



**Agenda**  
**Board of Directors**  
**Wednesday, February 21, 2024**  
**6:30 p.m. – 8:40 p.m.**  
**1001 17th St. 1st Floor, Aspen/Birch Conference Rooms**  
**Denver, CO**

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

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

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

## Consent agenda

8. 7:00 p.m. Move to approve Consent agenda
- A. Summary of January 17, 2024 meeting.  
(Attachment A)
  - B. Appointments to the Performance & Engagement and Finance & Budget committees.  
(Attachment B)
  - C. Proposed 2024 Policy Statement on Federal Legislative Issues.  
(Attachment C)
  - D. The Comprehensive Economic Development Strategy.  
(Attachment D)
  - E. Transportation Improvement Program Policy Amendments.  
(Attachment E)
  - F. 2024 Federal Safety Performance Measure Targets.  
(Attachment F)

## Action items

9. 7:05 p.m. Discussion of appointments to the Front Range Passenger Rail District Board.  
(Attachment G) Jacob Riger, Manager, Transportation Planning and Operations
10. 7:10 p.m. Discussion of the Denver Regional Council of Governments Priority Climate Action Plan.  
(Attachment H) Robert Spotts, Manager, Transportation Planning and Operations
11. 7:30 p.m. Election of Officers.  
(Attachment I) Nominating Committee Chair  
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.
12. 7:35 p.m. Discussion to select representatives to serve on the Regional Transportation Committee, Statewide Transportation Advisory Committee, and E-470 Board of Directors.  
(Attachment J) Douglas W. Rex, Executive Director
13. 7:45 p.m. Discussion of state legislative Issues:
- A. Bills on Which Positions Have Previously Been Taken  
(Attachment K) Rich Mauro, Director, Legislative Affairs



Rich Mauro will respond to questions and provide current status, if requested. These bills require no additional action by the Board unless individual bills are pulled from the package for reconsideration of the Board-adopted position. To change the Board's position on specific legislative bills requires affirmative action by 2/3 of those present and voting.

B. New Bills for Consideration and Action

(Attachment L) Rich Mauro, Director, Legislative Affairs

Rich Mauro will present a recommended position on any new bills based on the Board's legislative policies. If a bill requires additional discussion, it may be pulled from the package and action will be taken separately. To change the Board's position on specific legislative bills requires affirmative action by 2/3 of those present and voting.

### Informational briefings

14. 8:15 p.m. Corridor Planning Pilot Program Update  
(Attachment M) Nora Kern, Manager, Transportation Planning and Operations

### Informational items

15. Administrative modifications to the 2024-2027 Transportation Improvement Program  
(Attachment N) Todd Cottrell, Manager, Transportation Planning
16. 8:30 p.m. Committee reports  
The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG.
- A. Report from State Transportation Advisory Committee – Nicholas Williams
  - B. Report from Metro Mayors Caucus – Bud Starker
  - C. Report from Metro Area County Commissioners – George Teal
  - D. Report from Advisory Committee on Aging – Jayla Sanchez-Warren
  - E. Report from Regional Air Quality Council – Doug Rex
  - F. Report from E-470 Authority – Deborah Mulvey
  - G. Report from Colorado Department of Transportation – Darius Pakbaz
  - H. Report from Regional Transportation District – Brian Welch



### Administrative items

- 17.           **Next meeting – March 20, 2024**
- 18.           Other matters by members
- 19.           8:40 p.m.   Adjourn

### Calendar of future meetings

#### February 2024

|      |                                      |           |
|------|--------------------------------------|-----------|
| 7th  | Board Work Session                   | 4:00 p.m. |
| 20th | Regional Transportation Committee    | 8:30 a.m. |
| 21st | Performance and Engagement Committee | 5:00 p.m. |
| 21st | Finance and Budget Committee         | 5:30 p.m. |
| 21st | Board of Directors                   | 6:30 p.m. |
| 23rd | Advisory Committee on Aging          | Canceled  |
| 26th | Transportation Advisory Committee    | 1:30 p.m. |

#### March 2024

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

#### April 2024

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



**Attachment A**

Summary of January 17, 2024 meeting

# Board of Directors Meeting Summary

Wednesday, January 17, 2024

Meeting was held via Zoom

## Members/Alternates Present

|                             |                                       |
|-----------------------------|---------------------------------------|
| Steve Conklin, Chair        | City of Edgewater                     |
| Steve O'Dorisio             | Adams County                          |
| Jeff Baker                  | Arapahoe County                       |
| Claire Levy                 | Boulder County                        |
| Austin Ward                 | City and County of Broomfield         |
| Nicholas Williams           | City and County of Denver             |
| Kevin Flynn                 | City and County of Denver             |
| George Teal                 | Douglas County                        |
| Marie Mornis                | Gilpin County                         |
| Andy Kerr                   | Jefferson County                      |
| Lisa Feret                  | City of Arvada                        |
| Angela Lawson               | City of Aurora                        |
| Nicole Speer                | City of Boulder                       |
| Greg Mills                  | City of Brighton                      |
| Deborah Mulvey              | City of Castle Pines                  |
| Randy Weil                  | City of Cherry Hills Village          |
| Tammy Maurer                | City of Centennial                    |
| Othoniel Sierra             | City of Englewood                     |
| Windi Padia                 | Town of Frederick                     |
| Paul Haseman                | City of Golden                        |
| George Lantz                | City of Greenwood Village             |
| Brian Wong                  | City of Lafayette                     |
| Jeslin Shahrezaei           | City of Lakewood                      |
| Stephen Barr                | City of Littleton                     |
| Wynne Shaw                  | City of Lone Tree                     |
| Joan Peck                   | City of Longmont                      |
| Judi Kern                   | City of Louisville                    |
| Greg Oetting (Alternate)    | Town of Lyons                         |
| Colleen Whitlow             | Town of Mead                          |
| Richard Kondo               | City of Northglenn                    |
| John Diak                   | Town of Parker                        |
| Terrance Kelly              | City of Sheridan                      |
| Sandie Hammerly (Alternate) | Town of Superior                      |
| Jessica Sandgren            | City of Thornton                      |
| Sarah Nurmela               | City of Westminster                   |
| Bud Starker                 | City of Wheat Ridge                   |
| Darius Pakbaz               | Colorado Department of Transportation |
| Bill Sirois (Alternate)     | Regional Transportation District      |

Others Present: Douglas W. Rex, Executive Director, Melinda Stevens, Executive Assistant, DRCOG; Janet Lundquist, Adams County; Bryan Weimer, Arapahoe County; Brett Fleishman, Boulder County; Sarah Grant, Broomfield; Art Griffith, Jesse Carey, Denver; Douglas County; Sharon Davis, Arvada; Mac Callison, Aurora; Ari Harrison, Erie; Josie Cockrell, Foxfield; Lynette Kelsey, Georgetown; Kent Moorman, Justin Martinez, Claire Carmelia, Westminster; Ed Bowditch, Jennifer Cassell, Bowditch & Cassell; Jordan Rudel, Danny Herrmann, Colorado

Department of Transportation; Kelly Blynn, Colorado Energy Office; Eleni Angelides, Nathan Lindquist, Jonathan Moore, Governor's Office; Jason Stone, Citizen; and DRCOG staff.

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

The Chair noted new members and alternates: Terrance Kelly, new member for the City of Sheridan; Greg Mills, new member for the City of Brighton; Steve Douglas, new member for the City of Commerce City; Brian Wong, new member for the City of Lafayette; Angela Lawson, new member for the City of Aurora; Justin Martinez, new alternate for the City of Thornton; Tara Beiter-Fluhr, new alternate for the City of Sheridan; Aren Rodriguez, new alternate for the City of Longmont; David Fridland, new alternate for the City of Lafayette; Lisa Virti, new alternate for the City of Golden; Chris Fielder new alternate for the City of Brighton; and Alison Coombs new alternate for the City of Aurora.

Move to approve agenda

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

### **Housing-related legislation for 2024**

Eleni Angelides, Nathan Lindquist, and Jonathan Moore provided an overview of probable housing-related bills for the upcoming 2024 legislative session to the directors. The session's goals include recognizing key intersections between issue areas such as affordable housing, equity, transit, clean water, greenhouse gas emissions, natural and working lands, and infrastructure. The legislative focus areas for 2024 include a Strategic Growth bill, an Accessory Dwelling Units and Financing bill, and a Transit Oriented Communities bill. The Strategic Growth bill seeks to plan for a livable, sustainable, and affordable Colorado by aligning efforts across agencies, capturing shifting demographics, and implementation. The ADUs with Innovative Financing initiative aims to build intergenerational wealth, increase property rights for homeowners, address financing barriers, and promote environmentally friendly affordable housing. The criteria includes administrative approval for ADUs in specified areas, supporting best practices for ADU size and usage flexibility, and offering local governments the flexibility to regulate various aspects of ADUs. To be eligible for grants/financing, jurisdictions must adopt at least one strategy from a menu that includes pre-approved ADU plans, incentivizing affordability, ADU tech assistance programs, short-term rental regulations, incentives for accessible ADUs, or other innovative strategies. The Transit Oriented Communities bill seeks to remove barriers to affordable housing near transit, addressing zoning and other challenges, and protecting vulnerable communities from displacement by identifying Transit Oriented Centers in about 30 jurisdictions, while offering incentives for opt-in Neighborhood Centers.

### **Report of the Chair**

- Director Baker reported that the Performance and Engagement Committee met prior to the meeting and discussed potential locations/dates for the 2024 Board Retreat and told directors to look out for a poll to determine the dates. They also received an update on the annual awards celebration, which will be held August 28 at the Seawell Ballroom.

- Director Whitlow reported the Finance and Budget Committee did not meet.

### **Report of the Executive Director**

- Board Agenda Format: This is in direct response to Senate Bill 21-1110. DRCOG staff will continue efforts to comply with the law before it takes effect on July 1. Executive Director Rex acknowledged the efforts of the Communications team and Ashley Summers.
- Committee Solicitations: Directors were encouraged to submit their interest as soon as possible for the Finance and Budget Committee, Performance and Engagement Committee, and regional committees by January 19.
- Informational Items: Executive Director Rex asked directors to take the time to read the informational items in the agenda, as they will be brought back to the Board as action items at the February meeting.
- Winter Bike to Work Day: The event will take place on February 9 and directors were encouraged to promote the event and sign up.

### **Public Comment**

There was no public comment.

### **Move to approve consent agenda**

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

Items on the consent agenda included:

- Summary of the December 20, 2023 meeting.
- Designate Location for Posting Notices of Meetings

### **Discussion of DRCOG's Climate Pollution Reduction Grant: Priority Climate Actions Plan Update and Implementation Grant Proposal**

Robert Spotts and Maddy Nesbit provided an overview of the proposal to the directors. On April 19, 2023, the Board of Directors voted unanimously to accept the role of lead agency for the US Environmental Protection Agency's Climate Pollution Reduction Grant. Through this program, DRCOG received a \$1 million Planning Grant to develop climate action plans in coordination with local stakeholders throughout the region. The Priority Climate Action Plan is comprised of a greenhouse gas emissions inventory, a low-income and disadvantaged communities analysis, an overview of public/stakeholder feedback, and quantified climate pollution reduction strategies. Through a three month long vetting process, a set of eight strategies aimed at mitigating climate change were identified. The strategies will be further developed for inclusion in the Priority Climate Action Plan at the January 11 in-person workshop meeting with DRCOG stakeholders. Completion of the Priority Climate Action Plan is a pre-requisite for any eligible agency to compete in the second phase of the Climate Pollution Reduction Grant program, which will competitively award \$4.6 billion for implementation projects. On January 2, the DRCOG Climate Pollution Reduction Grant Stakeholder Steering Committee reviewed two potential grant applications for consideration as a regional implementation grant request. The consensus of the committee was to recommend that the region apply for an implementation grant program



proposed by the Front Range Beneficial Electrification Network. The program would be available within the entire DRCOG area as well as Park and Elbert Counties because they are located within the Denver Metropolitan Statistical Area. Stakeholders requested that DRCOG take the role of grant applicant and implementing agency for the program.

Director Levy **moved** to approve DRCOG submitting a grant application to the US Environmental Protection Agency's Climate Pollution Reduction Implementation Grant for the Decarbonize DRCOG program. The motion was **seconded** and **passed** unanimously.

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

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

- Senate Bill 24-040 - State Funding for Senior Services
  - Director Levy **moved** a position of support, with the direction for lobbyists to work with the sponsors on an amendment that would include growth in the population of over 60 residents as projected by the State demographer as a factor for increased funding. The motion was **seconded** and **passed** with 25 in favor and 10 abstentions.
- House Bill 24-1052 - Senior Housing Income Tax Credit
  - Director Shaw **moved** a position of support. The motion was **seconded** and **passed** with 25 in favor and 10 abstentions.

Ed Bowditch and Jennifer Cassell provided an update on the funding issues for the Area Agency on Aging. In late December, a provider in Adams County ceased providing meals to seniors, prompting the County Commissioners to allocate funds in response. Concerns about state funding for seniors were raised in a recent Colorado Sun article, prompting discussions in the Joint Budget Committee about establishing a statutory contingency fund within the Department of Human Services. The committee has unanimously voted to draft a bill for the fund, providing emergency funding to address disruptions in services during the fiscal year, with further updates expected at the next DRCOG Board meeting.

### **Committee Reports**

#### **State Transportation Advisory Committee**

Director Williams stated the committee met January 4 and there were three items to be highlighted for the Board. The committee received overviews of multimodal planning, the Asset Management program, and the Colorado Freight Plan for the Colorado Department of Transportation.

#### **Metro Mayors Caucus**

Director Starker stated there was no report.

#### **Metro Area County Commissioners**

Director Teal stated there was no report.

**Advisory Committee on Aging**

There was no report. Chair Conklin did want to inform the directors of Cathy Noon's Celebration of Life, which will take place on January 18 at 2 p.m.

**Regional Air Quality Council**

Executive Director Rex stated the council met on January 5 received a recap of year-end items related to various programs run by the council and of the Air Quality Control Commission's December 2023 actions.

**E-470 Authority**

Director Mulvey stated the group met and focused on administrative matters. The Board President for this year will be Director Diak again by unanimous vote.

**Report from CDOT**

Director Pakbaz stated the Transportation Commission met earlier in the day for a workshop. There were various budget amendments, including one for a request for \$1.78 million to repair the C-470 overpass bridge over I-70, which will be up for the Commission's approval on January 18. There was an update on the upcoming State Freight and Passenger Rail plan, which is close to adoption in the next couple of months.

**Report from RTD**

Bill Sirois stated that the Regional Transportation District's new fare structure that was implemented on January 1 is receiving positive feedback. They will also be starting a new Transit Assistant Grant program that will provide potential grants for nonprofits that serve people with immediate needs or emergencies, which will be available for applicants in the next month or two.

**Next meeting – February 21, 2024**

**Other matters by members**

Director Nurmela asked if her new alternate could be onboarded prior to next month's meeting.

**Adjournment**

The meeting adjourned at 8:54 p.m.

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Steve Conklin, Chair  
Board of Directors  
Denver Regional Council of Governments

ATTEST:

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Douglas W. Rex, Executive Director

**Attachment B**

Appointments to the Performance & Engagement and  
Finance & Budget committees.

## **Board of Directors**

Meeting date: February 21, 2024

Agenda Item #: 8 - B

### **Appointments to the Finance & Budget Committee and Performance & Engagement Committee**

Agenda item type: Consent agenda

#### **Summary**

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

#### **Background**

The Nominating Committee – comprised of Nicole Speer, Boulder; Kevin Flynn, Denver; Jeslin Shahrezaei, Lakewood; Stephen Barr, Littleton; and John Diak, Parker – considered all individuals who 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. These directors have a permanent seat on either committee, but are required to choose which committee they wish to serve on and renew the term every two years:

#### **Finance and Budget**

Lisa Feret – Arvada  
Nicholas Williams – Denver  
Andy Kerr – Jefferson County  
Claire Levy – Boulder County  
Steve O'Dorisio – Adams County  
Angela Lawson – Aurora  
Neal Shah – Superior  
Paul Haseman – Golden

#### **Performance and Engagement**

Jeff Baker – Arapahoe County  
George Teal – Douglas County  
Kevin Flynn – Denver  
Justin Martinez – Thornton  
Jeslin Shahrezaei - Lakewood  
Deborah Mulvey – Castle Pines  
Austin Ward – Broomfield



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John Diak – Parker  
Bud Starker – Wheat Ridge

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

**Action by others**

n/a

**Previous discussion/action**

n/a

**Recommendation**

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

**Attachments**

Proposed 2024 Committee Assignments

**For more information**

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



# 2024 Finance & Budget and Performance & Engagement Committee Assignments

## Finance and Budget

- Richard Kondo (Incoming Chair)
- Lisa Feret
- Nicholas Williams
- Andy Kerr
- Claire Levy
- Neal Shah
- Paul Haseman
- Stephen Barr
- Tom Mahowald
- Steve O'Dorisio
- Angela Lawson
- Wynne Shaw

## Performance and Engagement

- Colleen Whitlow (Incoming Chair)
- Jeff Baker
- George Teal
- Austin Ward
- Deborah Mulvey
- Kevin Flynn
- Justin Martinez
- Tammy Maurer
- Jeslin Shahrezaei
- John Diak
- Bud Starker
- Nicole Speer
- Wynne Shaw

**Attachment C**

2024 Policy Statement on Federal Legislative Issues.

## Board of Directors

Meeting date: February 21, 2024

Agenda Item #: 8 – C

### Proposed 2024 Policy Statement on Federal Legislative Issues

Agenda item type: Consent agenda

#### Summary

This item concerns Board approval of the Draft 2024 Policy Statement on Federal Legislative Issues.

