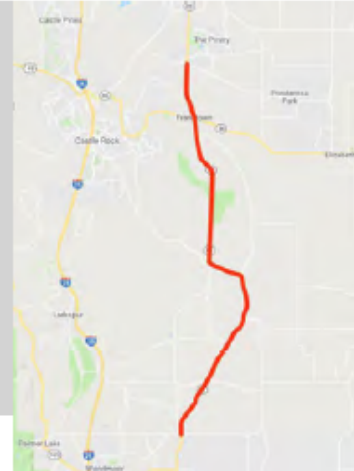
STIP-ID:

Open to Public: **2024**

Sponsor: **Douglas County**

Project Scope

Construct safety improvements, possibly including passing lanes, intersection improvements, turn lanes, and others to reduce crashes.



Affected County(ies)
Douglas

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

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$1,500	\$483	\$0	\$0		
Federal (STBG)		\$400	\$3,517	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Faster-S)		\$0	\$127	\$2,615	\$7,123		
State (R P P)		\$2,000	\$1,000	\$0	\$0		
Local		\$3,100	\$0	\$0	\$0		
Total	\$0	\$7,000	\$5,127	\$2,615	\$7,123	\$3,980	\$25,845

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$1,500	\$483	\$0	\$0		
Federal (STBG)		\$400	\$3,517	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Faster-S)		\$0	\$0	\$1,175	\$7,123		
State (R P P)		\$2,000	\$1,000	\$0	\$0		
State (Safety)		\$0	\$127	\$1,440	\$0		
Local		\$3,100	\$0	\$0	\$0		
Total	\$0	\$7,000	\$5,127	\$2,615	\$7,123	\$3,980	\$25,845

2022-063: Replace \$1,500,000 in state RPP funds with state Legislative funds

Existing Project

Title: **SH-93 & Table Mesa and SH-93 & Regent Intersection Improvements** Project Type: **Multimodal**

TIP-ID: **2022-063**

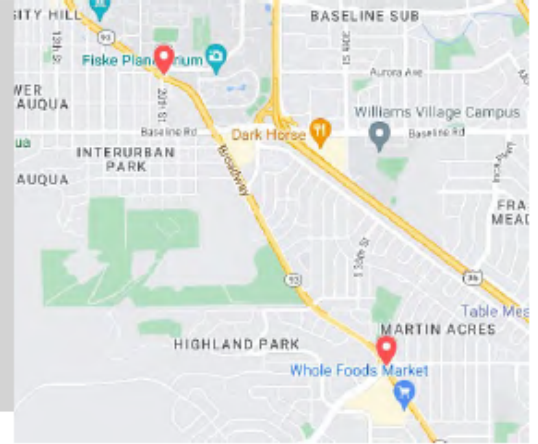
STIP-ID:

Open to Public: **2026**

Sponsor: **Boulder**

Project Scope

Bus-only lanes at intersections, signal timing improvements, multi-use path realignment, and curb ramp upgrades.



Affected Municipality(ies)

Boulder

Affected County(ies)

Boulder

Project Phases

Year	Phase
2025	Initiate Construction

Performance Measures

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

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$0	\$0	\$0	\$930		
State		\$0	\$0	\$0	\$0		
State (MMOF)		\$0	\$0	\$0	\$1,550		
State (R P P)		\$0	\$1,500	\$0	\$0		
Local		\$0	\$0	\$0	\$620		
Total	\$0	\$0	\$1,500	\$0	\$3,100	\$0	\$4,600

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$0	\$0	\$0	\$930		
State		\$0	\$0	\$0	\$0		
State (Leg)		\$0	\$1,500	\$0	\$0		
State (MMOF)		\$0	\$0	\$0	\$1,550		
Local		\$0	\$0	\$0	\$620		
Total	\$0	\$0	\$1,500	\$0	\$3,100	\$0	\$4,600

2022-064: Replace \$25,000 in state RPP funds with state 10 Year Plan funds

Existing Project

Title: **SH-119 Corridor Branding and Wayfinding Study**

Project Type: **Roadway/Transit Studies**

TIP-ID: **2022-064**

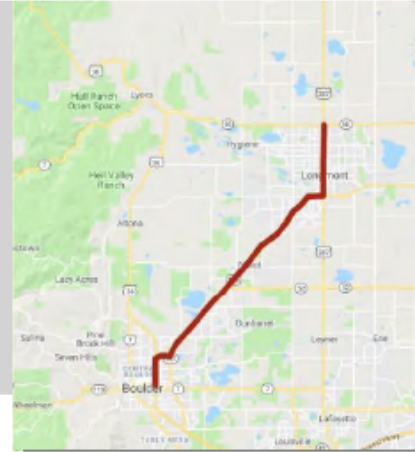
STIP-ID:

Open to Public:

Sponsor: **Commuting Solutions**

Project Scope

Study to develop consistent wayfinding signage between BRT stations, park-and-rides, commuter bikeway, and adjacent areas.



Affected Municipality(ies)
Boulder
Longmont
Unincorporated

Affected County(ies)
Boulder

Project Phases	
Year	Phase
2023	Initiate Study

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

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CRP)		\$0	\$75	\$0	\$0		
Federal (MMOF-ARPA)		\$0	\$175	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (R P P)		\$0	\$25	\$0	\$0		
Local		\$0	\$75	\$0	\$0		
Total	\$0	\$0	\$350	\$0	\$0	\$0	\$350

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CRP)		\$0	\$75	\$0	\$0		
Federal (MMOF-ARPA)		\$0	\$175	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (10C)		\$0	\$25	\$0	\$0		
Local		\$0	\$75	\$0	\$0		
Total	\$0	\$0	\$350	\$0	\$0	\$0	\$350

New Project: Add new project with \$4,000,000 in federal Congressional Allocation-Transit funding

New Project

Title: **Central Corridor Rail Replacement**

Project Type: **Rapid Transit**

TIP-ID: **Request**

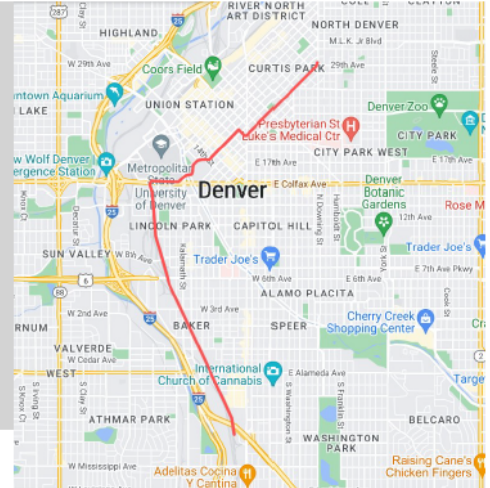
STIP-ID:

Open to Public:

Sponsor: **R T D**

Project Scope

Replace existing rail, switches, highblocks, concrete flatwork, and items associated with the rail alignment along the Central Corridor.



Affected Municipality(ies)
Denver

Affected County(ies)
Denver

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

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (CongT)		\$0	\$4,000	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$0	\$4,000	\$0	\$0	\$0	\$4,000