#### Background

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 2024 Policy Statement on Federal Legislative Issues* was provided to Board members before the January Board meeting. At the meeting, Director Claire Levy raised suggestions for amendments to the draft to be considered at the February meeting. As a result, an amendment to the draft is highlighted at the bottom of page 4 in the Transportation Section.

#### Action by others

n/a

#### Previous discussion/action

[January 17, 2024](#) – Board of Directors: Board members were given a brief overview of changes to the statement and given the opportunity to provide comments and questions.

#### Recommendation

Move to approve the proposed 2024 Policy Statement on Federal Legislative Issues.

#### Attachments

Proposed 2024 Policy Statement on Federal Legislative Issues (with track changes)

#### For more information

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







POLICY STATEMENT ON FEDERAL  
LEGISLATIVE ISSUES 2023

- DRAFT

## Overview

This paper outlines the key federal policy issues of the Denver Regional Council of Governments, which includes: (1) Older Adults, (2) Transportation, (3) Environment, and (4) Housing and Land Use. 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 more than 50 cities, towns and counties in the Denver metropolitan area. Under federal law, it 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 is a regional planning commission, responsible for preparing a regional plan for the development of the metro area. 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 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.

## 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, 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. **To that end, DRCOG seeks support for the following principles in the reauthorization of the Older Americans Act:**

- 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. This includes removing 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.
- Establish a federal database, which will summarize all care that a patient is receiving regardless of which federal agency is providing the care. This data sharing will allow DRCOG to better shape and provide services for aging adults.
- Maximize flexibility in use of Older Americans Act funds, giving area agencies on aging, local governments and service providers the ability to better meet the needs of older adults. For example, the Title III C-1 congregate meal and Title III C-2 home-delivered meal programs could be merged. Likewise, set a required local match at 10 percent and required state match at 5 percent across all Older Americans Act programs. Currently, required local and state funding match percentages vary widely.

Increase federal funding for Older Americans Act programs to keep up with demand by at-risk older adults in need of supportive services, which 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.

- 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.
- Provide a path for private sector investment in Older Americans Act services by incentivizing activities, including private pay, integrated care, and funding demonstration projects and evaluations of the benefits of community-based services in improving health care outcomes and reducing care costs.
- Strengthen the role of the Long-Term Care Ombudsman as a resident/consumer advocate for long-term care communities structured to enhance the quality of care for residents. Federal regulations designed to ensure the quality of care in long-term care facilities must be fully enforced. In addition, improve enforcement by increasing inspections and penalties on long-term care facilities failing to comply with regulations. Increase disclosure requirements of ownership and control of facilities and improved consumer information.

### **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**

DRCOG supports federal legislation, regulations and policies to promote universal 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. This includes the following:

- Utilize area agencies on aging in implementing Affordable Care Act provisions pertaining to 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.
- Increased funding of home- and community-based care programs and higher Medicare and Medicaid reimbursements. 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.
- Increased prescription drug pricing transparency, including:
  - 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.
  - 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.
  - Encouraging 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.

- Enforce federal protections in areas including access to care, quality assurance, patient information, grievances and appeals, the doctor-patient relationship and physician treatment decisions, which is necessary to ensure that quality health care and other services are available to all.

## Transportation

DRCOG has served as the metropolitan planning organization (MPO) for the Denver region since 1977, acting as a forum for a collaborative transportation planning process. DRCOG has been involved in the region's transportation planning even longer – the organization's first official action after its 1955 founding endorsed the construction of I-70 West.

As the MPO, DRCOG leads the cooperative, continuous and comprehensive regional transportation planning process. 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 with state and local transportation agencies, determine the best mix of transportation investments to meet the long-term transportation needs of the region.

## Funding

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), provides a significant investment in infrastructure and includes the federal transportation authorization for fiscal years 2022 – 2026. While the act boosts federal transportation spending over the previous levels, investments remain significantly below what is needed. DRCOG supports the following funding principles:

- Increase federal transportation funding to provide sufficient resources to meet national investment needs on a sustainable basis.
- New and increased sources of funding should be distributed through formula funding with the greatest possible share going directly to local areas to address locally and regionally identified needs.
- Address inequities in current distribution formulas to increase funding to fast-growing states and incorporate equity considerations, including but not limited to geography, equity across income groups, population growth, and revenue generation into funding formulas.
- Provide dedicated sources of revenue and increased funding for the FTA's Capital Investment Grants Program, which funds bus rapid transit and rail new and small starts programs.
- Support and seek federal funding through grants and Congressionally-directed spending for the DRCOG regional bus rapid transit system.
- Support federal funding for the Front Range Passenger Rail project, managed by the Front Range Passenger Rail District, to support the development of inter-city train service between Fort Collins through Denver to Pueblo, ultimately connecting Colorado to New Mexico and Wyoming through a direct appropriation or increased funding to the National Railroad Passenger Corporation (Amtrak) for the project.
- Maintain the use of contract authority, allowing states to advance funds for multiyear construction projects.

- Reduce federal obstacles to implementing additional revenue options such as tolling, congestion pricing, value capture, and public-private partnerships.
- Further expand federal credit programs such as the Transportation Infrastructure Finance and Innovation Act.
- Transition to a more direct user-based system such as a road usage charge to supplement then replace the federal fuel tax.

### **Metropolitan Planning**

Metropolitan areas account for over 80% of U.S. population and about 90% of total U.S. jobs and wages and salary income. In 2021, Metro economies accounted for 94.1% (\$0.97 trillion) of GDP growth and 90.7% of employment growth, underscoring that US Metros are key to the nation's economic future. (source: U.S. Conference of Mayors, June 2022) The planning and regional decision-making led by metropolitan planning organizations is essential to maintaining mobility and national economic vitality. DRCOG supports the following:

- 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.
- Suballocate all “urban” Surface Transportation Block Grant and Carbon Reduction Program funds apportioned to a State for urbanized areas located within a metropolitan planning organization that is a transportation management area.
- Establish national performance objectives and measures for increasing access and mobility for people of all ages, incomes and abilities.
- Permit flexibility for states and regions to decide how best to make investments to show progress toward national safety, mobility, and accessibility goals.
- Reduce or eliminate the non-federal share for federal metropolitan planning funds.

### **Energy Efficiency, Air Quality and Environmental Sustainability**

Transportation plays a key role in achieving energy independence and addressing the nation’s air quality and greenhouse gas emissions goals. The competitiveness of our economy, the health of our residents, and our national security depend on reducing reliance on and consumption of fossil fuels. DRCOG supports the following:

- Expand investment in research and development for alternative fuels, new clean fuel technologies, more efficient vehicles, and new ideas and technologies for transportation people and goods.
- Support the rapid conversion to more fuel-efficient and lower-emission vehicles.
- Add public transportation projects that enhance mobility, convenience, or reliability to the exempt project list for Clean Air Act purposes.
- Increase funding for transportation projects that improve air quality.
- Establish a population-based air quality severity formula for suballocating Congestion Mitigation and Air Quality (CMAQ) funds within a state and require suballocation of CMAQ funds based on population to non-attainment metropolitan planning organizations that include urbanized areas with populations over 200,000.

## **Project Programming and Delivery**

The scope and complexity of transportation planning has increased significantly. Efforts to streamline project planning and delivery are important and must be balanced against appropriate levels of regional and local coordination and environmental assessment. DRCOG supports the following:

- Allow metropolitan planning organizations to directly contract with subrecipients for non-infrastructure projects using federal funds.
- Continue to streamline project delivery and National Environmental Policy Act processes without compromising environmental or public participation values.
- Allow that within one half mile of an existing or proposed transit station, parking and transportation infrastructure, transit-oriented development planning, land acquisition and projects or programs that support compact, mixed-use, mixed-income, bicycle/pedestrian friendly development are eligible for federal transportation funding.
- 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 boarder) and the Western Regional Alliance high-speed rail network (connecting Denver, Salt Lake City, Reno, Las Vegas, and Phoenix) as High-Speed Rail Corridors.

## **Environment**

### **Water Conservation and Quality**

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. Metro Vision, the Denver region’s long- range plan for growth includes a water conservation element. 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 to reduce regional per capita water consumption. DRCOG supports federal policies and investments that contribute to local and regional water conservation efforts, including:

- Addressing water quality through an integrated approach that ties together the management of point sources, nonpoint sources and stormwater through the involvement of the various stakeholders.
- Maintain and strengthen the regional planning process as the key component of the watershed approach. Increase the planning funds provided under section 604(b) to assist responsible parties in meeting the expanding responsibilities that accompany implementation of a watershed planning and management approach.
- Increase funding for infrastructure investment, including EPA, Reclamation and U.S. Army Corps of Engineers programs, 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.

- Legislation, including funding, 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.

## Housing and Land Use

DRCOG supports efforts to promote affordable housing options and help the region achieve the land use and development outcomes outlined in Metro Vision through federal actions that:

- Expand federal policies and investments that help local governments and the private sector develop successful urban centers, including transit station areas.
- Expand the Low-Income Housing Tax Credit, a critical tool for supporting private investment in the production and preservation of affordable housing.
- Provide funding and incentives to strengthen local and regional efforts to increase the supply of affordable housing.
- Expand housing 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.
  - 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.
- Ensure 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.
- Ensure that Federal agencies and elected officials 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.
- Ensure the Federal government protects open space, including natural habitats, by fully funding the Land and Water Conservation Fund and providing new incentives for land conservation and outdoor recreation opportunities.
- Ensure the Federal government continues funding in local and regional data and information programs to help DRCOG deliver improved information, tools and services for local and regional planning and decision-making.



**Attachment D**

The Comprehensive Economic Development Strategy.

## Board of Directors Meeting

Meeting date: February 21, 2024

Agenda Item #: 8 – D

### The Comprehensive Economic Development Strategy

Agenda item type: Consent agenda

#### Summary

This item concerns Board approval of the proposed Comprehensive Economic Development Strategy document which was finalized by the Leadership Team on December 19, 2024.

#### Background

At the June 21, 2023 Board of Directors meeting, the DRCOG Board unanimously approved a motion to proceed with the development of a Comprehensive Economic Development Strategy for the region to be forwarded to the Economic Development Administration for their consideration and approval.

The Leadership Team for the Comprehensive Economic Development Strategy met on December 19, 2023 to review the final draft of the Comprehensive Economic Development Strategy document. With a few minor suggested modifications, the Leadership accepted the final document as presented by staff.

#### Action by others

n/a

#### Previous discussion/action

[April 2, 2022](#) - Board Retreat  
[June 15, 2022](#) - Board of Directors  
[November 2, 2022](#) - Board work session  
[June 6, 2023](#) - Board work session  
[June 21, 2023](#) - Board of Directors  
[January 17, 2024](#) – Board of Directors

#### Recommendation

Move to approve the Comprehensive Economic Development Strategy for the region and forward it on to the Economic Development Administration for their consideration and approval.

#### Attachments

1. Staff presentation
2. Link: [Comprehensive Economic Development Strategy](#)
3. Draft resolution



Board of Directors  
February 21, 2024  
Page 2 of 2

**For more information**

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or [drex@drcog.org](mailto:drex@drcog.org); or Flo Raitano, Director of Partnership Development and Innovation, at 303-480-6789 or [fraitano@drcog.org](mailto:fraitano@drcog.org).





# Comprehensive Economic Development Strategy

Dr. Flo Raitano  
February 21, 2024



# Comprehensive Economic Development Strategy



# About the Denver Regional Council of Governments

Created in 1955 to foster regional collaboration and cooperation, the Denver Regional Council of Governments is one of the nation's oldest councils of governments. DRCOG is a voluntary association of local governments in the Denver region including Adams, Arapahoe, Boulder, Clear Creek, Douglas, Gilpin and Jefferson counties, the City and County of Denver, the City and County of Broomfield and southwest Weld County. While DRCOG is a tax-exempt public agency, it is not a unit of government, nor does it have statutory authority to require local governments to be members or follow its plans, but it does play several essential roles.

- As the regional planning commission per Colorado state statute, DRCOG prepares Metro Vision, the plan for the physical development of the region.
- As the federally designated Area Agency on Aging, DRCOG is responsible for planning and funding comprehensive services to address the needs of the region's older adults and people with disabilities.
- DRCOG is the region's federally designated metropolitan planning organization serving, as a forum for a collaborative transportation planning process, including efforts to address the region's short-term needs and establishing and maintaining its long-term vision for transportation.

As a council of governments, DRCOG serves as a planning organization, technical assistance provider and forum for member governments to address emerging regional issues.

DRCOG members include 58 local governments, each of which has an equal voice. The region's towns, cities and counties work together to ensure the area remains a great place to live, work and play. DRCOG also has numerous partners, including regional districts; state agencies and departments; the business community; and other stakeholders representing a variety of interests.

## Mission statement

*DRCOG is a planning organization where local governments collaborate to establish guidelines, set policy and allocate funding in the areas of:*

- *Transportation and personal mobility.*
- *Growth and development.*
- *Aging and disability resources.*

## Vision statement

*Our region is a diverse network of vibrant, connected, lifelong communities with a broad spectrum of housing, transportation and employment, complemented by world-class natural and built environments.*

## About the Metro Denver Economic Development Corporation

*With an innovative history similar to DRCOG's, the Metro Denver Economic Development Corporation was the nation's first regional economic development entity, bringing together the entire 10-county metro Denver and northern Colorado area to promote and support the mutual growth of the region's talent and businesses.*

*When the DRCOG Board of Directors began the conversation about developing a Comprehensive Economic Development Strategy for the Denver region, one of the first questions its members asked was "What does the Metro Denver Economic Development Corporation think about the idea?" After conversation with DRCOG staff about the purpose and function of a Comprehensive Economic Development Strategy, staff from the Metro Denver Economic Development Corporation were all in.*

## Introduction

The counties and municipalities of the Denver region have been advancing a shared aspirational vision of the future of the metro area for close to 70 years. Working together to make life better for the region's communities and residents, that vision has taken various forms over the years — most recently as a regional plan known as Metro Vision. The DRCOG Board of Directors adopted the first Metro Vision plan (Metro Vision 2020) in 1997 and has continued the dialogue about how best to achieve the plan's evolving vision ever since.

Through those decades of collaboration Metro Vision has evolved to become a living, iterative document that has embraced and expanded a variety of functions, from regional planning and land use to transportation to how the region ages. Now the Denver region is augmenting Metro Vision with a new and much-needed concept: the development of a Comprehensive Economic Development Strategy.

The region has a strong shared sense of its future, and the Board recognizes that the success of the Comprehensive Economic Development Strategy requires the coordinated efforts of local, state and federal governments; the business community; and other economic development partners, including philanthropic and not-for-profit organizations.

The Comprehensive Economic Development Strategy does not replace the vision, need or activities of any existing regional or community economic development council; rather, it is a tool to promote regional cooperation on issues that extend beyond jurisdictional boundaries. The Comprehensive Economic Development Strategy anticipates that individual community and regional economic development organizations will contribute to its outcomes and objectives through different pathways and at different speeds for shared and community-specific results. DRCOG's staff also recognizes the extraordinary partnership with Metro Denver Economic Development Corporation that resulted in the development of the region's Comprehensive Economic Development Strategy document.

# Profile of the Denver region

## Regional employment

The region continues to attract skilled talent from across the entire country, but there is room for improvement in creating the skills and access to education that the region's residents need to secure a bright economic future for themselves and their families. The Comprehensive Economic Development Strategy will clarify the necessary upskilling, workforce development and education to provide equitable access to opportunity. One of the region's greatest challenges is to ensure existing and future residents of all ages, abilities and income levels can take advantage of such opportunities. The ease with which people can gain access to opportunities is essential.

### About the Metro Denver Economic Development Corporation (continued)

*Raymond H. Gonzales, president and CEO of the Metro Denver Economic Development Corporation assigned the organization's chief economist, Meredith Moon, to work with DRCOG staff on strategy development. DRCOG staff considered Meredith Moon and her team to be great partners and the resulting strategy to be better, stronger and more inclusive because of the organization's engagement.*





# Comprehensive Economic Development Strategy governance

## Leadership team

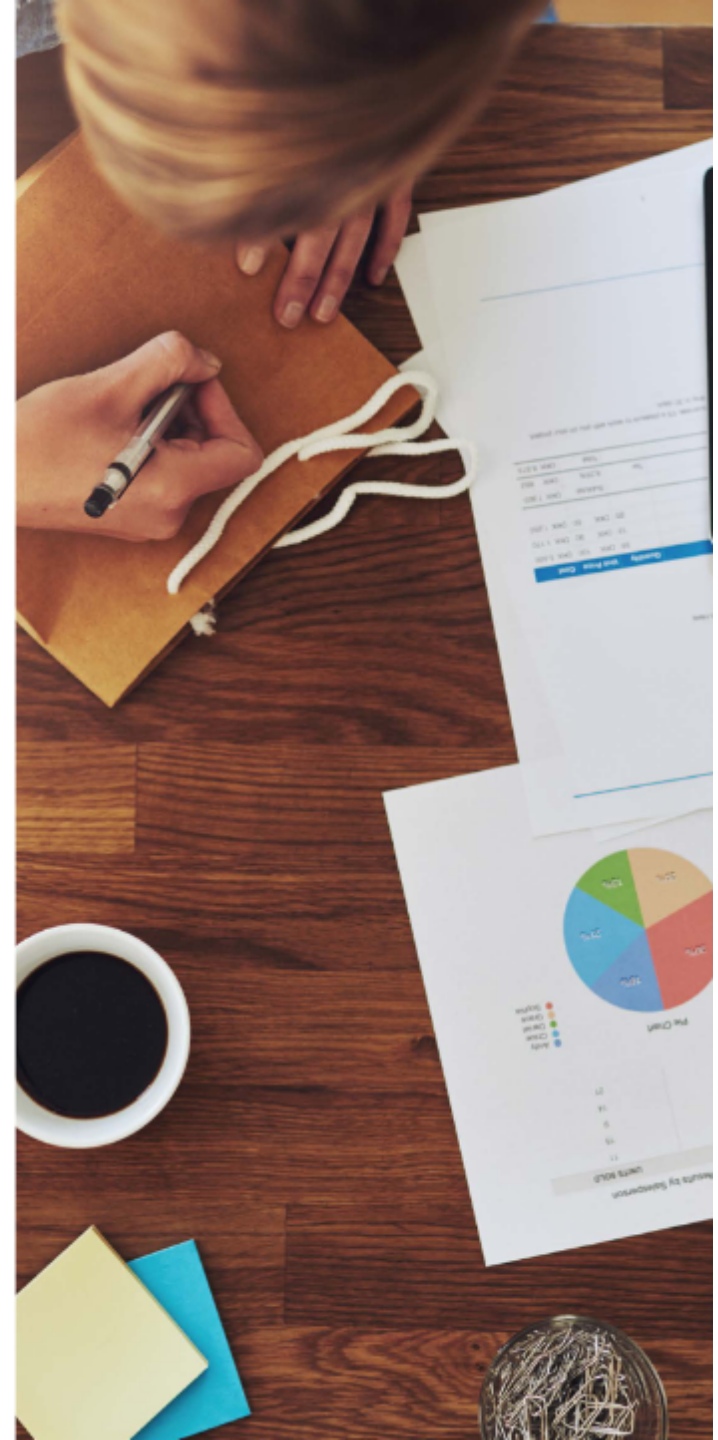
DRCOG created a robust leadership team to guide the Comprehensive Economic Development Strategy process from start to finish. The 28-member team included representatives from the DRCOG Board of Directors, who are elected officials from across the region; the Metro Denver Economic Development Corporation, DRCOG's primary partner in the Comprehensive Economic Development Strategy project; local government economic development offices; institutions of higher education; state government workforce and economic development entities; large private-sector employers in the region; international trade interests; the manufacturing community; chambers of commerce; minority business groups; the philanthropic sector and financial institutions.

## Stakeholder group

DRCOG also formed a stakeholder group, for which the leadership team provided suggestions for members and community organizations to include in outreach efforts. Stakeholder group representatives extended and deepened the perspectives of subject matter experts within the region to shape the Comprehensive Economic Development Strategy.

## Focus groups

Several members of the leadership team — representatives of the Economic Development Association for Black Communities and the Colorado Women's Chamber of Commerce — hosted focus group meetings to enable DRCOG staff to hear directly from community members their concerns and needs to be addressed in the Comprehensive Economic development Strategy.



## Building the partnership through collaboration

Communities throughout the region have a long history of cooperation, including taking advantage of opportunities for growth and investment that result in wide-reaching success. Each community also has its own history and legacy to enhance through investment and reinvestment. The Western values of cooperation and individualism are not at odds, rather, they can bring the region together on key growth and development issues. Collaborators also recognize that the region is stronger because of the diverse local contributions to its shared future that reflect both local and regional values.

Creating the region's first Comprehensive Economic Development Strategy presents an opportunity for its local governments to build a broader, deeper, stronger, more inclusive coalition across the region. By uniting new partners and resources, strategy participants will capitalize on the collaborative spirit unique to Colorado and the West, and bolster the region's national recognition as a special place to live, work, play and raise a family.



## Leadership team members

*City of Golden*

*City of Thornton*

*City of Lakewood*

*Douglas County*

*City and County of Broomfield*

*Town of Mead*

*Metro Denver Economic Development Corporation*

*Economic Development Association for Black Communities*

*Clear Creek Economic Development Corporation*

*Colorado Department of Labor and Employment*

*Colorado Workforce Development Council*

*University of Colorado Denver*

*Jefferson County Economic Development Corporation*

*Manufacturer's Edge*

*Colorado Office of Economic Development and International Trade*

*City of Westminster Economic Development*

*Xcel Energy*

## Leadership team members (continued)

*Denver South*

*World Trade Center Denver*

*Asian Chamber of Commerce*

*Colorado Hispanic Chamber of Commerce*

*Port Colorado*

*Colorado Women's Chamber of Commerce*

*Lockheed Martin*

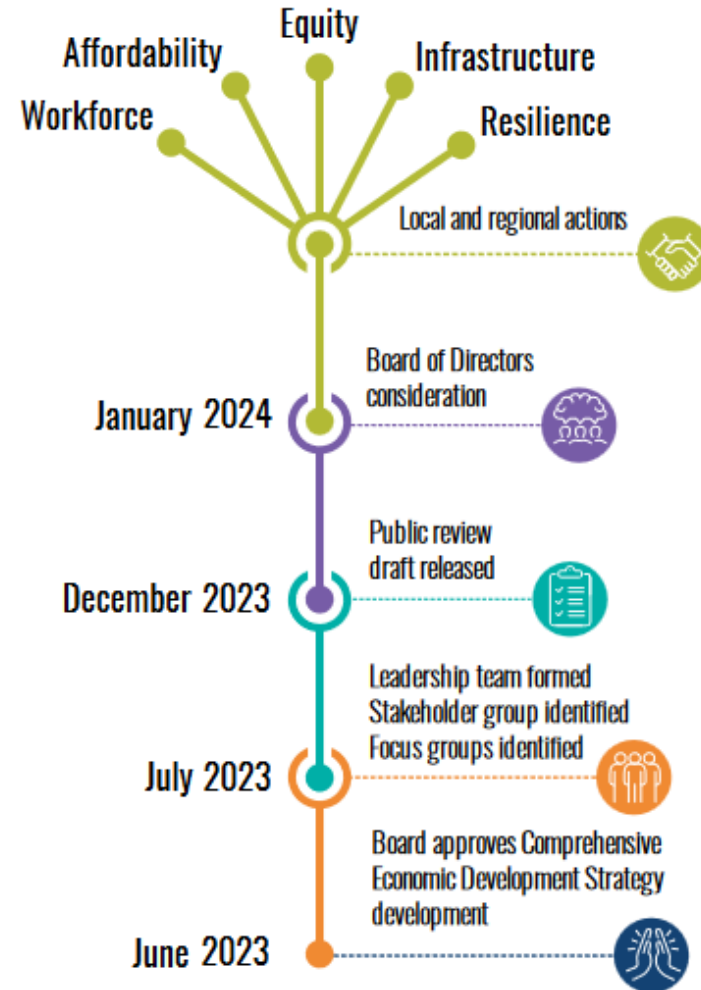
*Denver Branch Bank of the 10th District Federal Reserve Bank of Kansas City*

*Denver Foundation*

*Arapahoe Community College*

*Denver Economic Development and Opportunity*

## Plan development





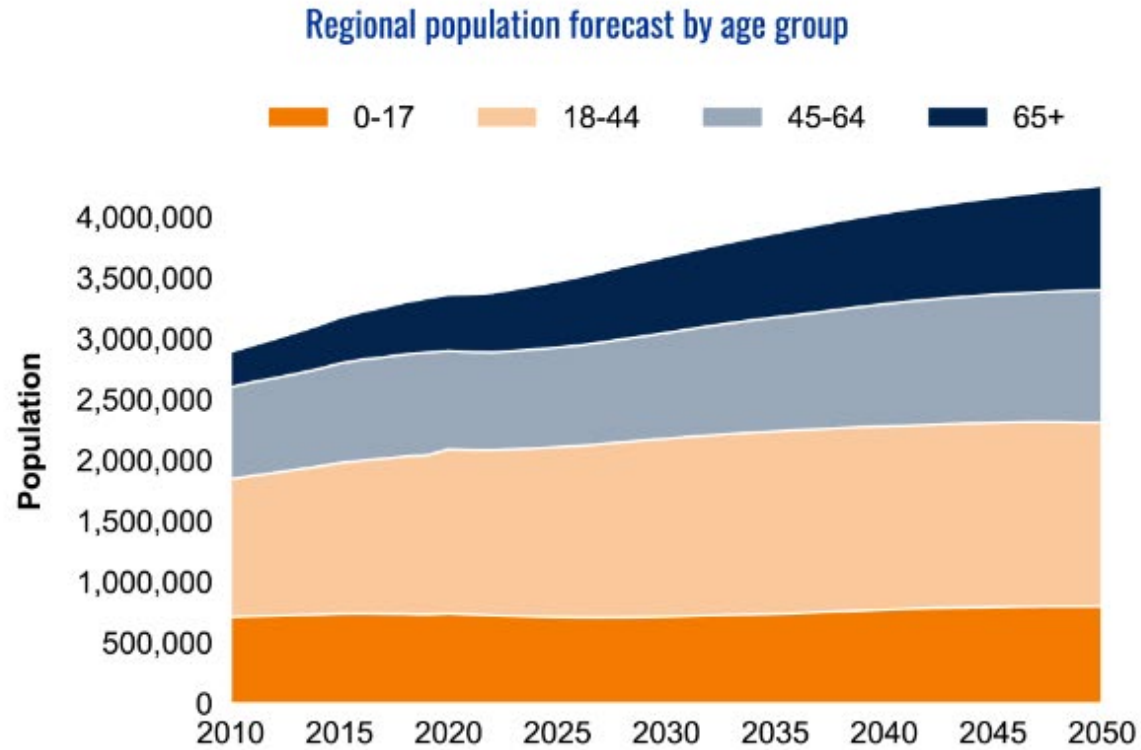
# Why does the Denver region need a Comprehensive Economic Development Strategy?

The region has continued to grow and evolve. Despite its great economic development success, challenges and unrealized opportunities have also developed and evolved over time. Recognizing continued growth and success requires addressing those challenges and unrealized opportunities, DRCOG's Board of Directors approved an effort to develop a Comprehensive Economic Development Strategy for the region. The strategy will ensure current and future economic development strategies at the community and regional levels will continue to succeed.

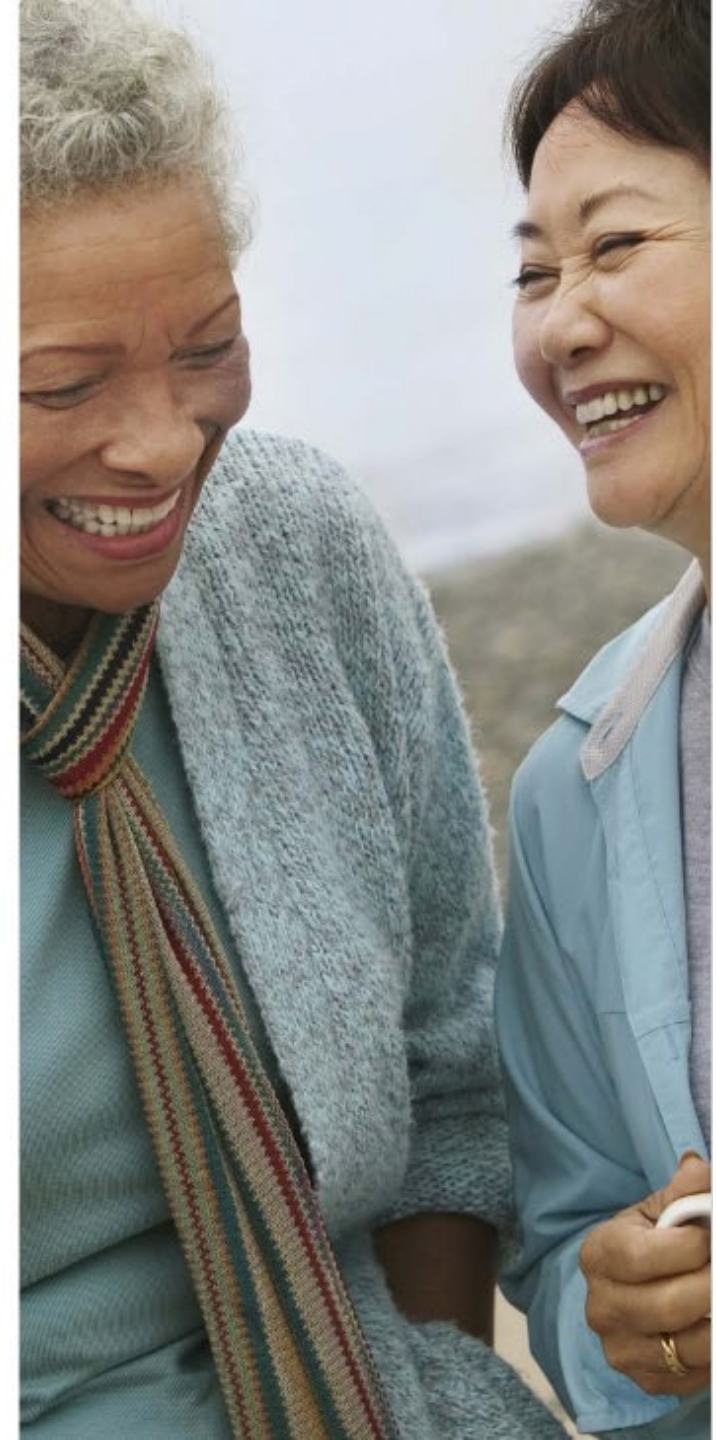
The Denver region is central to Colorado's growing reputation as a leader in innovation. Businesses and residents alike are choosing to move to — and stay in — the region because of the quality of life offered by its outstanding climate, central location, access to ever-expanding recreational opportunities, economic vitality, and diverse communities and lifestyle options.

As the region continues to grow and evolve, its residents face new and ongoing challenges to their quality of life and economic prosperity. By 2030, the region's population is forecast to increase from around 3 million to approximately 3.5 million. With growth comes increasing demands on the region's land and natural resources, and the need to continuously adapt and improve the region's infrastructure and services. Furthermore, as the region's older adult population grows, ensuring residents have access to opportunities, services and care will be essential to their well-being.

The region's 60-and-older cohort is growing at a faster rate than its entire population. By 2030, more than 1 million residents will be 60 or older. The growth among those 65 and older will pose challenges for the labor market. Demographic forecasts predict 400,000 people will retire between 2020 and 2030. Such demographic shifts also have profound implications for regional and local economic development, with an aging population changing housing and transportation needs.



*Colorado Department of Local Affairs, State Demography Office. (2022) 2021-2050 Population Forecast*



# How is the Comprehensive Economic Development Strategy organized?

The Comprehensive Economic Development Strategy guides DRCOG's work toward establishing a shared aspirational vision with its many partners. DRCOG's staff developed the plan's content and structure based on key stakeholder engagement activities and the themes and priorities that have guided the region's vision for the past 20 years. Throughout the plan, regional priorities are represented in a cascading series of elements, from top-level themes that describe the region's shared vision for its future down to actions that communities and individuals can take to support desired achievements.

Five overarching themes encompass the region's desired future for Economic Development. The themes organize 16 interrelated, aspirational outcomes, which describe a future DRCOG, local governments and partners will work toward together. The Comprehensive Economic Development Strategy links future-oriented statements to action through strategic action items.

## Listening to learn



*The Comprehensive Economic Development Strategy outreach process identified perspectives and varied, individual aspirations for a vibrant, inclusive economic future for the region. DRCOG staff engaged residents, small business owners, local and regional stakeholders in addition to subject matter experts from a broad variety of the region's economic interests. More than 100 people participated in interviews, focus groups, and a stakeholder analysis to identify strengths, opportunities, aspirations and results.*



### Colorado Women's Chamber of Commerce

*DRCOG hosted a breakfast meeting of approximately 35 women (and several men) at a local coworking space TARRA. Attendees were asked to answer a series of questions about their experience as women owners of businesses, including "What keeps you up at night?"*

### Economic Development Association for Black Communities

*DRCOG hosted a meeting of the Economic Development Association for Black Communities, a startup membership organization of Black business owners, many of them women, to hear about their experiences as minority business owners in the Denver region.*

## What is the region's vision? Themes and outcomes

Each of the five themes provides a destination point for the region and serves to organize how shared values are presented in the Comprehensive Economic Development Strategy.

Outcomes represent a regionwide aspiration shared by DRCOG, its local governments and economic development partners. They describe a future state desired by member governments and point to areas where success can be measured.

Strategic action items are actions that DRCOG and its economic development partners, local governments and others can take to move the region closer to achieving its member governments' shared vision.

Performance measures provide an evaluation framework to ensure the region is making progress.



## Theme 1: Intentional workforce development

### Outcomes

- The region is recognized as a leader in empowering its residents to compete for and win local well-paying jobs and careers.
- Local partners, working with DRCOG, ensure there are abundant opportunities for employment in urban centers with access to transit, housing and recreation.
- The region has an adaptable, skilled workforce which embraces a culture of lifelong learning.

## Theme 2: Addressing affordability

### Outcomes

- The region encompasses a variety of diverse, livable, affordable communities.
- Diverse, affordable housing options meet the needs of the region's workforce and residents of all ages, incomes and abilities.
- All residents have access to affordable housing, health care, education, transportation, child care, older adult services, energy and healthy food.



## Establishing new partnerships

### Colorado Women's Chamber of Commerce and TARRA

*Nine women founded the Colorado Women's Chamber of Commerce in 1988 to give women a voice in business, support women in business and provide resources to help them succeed. Women own 10.6 million U.S. businesses and employ 19.1 million workers'— one in every seven employees. Women-owned businesses account for \$2.5 trillion in annual sales. Membership isn't restricted to women. The organization encourages membership and participation by women, transgender individuals, nonbinary people and men.*

*TARRA connects women, women-identifying, nonbinary and male allies through a professional network, private office and membership work club.*



### Economic Development Association for Black Communities

*Economic development plans have spurred economic growth and mobility in communities since the birth of capitalism. Elected officials, experts and industry leaders come together to set the course for economic opportunity, claiming the rising tide from their plans will lift all ships. Yet historically and presently, Black communities remain unaccounted for in economic development plans and the growth they create. The Economic Development Association for Black Communities leads a renewed approach to Black economic development. It is dedicated to creating an inclusive American economy and with an understanding that Black communities face specific and unique challenges in our economies. To meet such challenges, the association serves as a hub for:*

- *Research and reporting around economic trends and policies.*
- *Opportunities for economic advancement such as jobs, training and entrepreneur development.*

## Theme 3: Equitable access to opportunities

### Outcomes

- There are abundant opportunities for economic and social upward mobility for residents of all ages, incomes and abilities.
- Educational opportunities for the region's residents have expanded and investments in education have made it more affordable.
- Economic diversification and diversity in employment opportunities are available to all residents and businesses in the region.
- The region promotes wealth generation and poverty reduction by ensuring access to a more equitable economy for all residents.

## Theme 4: Community infrastructure deployment

### Outcomes

- Investments in infrastructure and amenities allow people and businesses to thrive and prosper.
- The regional transportation system is well-connected, safe, reliable, well-maintained and provides affordable access to jobs and housing.

## Theme 5: A resilient, vibrant region

### Outcomes

- The region has clean air, sufficient clean water and lower greenhouse gas emissions.
- The built and natural environment supports healthy and active choices, and a safe, disaster-resistant urban, suburban and rural ecosystem using people-centric design.
- The region is seen as a highly desirable place to do business.
- The region values, protects and connects people to its diverse natural resource areas, open spaces, parks and trails.



### Establishing new partnerships (continued)

- *Advocacy for actions that help Black professionals overcome long-held economic challenges.*

*The association is rooted in three pillars that guide its membership, programs and strategic action: investment, education and advocacy.*

### Possibilities for making progress together

#### **Economic development forum**

*Working with the Metro Denver Economic Development Corporation, local and regional economic development and small business development centers, an economic development forum would engage businesses owned by women, Black people, Indigenous people and people of color to identify policies and actions that would advance progress on equity, diversity and inclusion and create stable economic opportunity for unserved and underserved populations in the region.*

### Regional housing strategy

*DRCOG, working with state, regional and local partners will develop a regional housing strategy. Beginning with the development of a housing assessment, the regional housing strategy will identify key strategies, best practices and policy recommendations for local governments to use locally to address issues affecting affordability in the housing market.*

### Transit-oriented development

*Staff and elected officials from DRCOG and its member governments have long understood the strong ties between housing, employment and transportation. Metro Vision includes several strategies implementable at the regional and local levels to ensure growth and development does not occur at the cost of quality of life, protection of natural resources and the environment.*

## Regional strategic action items

Outcomes represent a shared regionwide aspiration. DRCOG, local governments, economic development and other regional partners will work together toward outcomes, each contributing in a manner appropriate to local circumstances and priorities.

To equip local governments and partners to take action toward each outcome, DRCOG staff used leadership team and stakeholder group recommendations to develop strategic action items (potential activities and contributions). The strategic action items follow each theme, organized by outcome.

Strategic action items identify specific, voluntary opportunities for various regional and local economic development organizations, intentional partners and local governments to contribute to the outcomes identified in the Comprehensive Economic Development Strategy.



Photo courtesy of Regional Transportation District

# Strategic action items: ideas for implementation

## Upskilling

- Enable industry led partnerships involving business, higher education, K-12 education, state and local governments and other partners to upskill employees from entry level to experienced professionals for in-demand jobs that pay a living wage and contribute to regional vitality.

## Education

- Work with a broad array of partners to identify new creative approaches to ensuring the resident population has access to educational opportunities and skill development to compete in an upscale job market.
- Ensure a comprehensive education policy incorporates collaborative partnerships with businesses to enhance curriculum relevance, foster practical skill development and provide students with real-world experiences, preparing them to seamlessly integrate into a dynamic workforce.

## Trades and partnerships

- Identify and engage organizations willing to collaborate to create opportunities for local residents to obtain training and certification in industries that may not require advanced degrees.

## Child care

- Work with organizations engaged in delivery and development of a child care workforce to identify pathways for career and wage advancement to ensure a reliable supply of equitably distributed child care centers.

## Cultivating homegrown talent

*Access for residents to jobs, and for employers to qualified workers, is fundamental to the health of the regional economy. Among the region's strengths are its well-educated labor force, major universities and ability to attract talent. Education disparities across races and between lifelong Coloradans and newcomers to the state suggest that the education system is not keeping pace with the needs of the workforce. A reliance on importing talent makes the regional economy vulnerable if it cannot provide the necessary training and opportunities for existing residents or continue to attract new talent. An untrained and underused workforce will hinder the economy, resulting in increased social service demands that divert public funds from more productive uses.*



# Evaluation framework: performance measures

## How will the region's progress be measured?

To help track progress toward the region's identified outcomes, the Comprehensive Economic Development Strategy establishes a series of performance measures based on:

- Relevance to outcomes and strategic action items.
- Availability of regularly updated and reliable data sources.
- Use of measurable, quantitative information, in addition to anecdotal insights.

Using regular tracking, DRCOG and its partners can verify whether their collective actions to implement the Comprehensive Economic Development Strategy are moving the region toward its desired outcomes.

For each performance measure, there is:

1. A baseline, which indicates the region's current status for that measure.
2. A 2030 target, which establishes the desired future outcome for that measure.

Relationships between performance measures and strategic action items are also indicated.

## Performance measures

| Measure   | Where is the region today? (baseline)                          | Baseline source  | Where does the region intend to be? (2030 target) |
|---|--|--|---|
| Share of the region's housing located in urban centers  | 12% (2021)   | <a href="#">Metro Vision</a>   | 15%   |
| Share of the employment located in urban centers  | 38.4% (2021)   | <a href="#">Metro Vision</a>   | 40%   |
| Attainment of advanced degree or training by local high school graduates                                    | 66% (2020)   | 2020 <a href="#">Colorado Evaluation and Action Lab Report</a>   | 68%   |
| Improve graduation rate for economically disadvantaged students   | 71.9% (2021-2022)  | <a href="#">2021-22 State Policy Report: Dropout Prevention and Student Re-engagement</a> , Colorado Department of Education, March 2023 | 75%   |
| Percentage of income spent on quality, affordable child care  | 16% to 27% (2022)  | <a href="#">Quality Child Care in Colorado: A Cost Study</a> ; Bell Policy Center 2022   | 10% to 20%  |
| Share of the region's population lacking access to affordable, quality health care                          | 19.5% (2021)   | <a href="#">Colorado Health Access Survey 2021</a>   | 15%   |
| Percent of unserved and underserved portions of the region with access to high-speed broadband (100/20Mbps) | 40.3% for Gilpin County<br>44.2% for Clear Creek County (2023) | <a href="#">2023 Colorado Broadband Map</a> , Colorado Broadband Office  | 95%   |
| Number of industry clusters and lifestyle verticals located in the region                                   | 11 (2023)  | <a href="#">Metro Denver Economic Profile 2023</a> , Metro Denver Economic Development Corporation                                       | 12  |
| Surface transportation-related greenhouse gas emissions per capita per day                                  | 18.9 pounds per capita per day (2020)                          | <a href="#">Metro Vision</a>   | 15 pounds per capita per day                      |
| Protected open space  | 1,795 square miles (2021)                                      | <a href="#">Metro Vision</a>   | 1,880 square miles                                |

# Questions?

**Dr. Flo Raitano**

Director of Partnership Development and Innovation

[fraitano@drcog.org](mailto:fraitano@drcog.org)

[drcog.org/CEDS](http://drcog.org/CEDS)



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Denver Regional Council of Governments  
State of Colorado

Board of Directors

Resolution No. 1, 2024

**A resolution approving the 2024-2030 Comprehensive Economic Development Strategy**

**Whereas**, The Denver Regional Council of Governments has agreed to support the efforts of the Colorado Office of Economic Development and International Trade to develop a Comprehensive Economic Development Strategy; and

**Whereas**, DRCOG member governments would derive additional benefits from securing access to Economic Development Administration funding with an accepted, active Comprehensive Economic Development Strategy in place; and

**Whereas**; the Leadership Team for the Comprehensive Economic Development Strategy has accepted the proposed document.

**Now, therefore, be it resolved** that the Board of Directors of the Denver Regional Council of Governments hereby approves the 2024-2030 Comprehensive Economic Development Strategy for the DRCOG region.

**Resolved, passed, and approved** this 21<sup>st</sup> day of February, 2024 at Denver Colorado.

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Steve Conklin, Chair  
Board of Directors  
Denver Regional Council of Governments

ATTEST:

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Douglas W. Rex, Executive Director



**Attachment E**

Transportation Improvement Program Policy Amendments.

## Board of Directors

Meeting date: February 21, 2024

Agenda Item #: 8 – E

### Transportation Improvement Program Policy Amendments

Agenda item type: Consent agenda

#### Summary

Staff is proposing amendments to the *Fiscal Year 2024-2027 Transportation Improvement Program*.

#### Background

The region’s transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program 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 Transportation Improvement Program.

The projects to be amended are shown below and listed in Attachment 1. The proposed amendments to the [Fiscal Year 2024-2027 Transportation Improvement Program](#) have been found to comply with the current Transportation Improvement Program amendment procedures, as contained within the Board-adopted [Policies for Transportation Improvement Program Development](#) and conform with the State Implementation Plan for Air Quality.

| Identification Number | Sponsor       | Title  | Reason for Amendment   | New/Removed Funding | Internal Funding Shifts   |
|-----------------------|---------------|--|--|---------------------|---|
| 2020-087              | CDOT Region 1 | Safer Main Streets Pool                        | Transfer funding to existing W Colfax Safety Improvements project 2024-048 | N/A                 | Transfer \$7,060,000 in state Legislative-Transit funds and \$2,940,000 in state Legislative funds to W Colfax Safety Improvments |
| 2024-048              | Lakewood      | W Colfax Safety Improve ments: Teller-Sheridan | Transfer funding from Safer Main Streets Pool 2020-087                     | N/A                 | Transfer \$7,060,000 in state Legislative-Transit funds and \$2,940,000 in state Legislative funds from Safer Main Streets Pool   |



Board of Directors  
February 21, 2024  
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**Action by others**

[January 22, 2024](#) – Transportation Advisory Committee recommended approval

[February 20, 2024](#) – Regional Transportation Committee will make a recommendation

**Previous discussion/action**

n/a

**Recommendation**

Move to adopt a resolution amending the *Fiscal Year 2024-2027 Transportation Improvement Program*.

**Attachment**

1. Proposed Transportation Improvement Program Amendments
2. Draft resolution

**For more information**

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



# Attachment 1

## February 2024 Amendments to the Fiscal Year 2024-2027 Transportation Improvement Program

**2020-087:** Remove one pool project, \$7,060,000 in state Legislative-Transit funding, and \$2,940,000 in state Legislative funding from prior years being transferred to W Colfax Safety Improvements

### Existing Project

Title: **Safer Main Streets Pool**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2020-087**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

#### Project Scope

Urban arterial safety investments, with a focus on bicycle and pedestrian mobility. Improvements include shoulders, striping, medians, traffic signals, and safe crossings that align with DRCOG's Vision Zero elements. Pool funding contains both DRCOG and state funding sources.



Affected County(ies)

Regional

#### Performance Measures

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

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

| Agency/Project Name | Notes   | Cost (1,000s) | Agency/Project Name (Cont) | Notes  | Cost (1,000s) | Agency/Project Name (Cont)   | Notes  | Cost (1,000s) |
|---------------------|---|---------------|----------------------------|--|---------------|------------------------------|--|---------------|
| Arapahoe County     | Arapahoe Road at Olathe St Intersection Improvements                        | \$450         | Denver                     | Mississippi Avenue Vision Zero Safety Project                              | \$2,132       | Lone Tree and Douglas County | C-470 Trail Connector to RTD/Park Meadows LRT                            | \$1,600       |
| Arapahoe County     | S. Federal Blvd. Sidewalk Improvements                                      | \$464         | Denver                     | SH-88/Federal Boulevard Median Gaps  | \$3,600       | Longmont                     | SH-119 & Sunset St Intersection Multimodal Safety Improvements (SDR5000) | \$1,200       |
| Boulder             | Safer Signals, Safer Streets  | \$435         | Denver                     | West Colfax Pedestrian and Transit Improvements + Partial E. Colfax        | \$10,000      | Morrison                     | Morrison Main Street Revitalization                                      | \$426         |
| Boulder             | 28th St. (US 36) and Colorado Ave. Protected Intersection                   | \$2,104       | Denver                     | Broadway Corridor Multimodal Improvements (Elevate Project)                | \$9,600       | Nederland                    | Nederland Crosswalk Improvements   | \$280         |
| Boulder             | 30th Street – Separated Bike Lanes (SH-7/Arapahoe Avenue – Colorado Avenue) | \$2,300       | Denver                     | Federal Blvd Pedestrian Improvement Project                                | \$3,812       | Northglenn                   | Connect Northglenn Multimodal Improvements                               | \$560         |
| Boulder County      | US 36 Intersections Improvements Project (Lyons to Boulder)                 | \$240         | Douglas County             | US Highway 85 Shoulder Widening (Castle Rock Parkway to Daniels Park Road) | \$880         | Superior                     | US 36 Bikeway Extension - Rock Creek Parkway Segment                     | \$320         |
| Broomfield          | US 287/ 120th Avenue Sidepath Infill & Transit Access Improvements          | \$2,000       | Englewood                  | West Dartmouth Ave Multimodal Safety                                       | \$1,260       | Denver                       | Evans Ave Vision Zero Safety Project                                     | \$744         |
| Broomfield          | CO 128 / US 36 Bikeway Connection   | \$298         | Erie                       | County Line Road Telleen to Evans  | \$2,380       | Douglas County               | C-470 Trail & University Blvd Ped Grade Separation                       | \$5,120       |

| Agency/Project Name | Notes   | Cost (1,000s) | Agency/Project Name (Cont) | Notes  | Cost (1,000s) | Agency/Project Name (Cont) | Notes                                       | Cost (1,000s) |
|---------------------|---|---------------|----------------------------|--|---------------|----------------------------|---|---------------|
| Broomfield          | 112th/Uptown Ave. Complete Streets and Railroad Safety Improvements | \$3,542       | Lakewood                   | West Colfax Pedestrian Safety and Infrastructure Project | \$10,000      | Parker                     | Parker Rd (SH-83) Multi-Use Trail/Sidewalk  | \$3,200       |
| Centennial          | Arapahoe and Clarkson Traffic Signal and Bike Lane Continuation     | \$400         | Littleton                  | Mineral Station East Mobility-shed Improvements          | \$1,800       | RTD                        | Improving ADA Accessibility in Metro Denver | \$905         |
| Centennial          | S Holly St HAWK Signal and Pedestrian Improvements                  | \$250         | Littleton                  | Prince Street Link Project                               | \$815         | CDOT R1                    | Urban Arterials Safety Study                | \$2,500       |
| Commerce City       | Colorado Boulevard Bicycle and Pedestrian Improvements              | \$2,720       | Lone Tree                  | Rapid Rectangular Flashing Beacons (RRFBs)               | \$248         |                            |   |               |

| Amounts in \$1,000s | Prior Funding | FY24 | FY25 | FY26 | FY27 | Future Funding | Total Funding |
|---------------------|---------------|------|------|------|------|----------------|---------------|
| Federal             |               | \$0  | \$0  | \$0  | \$0  |                |               |
| Federal (STBG)      |               | \$0  | \$0  | \$0  | \$0  |                |               |
| State               |               | \$0  | \$0  | \$0  | \$0  |                |               |
| State (Leg)         |               | \$0  | \$0  | \$0  | \$0  |                |               |
| State (Leg-T)       |               | \$0  | \$0  | \$0  | \$0  |                |               |
| Local               |               | \$0  | \$0  | \$0  | \$0  |                |               |
| Total               | \$98,269      | \$0  | \$0  | \$0  | \$0  | \$0            | \$98,269      |

**Highlighted Project to be Removed**

### Revised Funding Table

| Amounts in \$1,000s | Prior Funding | FY24 | FY25 | FY26 | FY27 | Future Funding | Total Funding |
|---------------------|---------------|------|------|------|------|----------------|---------------|
| Federal             |               | \$0  | \$0  | \$0  | \$0  |                |               |
| Federal (STBG)      |               | \$0  | \$0  | \$0  | \$0  |                |               |
| State               |               | \$0  | \$0  | \$0  | \$0  |                |               |
| State (Leg)         |               | \$0  | \$0  | \$0  | \$0  |                |               |
| State (Leg-T)       |               | \$0  | \$0  | \$0  | \$0  |                |               |
| Local               |               | \$0  | \$0  | \$0  | \$0  |                |               |
| Total               | \$88,269      | \$0  | \$0  | \$0  | \$0  | \$0            | \$88,269      |

**2024-048:** Add \$7,060,000 in state Legislative-Transit funding and \$2,940,000 in state Legislative funding in prior years being transferred from Safer Main Streets Pool

### Existing Project

Title: **W Colfax Safety Improvements: Teller-Sheridan**

Project Type: **Other**

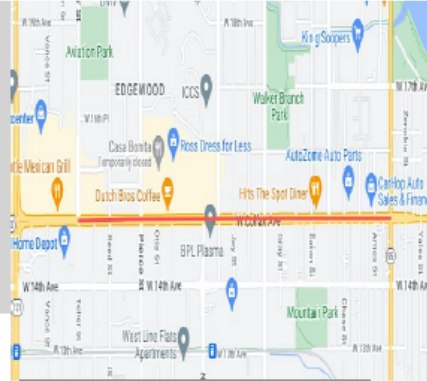
TIP-ID: **2024-048**

STIP-ID:

Open to Public: **2027**

Sponsor: **Lakewood**

**Project Scope**  
Lighting and landscaping improvements to improve pedestrian safety along the corridor.



| Affected Municipality(ies) |
|----------------------------|
| Lakewood                   |

| Affected County(ies) |
|----------------------|
| Jefferson            |

| Project Phases |                       |
|----------------|-----------------------|
| Year           | Phase                 |
| 2026           | Initiate Construction |
| 2027           | Initiate Construction |

| 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 | FY24 | FY25 | FY26    | FY27    | Future Funding | Total Funding |
|---------------------|---------------|------|------|---------|---------|----------------|---------------|
| Federal (STBG)      |               | \$0  | \$0  | \$3,139 | \$1,046 |                |               |
| State               |               | \$0  | \$0  | \$0     | \$0     |                |               |
| Local               |               | \$0  | \$0  | \$1,101 | \$367   |                |               |
| <b>Total</b>        |               | \$0  | \$0  | \$4,240 | \$1,413 | \$0            | \$5,653       |

### Revised Funding Table

| Amounts in \$1,000s | Prior Funding   | FY24 | FY25 | FY26    | FY27    | Future Funding | Total Funding   |
|---------------------|-----------------|------|------|---------|---------|----------------|-----------------|
| Federal             |                 | \$0  | \$0  | \$0     | \$0     |                |                 |
| Federal (STBG)      |                 | \$0  | \$0  | \$3,139 | \$1,046 |                |                 |
| State               |                 | \$0  | \$0  | \$0     | \$0     |                |                 |
| State (Leg)         |                 | \$0  | \$0  | \$0     | \$0     |                |                 |
| State (Leg-T)       |                 | \$0  | \$0  | \$0     | \$0     |                |                 |
| Local               |                 | \$0  | \$0  | \$1,101 | \$367   |                |                 |
| <b>Total</b>        | <b>\$10,000</b> | \$0  | \$0  | \$4,240 | \$1,413 | \$0            | <b>\$15,653</b> |

Denver Regional Council of Governments  
State of Colorado

Board of Directors

Resolution No. 2, 2024

**A resolution amending** the Fiscal Year 2024-2027 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 2024-2027 was adopted by the Board of Directors on August 16, 2023; and

**Whereas**, it is necessary to amend the Fiscal Year 2024-2027 Transportation Improvement Program; and

**Whereas**, the Regional Transportation Committee has recommended approval of the amendments.

**Now, therefore, be it resolved** that the Board of Directors of the Denver Regional Council of Governments hereby amends the Fiscal Year 2024-2027 Transportation Improvement Program.

**Be it further resolved** that the Denver Regional Council of Governments hereby determines that these amendments to the Fiscal Year 2024-2027 Transportation Improvement Program conform to the State Implementation Plan for Air Quality.

**Resolved, passed, and adopted** this 21st day of February, 2024 at Denver, Colorado.

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Steve Conklin, Chair  
Board of Directors  
Denver Regional Council of Governments

ATTEST:

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Douglas W. Rex, Executive Director

**Attachment F**

2024 Federal Safety Performance Measure Targets.



## Board of Directors

Meeting date: February 21, 2024

Agenda Item #: 8 - F

### 2024 Federal Safety Performance Measure Targets

Agenda item type: Consent agenda

#### Summary

Consideration of proposed targets for the 2024 federal safety performance measures.

#### Background

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

For the safety performance measures described below, the region has the option of supporting the state’s targets established by the Colorado Department of Transportation or establishing its own targets for the metropolitan planning organization area. As in previous years, staff proposes establishing targets specific to the metropolitan planning organization area.

#### *PM1: Safety performance*

The metropolitan planning organization must set the safety targets based on a 5-year rolling average. DRCOG has until February 29, 2024 to set the 2024 safety targets and then report them to the Colorado Department of Transportation. The proposed 2024 targets are:

| Safety  | Targets |
|---|---------|
| Number of fatalities  | 290     |
| Rate of fatalities per 100 million vehicle miles traveled       | 1.037   |
| Number of serious injuries                                      | 1,683   |
| Rate of serious injuries per 100 million vehicle miles traveled | 6.022   |
| Number of non-motorized fatalities and serious injuries         | 369     |

When the Board of Directors adopted Taking Action on Regional Vision Zero in 2020, the region committed to a target of zero traffic fatalities and serious injuries. Based on guidance from the Board at its December 2020 meeting, staff have tied these short-term federal targets to the long-term target of zero fatalities by 2040 and zero serious injuries by 2045. The proposed 2024 safety targets continue this practice.



Board of Directors  
February 21, 2024  
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DRCOG staff intends to propose adopting the update to Taking Action on Regional Vision Zero and amending the Metro Vision Plan in 2024 to reflect these long-term targets.

**Action by others**

[January 22, 2024](#) – Transportation Advisory Committee recommended approval  
[February 20, 2024](#) – Regional Transportation Committee will make a recommendation

**Previous discussion/action**

n/a

**Recommendation**

Move to adopt a resolution adopting the 2024 safety targets for the metropolitan planning organization area as part of federal performance-based planning and programming requirements and adopt the horizon years of achieving zero fatalities by 2040 and zero serious-injuries by 2045.

**Attachments**

1. Staff presentation
2. Draft resolution

**For more information**

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or [drex@drcog.org](mailto:drex@drcog.org); Lauren Kirgis, Multimodal Transportation Planner, at 303-480-6729 or [lkirgis@drcog.org](mailto:lkirgis@drcog.org) or Alvan-Bidal Sanchez, Program Manager, at 720-278-2341 or [asanchez@drcog.org](mailto:asanchez@drcog.org).



# Safety Performance Measures and Targets

Board of Directors

February 21, 2024

Lauren Kirgis, she/her

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.

# Actions towards achieving safety targets



## Improve Collaboration Between Allied Agencies

- Continuing to host monthly **Regional Vision Zero Work Group** meetings.



## Increase Awareness and Adoption of Vision Zero

- **Strategic update to *Taking Action on Regional Vision Zero*** in 2023.
- Participating in a 2-year **Vision Zero Community Peer Exchange** program with Metro, Portland's MPO
- Participating in the **Colorado Safe Routes to Schools Advisory Committee**.
- **Increased local media coverage** of DRCOG's Regional Vision Zero program efforts.

# Continued: Actions towards achieving safety targets

## Design and Retrofit Roadways to Prioritize Safety



- Developed a **Regional Complete Streets Toolkit** addressing safety-related aspects of street design, incorporating Vision Zero principles, crash profiles and countermeasures, and including further guidance for establishing safe design components.
- Conducted **Regional Complete Streets Prioritization Analysis** of the region to identify the top corridors for investing funds and resources to improve mobility and accessibility for all users.
- Supporting locals with **SS4A-funded development of local safety action plans**.
- Participating on multiple **local corridor safety studies**.



## Increase Funding and Resources

- 2024-27 TIP includes **207 TIP Projects at \$434.8 million** that will improve safety.
- Exploring opportunities to apply and leverage **Bipartisan Infrastructure Law (BIL) funding**.

# Actions towards achieving safety targets

## Improve Data Collection and Reporting



- Hired **Senior Crash Data Consortium Planner** to lead inventory of the region's needs and issues surrounding crash data, working with the Department of Revenue, STRAC, and CDOT to identify solutions to address data collection, processing, and analysis and explore the creation of a **regional crash data consortium**.
- Developed a **Regional Vision Zero story map** to enhance the Regional Vision Zero toolkit and provide local governments with easy access to quick analysis of area type crash profiles and potential countermeasures.
- Continued participation in the **Colorado Statewide Traffic Records Advisory Committee (STRAC)** meetings to help improve the quality of crash data and form completeness. Exploring becoming a voting member of STRAC.
- Released the **Active Modes Crash Report** – an assessment of regional crash and safety trends involving people bicycling and walking from 2015-2021.

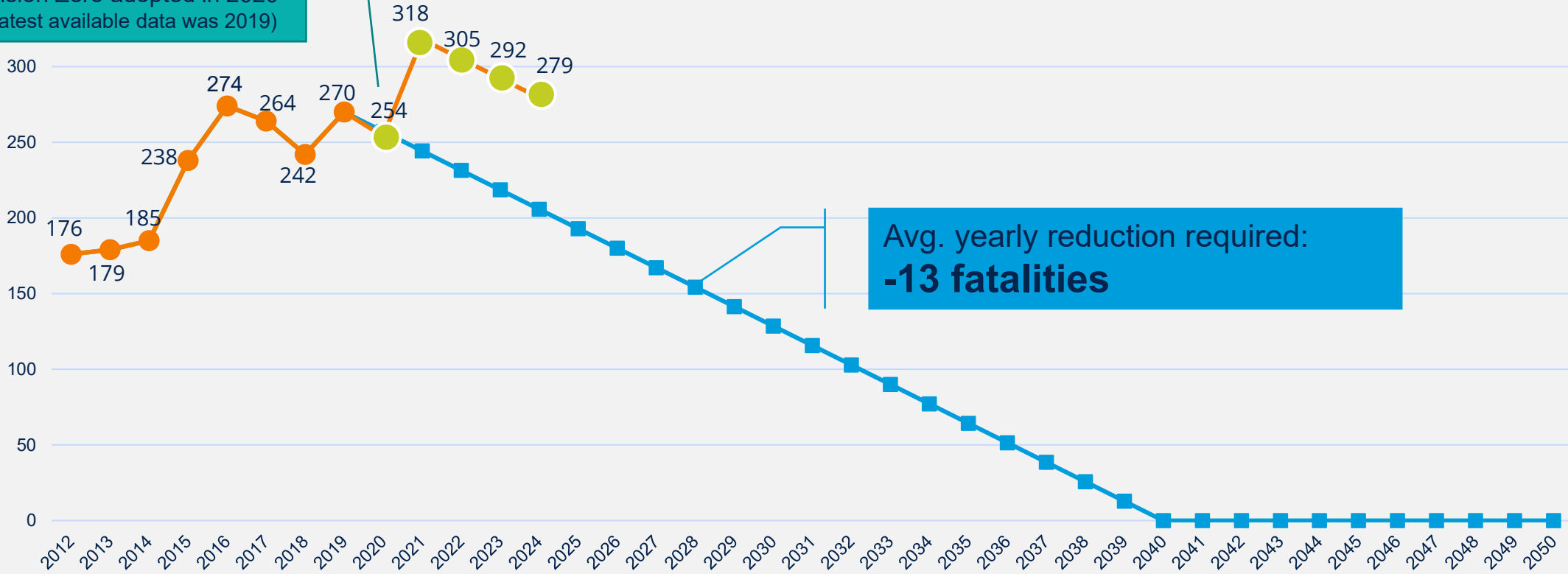


# Methodology

- Targets based on the principle outlined in Taking Action on Regional Vision Zero, adopted in 2020.
  - “Loss of life is not an acceptable price to pay for mobility.”
- Targets based on 0 fatalities and 0 serious injuries.
  - Fatality Target Year: 2040.
  - Serious Injury Target Year: 2045.
- Targets balance the aspirational goal of zero with the federal requirement that targets must be short-term and realistic.

# Achieving zero fatalities by 2040

Taking Action on Regional Vision Zero adopted in 2020 (latest available data was 2019)

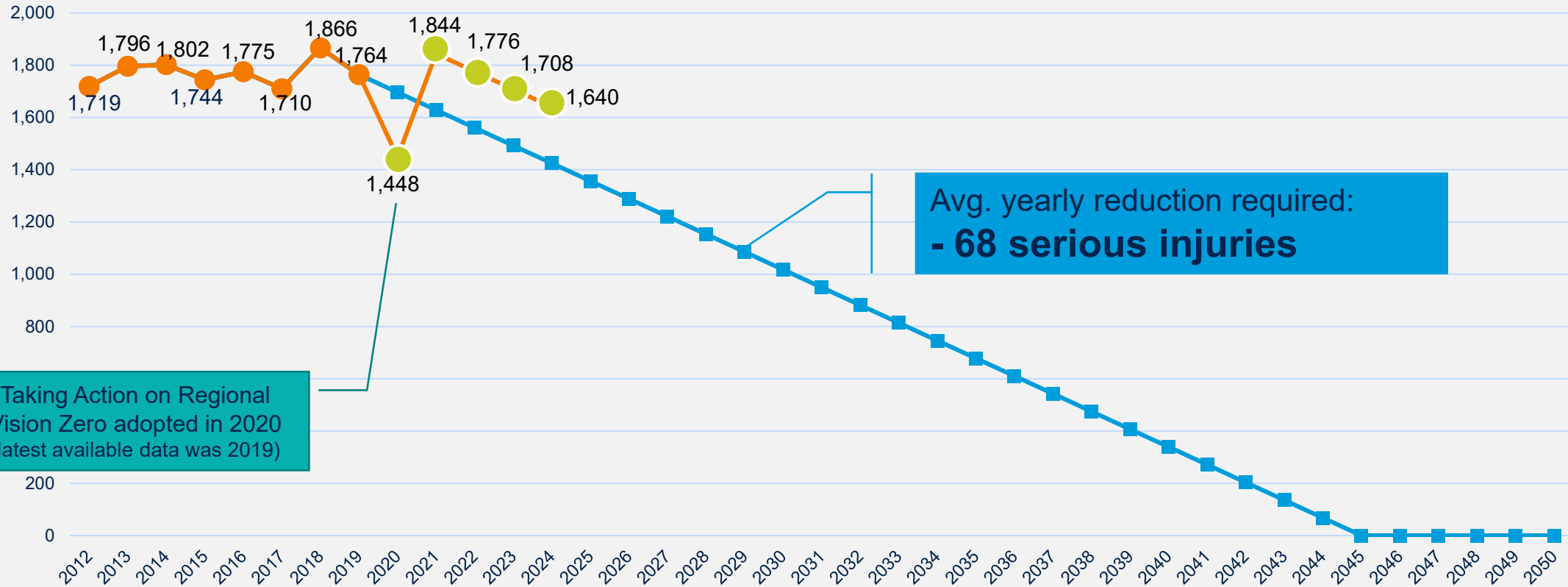


Avg. yearly reduction required:  
**-13 fatalities**

| Year                 | 2020 | 2021 | 2022 | 2023 | 2024 | Calculating target                          |
|----------------------|------|------|------|------|------|---|
| Number of fatalities | 254  | 318  | 305  | 292  | 279  | $(254+318+305+292+279)/5 = \underline{290}$ |

Observed | Projection

# Achieving zero serious injuries by 2045



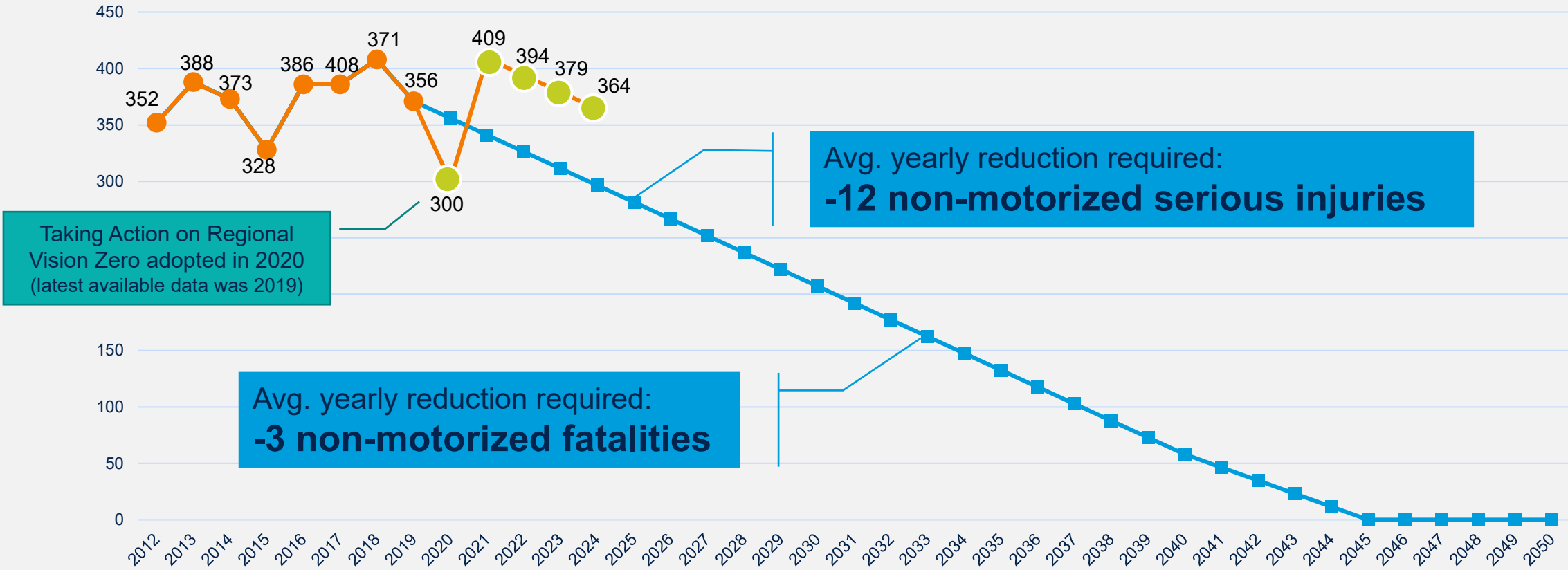
Taking Action on Regional Vision Zero adopted in 2020 (latest available data was 2019)

Avg. yearly reduction required:  
- 68 serious injuries

| Year                       | 2020  | 2021  | 2022  | 2023  | 2024  | Calculating target                          |
|----------------------------|-------|-------|-------|-------|-------|---|
| Number of serious injuries | 1,448 | 1,844 | 1,844 | 1,708 | 1,640 | $(1,448+1,844+1,776+1,708+1,640)/5 = 1,683$ |



# Achieving zero non-motorized fatalities and serious injuries



Taking Action on Regional Vision Zero adopted in 2020 (latest available data was 2019)

Avg. yearly reduction required: **-12 non-motorized serious injuries**

Avg. yearly reduction required: **-3 non-motorized fatalities**

| Year  | 2020 | 2021 | 2022 | 2023 | 2024 | Calculating target              |
|---|------|------|------|------|------|---------------------------------|
| Number of non-motorized fatalities & serious injuries | 300  | 409  | 394  | 379  | 364  | $(300+409+394+379+364)/5 = 369$ |



# Proposed 2024 safety targets

| Safety  | Desired Trend | Baseline | 2024 targets<br>(2019-2023) |
|---|---------------|----------|-----------------------------|
| Number of fatalities  | ⇓             | TBD      | 290                         |
| Rate of fatalities per 100 million vehicle miles traveled       | ⇓             | TBD      | 1.037                       |
| Number of serious injuries                                      | ⇓             | TBD      | 1,683                       |
| Rate of serious injuries per 100 million vehicle miles traveled | ⇓             | TBD      | 6.022                       |
| Number of non-motorized fatalities and serious injuries         | ⇓             | TBD      | 369                         |

# Next steps

- Taking Action on Regional Vision Zero update.
- SS4A grant exploration.
- Crash data dashboard kick-off and implementation.
- Active Transportation Plan update.

# Requested motion

Move to adopt a resolution adopting the 2024 safety targets for the metropolitan planning organization area as part of federal performance-based planning and programming requirements and adopt the horizon years of achieving zero fatalities by 2040 and zero serious-injuries by 2045.

# Thank you!

# Questions?

**Lauren Kirgis**

Multimodal Transportation Planner

303-480-6729

[lkirgis@drcog.org](mailto:lkirgis@drcog.org)



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Denver Regional Council of Governments  
State of Colorado

Board of Directors

Resolution No. 3, 2024

**A resolution adopting the 2024 safety targets for the Denver Regional Council of Governments metropolitan planning organization 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**, the Denver Regional Council of Governments has adopted Taking Action on Regional Vision Zero; and

**Whereas**, the Denver Regional Council of Governments commits to zero traffic fatalities by 2040 and zero serious injuries by 2045; 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**, 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.

**Now, therefore, be it resolved** that the Board of Directors of the Denver Regional Council of Governments hereby adopts the following targets:

A resolution adopting the 2024 safety targets for the Denver Regional Council of Governments metropolitan planning organization area as part of federal performance-based planning and programming requirements.

Resolution No.3, 2024

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| <b>Safety</b>   | <b>2024 Targets</b> |
|---|---------------------|
| Number of fatalities                                    | 290                 |
| Rate of fatalities per 100 million VMT                  | 1.037               |
| Number of serious injuries                              | 1,683               |
| Rate of serious injuries per 100 million VMT            | 6.022               |
| Number of non-motorized fatalities and serious injuries | 369                 |

**Resolved, passed, and adopted** this 21st day of February, 2024 at Denver Colorado.

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Steve Conklin, Chair  
Board of Directors  
Denver Regional Council of Governments

ATTEST:

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Douglas W. Rex, Executive Director

## **Attachment G**

Discussion of appointments to the Front Range Passenger Rail District Board.

## Board of Directors

Meeting date: February 21, 2024

Agenda Item #: 9

### Discussion of appointments to the Front Range Passenger Rail District Board

Agenda item type: Action item

#### Summary

This item is about the appointment of two of DRCOG's four representatives to the Front Range Passenger Rail District Board.

#### Background

DRCOG has four representatives on the [Front Range Passenger Rail District Board](#), all appointed by the DRCOG Board in February 2022. Two of the four representatives have 4-year terms, and the other two representatives have initial 2-year terms that expire March 1, 2024.

DRCOG staff solicited candidates for these two expiring appointments from December 19, 2023 to January 19, 2024 and received six applications. DRCOG's Nominating Committee considered all individuals who applied, and wishes to thank those who expressed interest in serving. After discussion and consideration, the Nominating Committee recommends the following candidates:

- Joan Peck, Mayor, Longmont
- Sarah Nurmela, Mayor Pro Tem, Westminster

DRCOG's other two representatives are Christ Nevitt (former Council Member and current Transit Oriented Development Manager, City and County of Denver) and Deborah Mulvey (Council Member, Castle Pines). DRCOG Board members Claire Levy (Boulder County Commissioner) and Randy Wheelock (Clear Creek County Commissioner) are also on the Front Range Passenger Rail District Board representing other entities.

Sentate Bill 21-238, which created the Front Range Passenger Rail District Board, specifies that only members of the DRCOG Board who represent a member local government that is wholly or partly included within the District's boundary may vote on the appointment (which excludes Gilpin County, Clear Creek County, and any municipality east of Kiowa Creek in Adams and Arapahoe counties).

Once appointed by the Board, these two representatives will serve four year terms, with terms offset by two years from the other two representatives. This means the DRCOG Board will



appoint two of its four representatives every two years to 4-year terms. Finally, as noted, the current appointments are due by March 1, 2024.

Board of Directors  
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**Action by others**

n/a

**Previous discussion/action**

n/a

**Recommendation**

Move to appoint the DRCOG Nominating Committee's recommended candidates to represent DRCOG on the Front Range Passenger Rail District Board.

**Attachments**

n/a

**For more information**

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



## **Attachment H**

Discussion of the Denver Regional Council of Governments  
Priority Climate Action Plan.

## Board of Directors

Meeting date: February 21, 2024

Agenda Item #: 10

### Discussion of the Denver Regional Council of Governments Priority Climate Action Plan

Agenda item type: Action item

#### Summary

Overview of DRCOG's Priority Climate Action Plan developed under the Climate Pollution Reduction Grant and action on its approval.

#### Background

On April 19, 2023, the DRCOG Board voted unanimously to accept the role of lead agency for the US Environmental Protection Agency's Climate Pollution Reduction Grant, a \$5 billion program funded through the Inflation Reduction Act. Through this program DRCOG received a \$1 million Planning Grant to develop climate action plans in coordination with local stakeholders throughout the Denver-Aurora-Lakewood Metropolitan Statistical Area.

The planning grant funds are designated for the completion of the following products:

- Priority Climate Action Plan (PCAP), due March 1, 2024
- Comprehensive Climate Action Plan (CCAP), due August 1, 2025
- Status Report, due August 1, 2027

Staff presented an overview of the draft Priority Climate Action Plan at the January 17 Board meeting in advance of the DRCOG Board considering adopting the plan in February.

The Priority Climate Action Plan includes a greenhouse gas emissions inventory, a low-income and disadvantaged communities analysis, an overview of public and stakeholder feedback, and quantified climate pollution reduction measures. The plan is a pre-requisite for any eligible entity to compete in the second phase of the Climate Pollution Reduction Grant program that will competitively award \$4.6 billion for implementation projects.

Through a three-month long planning process that included public, stakeholder steering committee, equity steering committee and the project management team's insights, a set of eight voluntary strategies aimed at reducing climate pollution were identified. These interconnected strategies prioritize investment in the residential and commercial building sector, the transportation sector, and workforce development while addressing economic disparities by prioritizing equitable access to benefits and ensuring that vulnerable communities receive a fair share of the opportunities arising from these investments.



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**Action by others**

n/a

**Previous discussion/action**

[April 19, 2023](#) - Board of Director's approval for DRCOG lead agency role

[January 17, 2023](#) - Board of Director's discussion of draft Priority Climate Action Plan

**Recommendation**

Move to adopt the Denver Regional Council of Governments Priority Climate Action Plan to be submitted to the U.S. Environmental Protection Agency by March 1, 2024.

**Attachments**

1. Staff presentation
2. Link: [Priority Climate Action Plan](#)

**For more information**

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or [drex@drcog.org](mailto:drex@drcog.org); or Robert Spotts, Mobility Analytics Program Manager, Transportation Planning and Operations Division, at 303-480-5626 or [rspots@drcog.org](mailto:rspots@drcog.org).





# DRCOG Priority Climate Action Plan



February 21, 2024

Robert Spotts, Mobility Analytics Program Manager

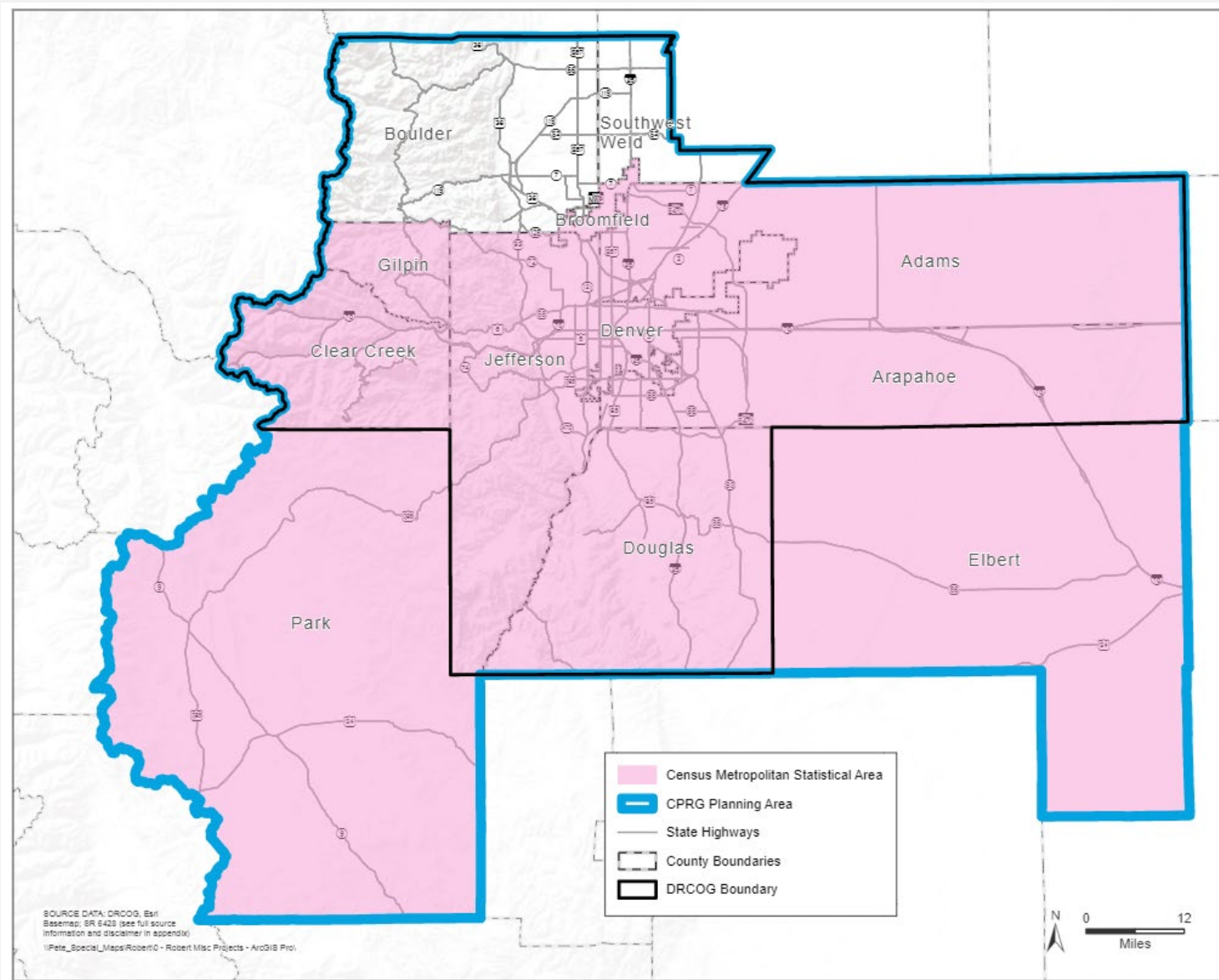
Maddy Nesbit, Senior Planner, Climate Pollution Reduction

# Climate pollution reduction planning grant requirements

The \$1 million in planning grant funds are designated for the completion of the following products:

- 1. Priority Climate Action Plan (PCAP)**  
Due March 1, 2024
- 2. Comprehensive Climate Action Plan (CCAP)**  
Due August 1, 2025
- 3. Status Report**  
Due August 1, 2027

# Climate pollution reduction grant planning area



# Priority climate action plan elements

- Greenhouse Gas Inventory
- Greenhouse Gas Reduction Measures
  - Quantification of Greenhouse Gas Reductions
  - Low-Income and Disadvantaged Communities Benefits Analysis
  - Review of Authority to Implement Strategies
- Workforce Planning Analysis

# DRCOG's priority climate action plan

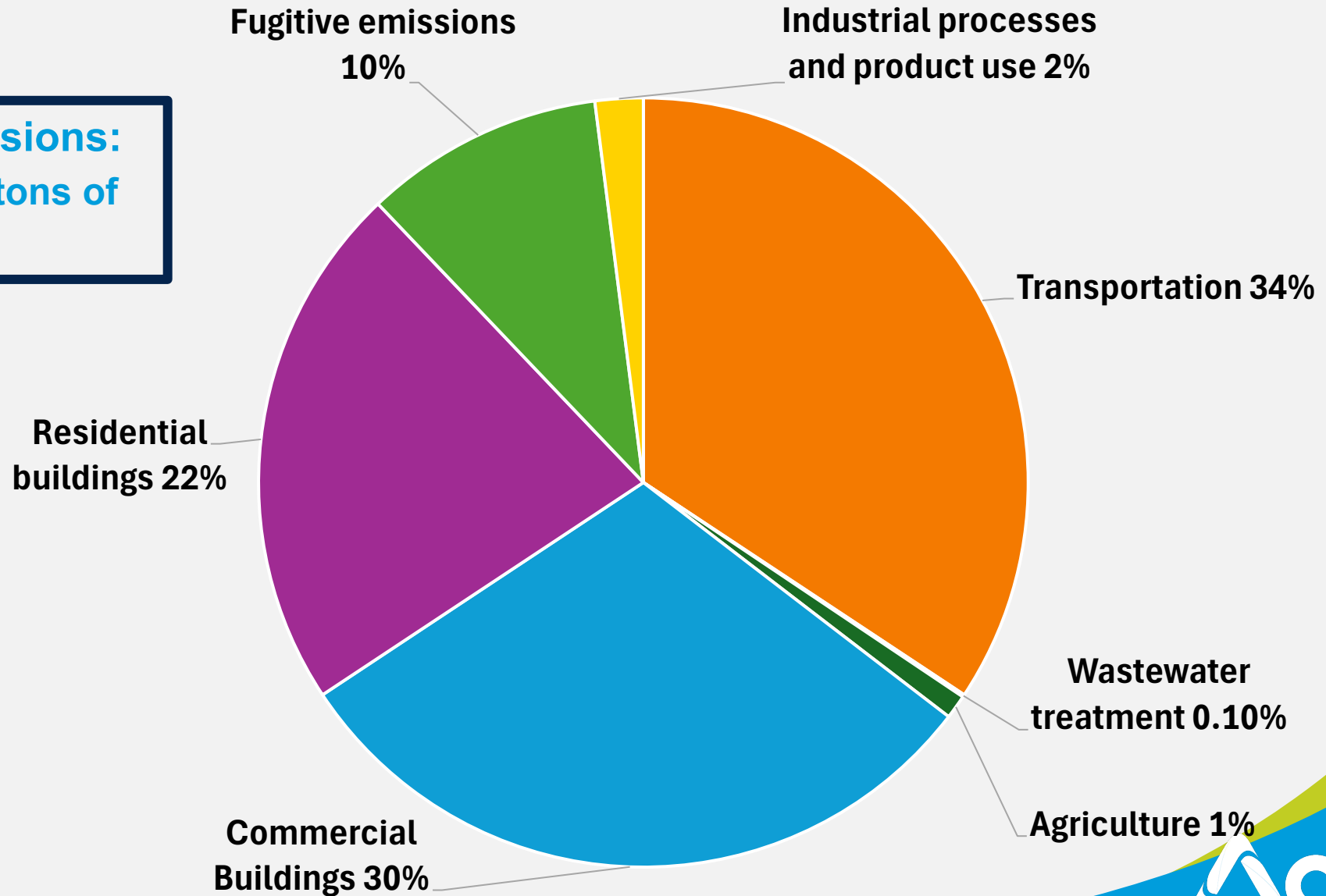
- Ambitious, interconnected set of **voluntary strategies** aimed at mitigating climate change
- Opportunity to **reduce co-pollutants**, such as ozone precursors
- **Addresses economic disparities** by prioritizing equitable access to benefits and ensuring vulnerable communities receive a fair share of the opportunities arising from these investments
- Strategies can be **customized** to meet the unique needs and priorities of each local community
- Define local and regional initiatives that **collectively** impact the entire Denver region

# Public and stakeholder engagement

- Monthly **Stakeholder Steering Committee** comprised of local government staff
- Formed an **Equity Subcommittee** comprised of leaders representing Community Based Organizations
- Two virtual **public meetings**
- **Public Engagement Website**

# 2022 Regional greenhouse gas emissions inventory

**Total annual emissions:**  
43.7 million metric tons of  
CO<sub>2</sub>



# Climate Pollution Reduction Measures



# Supportive measure No. 1: Building energy improvement advisors program

*Trained advisors, administered through a regional agency, will guide home and building owners through a full suite of cost-saving decarbonization opportunities, including efficiency and electrification upgrades, financing, energy resiliency and rebates.*



# Supportive measure No. 2: Workforce Development

*Bring new workers into decarbonization trades and professions and upskilling the current workforce by providing scholarships for industry-provided courses, on-the-job training, and certification. Enable training by providing supportive services such as childcare, transportation to and from training facilities and offsetting lost wages.*



# Buildings implementation measure No. 1: Commercial, multifamily, municipal, university, school, hospital building electrification and efficiency upgrades

*Subsidize and help commercial, multifamily, municipal, university, school, hospital and equity-priority buildings transition from fossil-fuel based systems to electric power.*



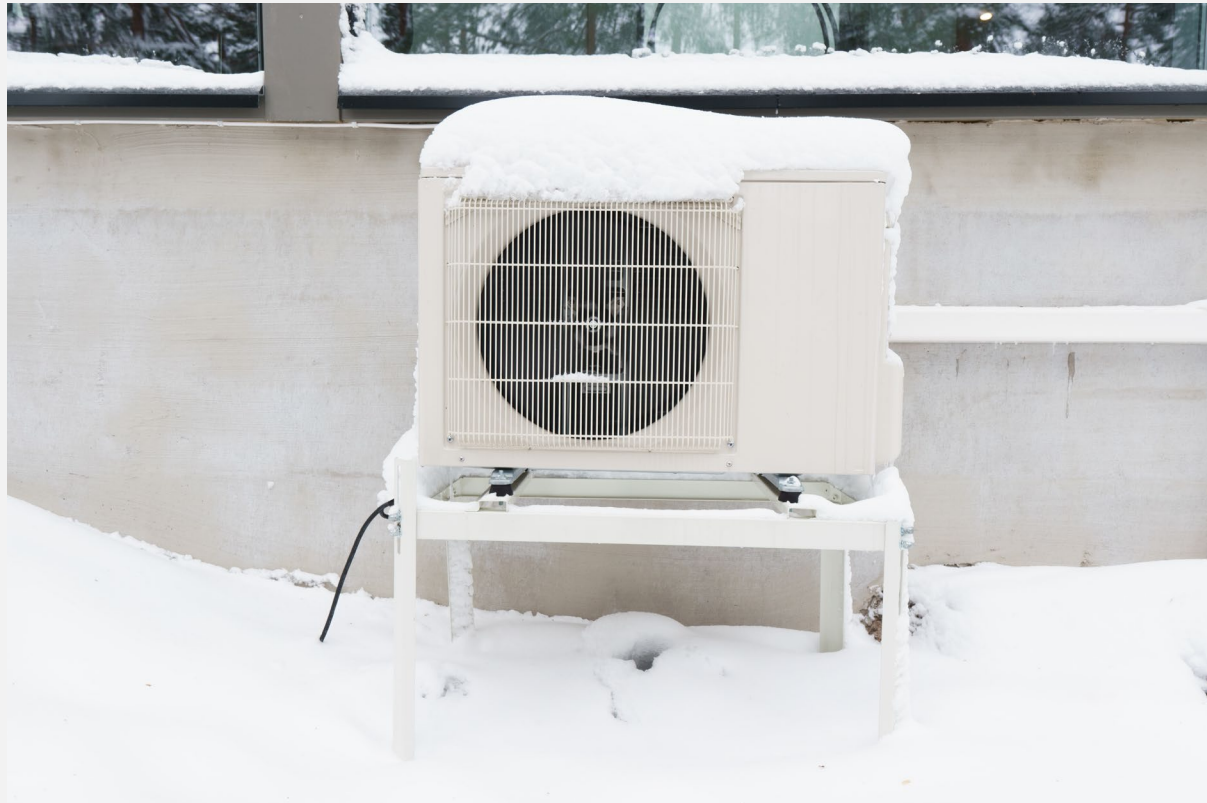
# Buildings implementation measure No. 2: Multifamily property owners building decarbonization

*Support existing, large multifamily property owners in decreasing costs and climate pollution emissions through energy efficient and electrification upgrades.*



# Buildings implementation measure No. 3: Residential building electrification and energy aud

*Help the region's residents upgrade and decarbonize their homes with as little hassle and cost as possible, prioritizing the most vulnerable residents*



# Buildings implementation measure No. 4: Free home weatherization and energy efficiency service for low-income disadvantaged communities

*Provide free weatherization and energy efficiency improvements to low-income and disadvantaged community members, while providing discounts and advice to assist all residents.*



# Transportation implementation measure No. 1: Regional bus rapid transit expansion

*Complete an ambitious expansion of a regional bus rapid transit network by 2030, providing reliable, fast public transportation options, decreasing usage of single-occupant vehicles and vehicle miles travelled..*



# Transportation implementation measure No. 2: Regional active transportation network expansion

*Expansion and greater connection of the Denver region's active transportation network, reducing vehicle miles traveled and providing safe, connected travel options for active transportation modes.*





# Workforce Development

- Colorado currently needs **23%** annual growth in heating, ventilation and air conditioning contractors trained in heat pump technologies to meet climate goals.
- Currently only **10%** of Colorado's heating, ventilation and air conditioning contractors serving residential properties are participating in heat pump utility incentive programs.
- The large amount of appliances that need to be replaced to meet climate goals is both an challenge and an opportunity.

# Next steps

- Comprehensive Climate Action Plan- Due August 1, 2025
- Refine DRCOG's role in climate pollution reduction planning
- Identify new funding sources to implement measures
- Provide resources to local governments through collaboration
- Implementation grant update

# Proposed Motion

Move to adopt the Denver Regional Council of Governments Priority Climate Action Plan to be submitted to the U.S. Environmental Protection Agency by March 1, 2024.

# Thank you!

*Questions?*

**Robert Spotts** | [rspotts@drcog.org](mailto:rspotts@drcog.org)

**Maddy Nesbit** | [mnesbit@drcog.org](mailto:mnesbit@drcog.org)



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**Attachment I**

Election of Officers.

## Board of Directors

Meeting date: February 21, 2024

Agenda Item #: 11

### Election of Officers

Agenda item type: Action item

#### Summary

This item is related to the Nominating Committee's recommendations for election of DRCOG Board officers for 2024.

#### Background

The Nominating Committee – comprised of Nicole Speer, Boulder; Kevin Flynn, Denver; Jeslin Shahrezaei, Lakewood; Stephen Barr, Littleton; and John Diak, Parker – 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 – Jeff Baker, County Commissioner, Arapahoe County  
Secretary – Colleen Whitlow, Mayor, Town of Mead  
Treasurer – Richard Kondo, Council Member, City of Northglenn

Wynne Shaw will serve as Chair and Steve Conklin 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.

#### Action by others

n/a

#### Previous discussions/actions

n/a

#### Recommendation

Move to elect Board officers for 2024

#### Attachments

n/a



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**For more information**

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



## **Attachment J**

Discussion to select representatives to serve on the Regional Transportation Committee, Statewide Transportation Advisory Committee, and E-470 Board of Directors.



## Board of Directors

Meeting date: February 21, 2024

Agenda Item #: 12

### **Discussion to select representatives to serve on the Regional Transportation Committee, Statewide Transportation Advisory Committee, and E-470 Board of Directors.**

Agenda item type: Action item

#### **Summary**

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

#### **Background**

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

DRCOG has five seats on the Regional Transportation Committee. 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 Statewide Transportation Advisory Committee and E-470 Board of Directors. 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:

- Regional Transportation Committee:
  - Greg Mills, City of Brighton
  - Randy Weil, City of Cherry Hills Village
  - Deborah Mulvey, City of Castle Pines; Alternate
  
- Statewide Transportation Advisory Committee
  - Steve O'Dorisio, Adams County



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- Greg Mills, City of Brighton
- E-470 Board of Directors
  - Deborah Mulvey, City of Castle Pines
- New members of the Advisory Committee on Aging (appointed by the Board Chair).
  - Paul Haseman, City of Golden
  - Judi Kern, City of Louisville

Please note: Existing board members on the Advisory Committee on Aging will remain on the committee.

**Action by others**

n/a

**Previous discussions/actions**

n/a

**Recommendation**

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

**Attachments**

1. Candidate biographies
2. Link: [Regional Transportation Committee guidelines](#)
3. Link: [Statewide Transportation Advisory Committee website](#)
4. Link: [E-470 Board of Directors website](#)

**For more information**

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



## Attachment 1 - Candidate biographies

### Regional Transportation Committee Candidates

- Greg Mills
  - Greg Mills began serving as Ward 2 Council Member in January 2018. In December 2019, he was appointed Mayor and re-elected in a special run-off election in December 2021. Mills met his wife Kathy during college and they married in 2000. They have three sons Clayton, Cody, and Cooper. Together they enjoy community events and all life has to offer. His oldest and youngest sons have Fragile X Syndrome and other health issues. Mills has a positive can-do attitude about life. He enjoys meeting people, the weather, maps, cars, driving, and traveling. He can often be found helping friends move with his truck.

Mills graduated from Centaurus High School in Lafayette, Colorado in 1993. He served a mission for his church in the Philippines from 1994 to 1996 and learned to speak Tagalog. He graduated from Dixie College in St. George, Utah in 1998 with an associate of arts degree. He worked for DHL from 2000-2015 starting as a driver and working up to a supervisor position. With DHL he returned to Colorado in 2011. Prior to moving to Brighton, he supported his family working full time and going to the University of Utah graduating in 2009 with a degree in economics and a minor in business. Currently, he works with a local insurance broker in Brighton.

Mayor Mills currently serves on: Brighton Economic Development Corporation, Colorado Municipal League Policy Committee, Denver Regional Council of Governments, Highway 7 Coalition, and North Area Transportation Alliance. He is also serving on the NLC Public Safety and Crime Prevention Federal Advocacy Committee as the Vice Chair.

- Randy Weil
  - Randy Weil was a senior executive over a 30-year period at Cummins, Inc., Square D Company, AT&T, NCR, and IHS, Inc. More recently, for 18 years, he owned a manufacturing company, and commercial real estate. He is now doing some college teaching. He has an MBA from Berkeley. Interests include skiing, singing, hiking, and travel. He is married to Susan, has two children, Alex and Aaron, and moved to Cherry Hills Village in 2010.

Randy Weil's qualifications include:

- DRCOG Board for over four years
- Regional Transportation Committee Alternate
- Arapahoe County Transportation Forum
- Mayor Pro Tem for Cherry Hills Village
- City Council member of Cherry Hills Village for four years
- Served as a Board member at St. Mary's Academy until term limited at 9 years in 2022.
- 15 years as a successful entrepreneur



## Candidate biographies

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- 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 on 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.

## Statewide Transportation Advisory Committee Candidates

- Steve O'Dorisio
  - Commissioner O'Dorisio brings a wealth of information to his role in Adams County. He uses his experience in construction, his law degree from Denver Sturm College of Law, and private sector global management experience to guide issues in social justice, equity, and neighborhood prosperity.

Commissioner O'Dorisio formerly served the people of Adams County as a Deputy District Attorney for the 17th Judicial District of Colorado where he prosecuted a variety of crimes and sought justice by balancing the interests of the victim, the community, and the defendant. He continuously strives to make sure vulnerable residents have opportunities and everyone has a voice.

As a former agent of justice, Commissioner O'Dorisio is a compassionate servant of equity in social justice issues. He has a passion for proactive code compliance that partners with neighborhoods and he works to ensure the Criminal Justice Coordinating Council meets the needs of our residents.

Commissioner O'Dorisio currently serves on the following boards/committees: Denver Regional Council of Governments, Airport Coordinating Committee, Rocky Mountain Partnership/Policy and Legislative Advisory Network, Progressive 15, Aerotropolis Regional Transit Authority, Metro Denver Economic Development Corp's Board of Governors, Colorado Counties, Inc., County & Commissioners Acting Together, Child Welfare Allocation Committee, Metro Area County



## Candidate biographies

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Commissioners, and National Association of Counties. When he is not bolstering regional connectivity, Commissioner O’Dorisio can be found innovating new strategies to retrofit historic neighborhoods with sidewalks and safe routes to school or guiding the successful adoption of policies to mitigate the impacts of growth and new development.

- Greg Mills
  - Please see biography under “Regional Transportation Committee Candidates”

### **E-470 Board of Directors Candidate**

- Deborah Mulvey
  - Please see biography under “Regional Transportation Committee Candidates”



## **Attachment K**

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

## Board of Directors

Meeting date: February 21, 2024

Agenda Item #: 13 – A

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

Agenda item type: Action item

#### **Summary**

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

#### **Background**

The attachment updates the status of all bills previously acted upon by the Board as of February 12.

#### **Action by others**

n/a

#### **Previous discussion/action**

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

#### **Recommendation**

No action required unless requested by the Board.

#### **Attachments**

February Legislative Report - Status of Bills - AS 2-12-24

#### **For more information**

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



## Aging bills

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



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

## **Attachment L**

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

## Board of Directors

Meeting date: February 21, 2024

Agenda Item #: 13 – B

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

Agenda item type: Action item

#### **Summary**

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

#### **Background**

The attachment lists bills of interest since the January 17 Board meeting. 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 after the Board meeting packet is sent out will be emailed to Board members 48 hours prior to the Board meeting with staff comments and staff recommended positions for review at the meeting per current Board policy.

#### **Action by others**

n/a

#### **Previous discussion/action**

n/a

#### **Recommendation**

Move to approve positions on state legislative issues.

#### **Attachments**

Legislative Report - New Bills as of February 14, 2024

#### **For more information**

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



## Aging bills

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

## Transportation bills

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

| Bill No.                           | Short Title/Bill Summary  | Sponsors                                | Status                | Recommended Position | Fiscal Note          | Staff Comments  | Legislative Policy   |
|------------------------------------|---|---|-----------------------|----------------------|----------------------|---|--|
| <a href="#">Senate Bill 24-036</a> | <b>Vulnerable Road User Protection Enterprise-</b> creates the Vulnerable Road User Protection Enterprise in the Department of Transportation (CDOT) for the purpose of providing funding for transportation system infrastructure improvements and other data-driven strategies identified in the Federal Highway Administration-mandated Vulnerable Road User Safety Assessment, which CDOT is required to develop, that reduce the number of collisions with motor vehicles that result in death or serious injury to vulnerable road users. The enterprise is required to impose a Vulnerable Road User Protection Fee in tiered amounts that are calculated based on motor vehicle weight and configuration, on the registration of passenger cars and light trucks that are not commercial vehicles. The enterprise is authorized to provide grants, subject to specified parameters, matching money requirements, and the use of grant money, to fund eligible projects. | Winter & Cutter/<br>Lindsay & Lindstedt | Senate Finance        | Amend                | <a href="#">Link</a> | Staff recommend reducing administrative burden and implementing safety improvement projects as quickly and efficiently as possible by having the enterprise provide formula funding to the counties and municipalities within the area where the fees are assessed (possibly based on vehicle registrations, amount raised, or number of bike/pedestrian fatalities) rather than through competitive grants. The Colorado Transportation Commission should serve as the enterprise Board rather than creating a separate appointed enterprise board | DRCOG supports legislation that promotes efforts to fund, maintain and expand a multimodal transportation system. DRCOG also supports measures to improve safety for users of alternative modes, especially pedestrians and bicyclists |
| <a href="#">Senate Bill 24-065</a> | <b>Mobile Electronic Devices &amp; Motor Vehicle Driving-</b> Current law prohibits an individual who is under 18 years of age from using a mobile electronic device when driving. The bill applies the prohibition to an individual who is 18 years of age or older unless the individual is using a hands-free accessory, with certain exceptions.  | Hansen & Fields/<br>Froelich & Ortiz    | Senate Appropriations | Support              | <a href="#">Link</a> | The Regional Vision Zero Plan notes that distracted driving is a contributing factor in 23% of fatal and serious injury rear-end crashes suburban/compact communities area type and 29% in rural areas.   | DRCOG supports efforts to improve the safety of the traveling public – drivers, transit riders, pedestrians and bicyclists.  |

## Housing bills

| Bill No.                           | Short Title/Bill Summary   | Sponsors  | Status  | Recommended Position             | Fiscal Note                 | Staff Comments  | Legislative Policy  |
|------------------------------------|--|---|---|----------------------------------|-----------------------------|---|---|
| <a href="#">House Bill 24-1152</a> | <p><b>Accessory Dwelling Units (ADU)</b>- establishes unique requirements for subject jurisdictions (a municipality that has a population of 1,000 or more and that is within the area of a metropolitan planning organization; or portion of a county that is both within a census designated place with a population of ten thousand or more, as reported in the most recent decennial census, and within the area of a metropolitan planning organization); requires a subject jurisdiction to allow, one ADU as an accessory use to a single-unit detached dwelling in any part of the subject jurisdiction where the subject jurisdiction allows single-unit detached dwellings; prohibits subject jurisdictions from enacting or enforcing certain local laws that would restrict the construction or conversion of an ADU; creates a fee reduction and encouragement grant program; provides \$8 million for various ADU assistance programs.</p> | <p>Amabile &amp; Weinberg/<br/>Mullica &amp; Exum</p> | <p>House Transportation, Housing &amp; Local Government</p> | <p>Board Direction Requested</p> | <p><a href="#">Link</a></p> | <p>DRCOG staff have been attending stakeholder meetings on this bill.</p> | <p>DRCOG supports state policy that incentivizes local governments to adopt land use policies aimed at increasing a diverse supply of housing stock. State policies related to local comprehensive plans or zoning codes should encourage regional cooperation and provide for flexibility in implementation.</p> |

| Bill No.                           | Short Title/Bill Summary   | Sponsors                    | Status               | Recommended Position     | Fiscal Note          | Staff Comments   | Legislative Policy  |
|------------------------------------|--|-----------------------------|----------------------|--------------------------|----------------------|--|---|
| <a href="#">House Bill 24-1083</a> | <p><b>Construction Professional Insurance Coverage Transparency-</b> requires the Division of Insurance in the Department of Regulatory Agencies (DORA) to conduct or commission a study of construction liability insurance for construction professionals and submit a report to the General Assembly by December 31, 2026. The report must include:</p> <ul style="list-style-type: none"> <li>• insurers offering construction liability policies in the state, including to residential property developers;</li> <li>• rates and the basis for rates charged by insurers, to include five years of data, where available;</li> <li>• risk factors, classifications, and coverage descriptions that insurers use to set rates;</li> <li>• a comparison of rates charged in other states in the region for similar residential projects;</li> <li>• policy coverage terms;</li> <li>• limitations or exclusions from coverage; and</li> <li>• the appropriate policy limits for a residential project with regard to the size and cost of construction.</li> </ul> <p>The bill also requires builders and sellers of new residences to provide the purchasers and the county clerk and recorder's office with information regarding the property's construction liability insurance coverage. The bill creates a civil cause of action for purchasers of a new residence to file suit against sellers that violate these provisions.</p> | Willford & Brown/<br>Cutter | House Appropriations | Bord Direction Requested | <a href="#">Link</a> | Three construction litigation reform bills have been introduced. | <p>DRCOG supports: Diverse housing options to meet the needs of residents of all ages, incomes and abilities; increased opportunities for diverse housing accessible by multimodal transportation to meet regional housing needs in connection with the regional multimodal transportation system; state policy that incentivizes local governments to adopt land use policies aimed at increasing a diverse supply of housing stock.</p> |



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

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

**Attachment M**

Corridor Planning Pilot Program Update

## Board of Directors

Meeting date: February 21, 2024

Agenda Item #: 14

### Corridor Planning Pilot Program Update

Agenda item type: Informational briefing

#### Summary

Update on the regional corridor planning pilot program activities.

#### Background

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

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

#### *Alameda Avenue Corridor Study*

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

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

#### *South Boulder Road Corridor Study*

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



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

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

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

#### *Initial lessons learned from pilot program*

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

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

#### *Set Aside Program*

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

#### **Action by others**

n/a

#### **Previous discussion/action**

n/a



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**Recommendation**

n/a

**Attachment**

Staff presentation

**For more information**

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

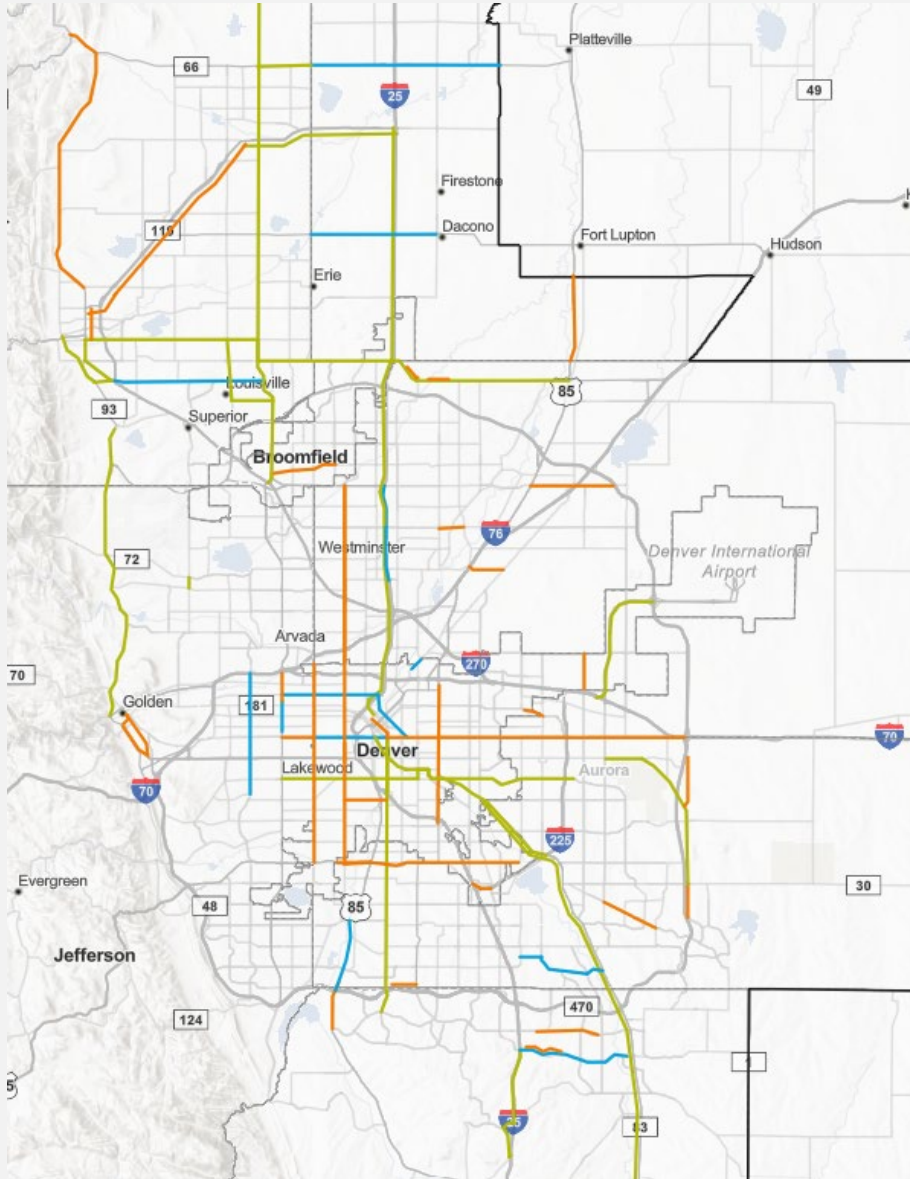




# Corridor Planning Pilot Program Update

Board of Directors, February 21, 2024  
Nora Kern, Subarea and Project Planning Program Manager





2050 Metro Vision Regional Transportation Plan

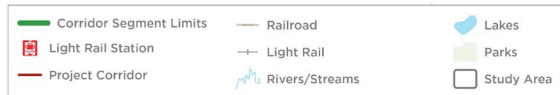
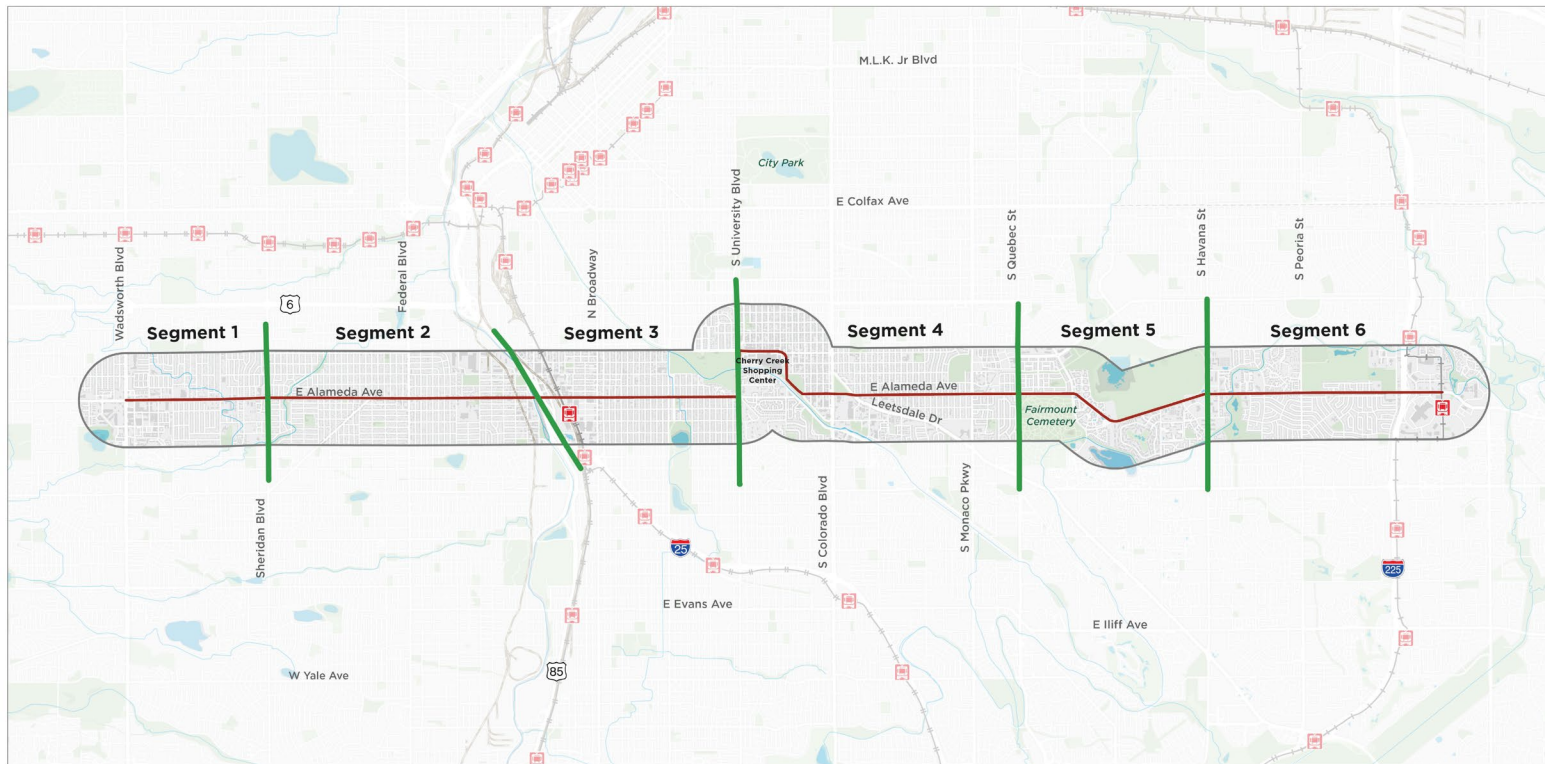
# Corridor planning program

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



# Alameda corridor study

## Alameda Corridor Segments



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

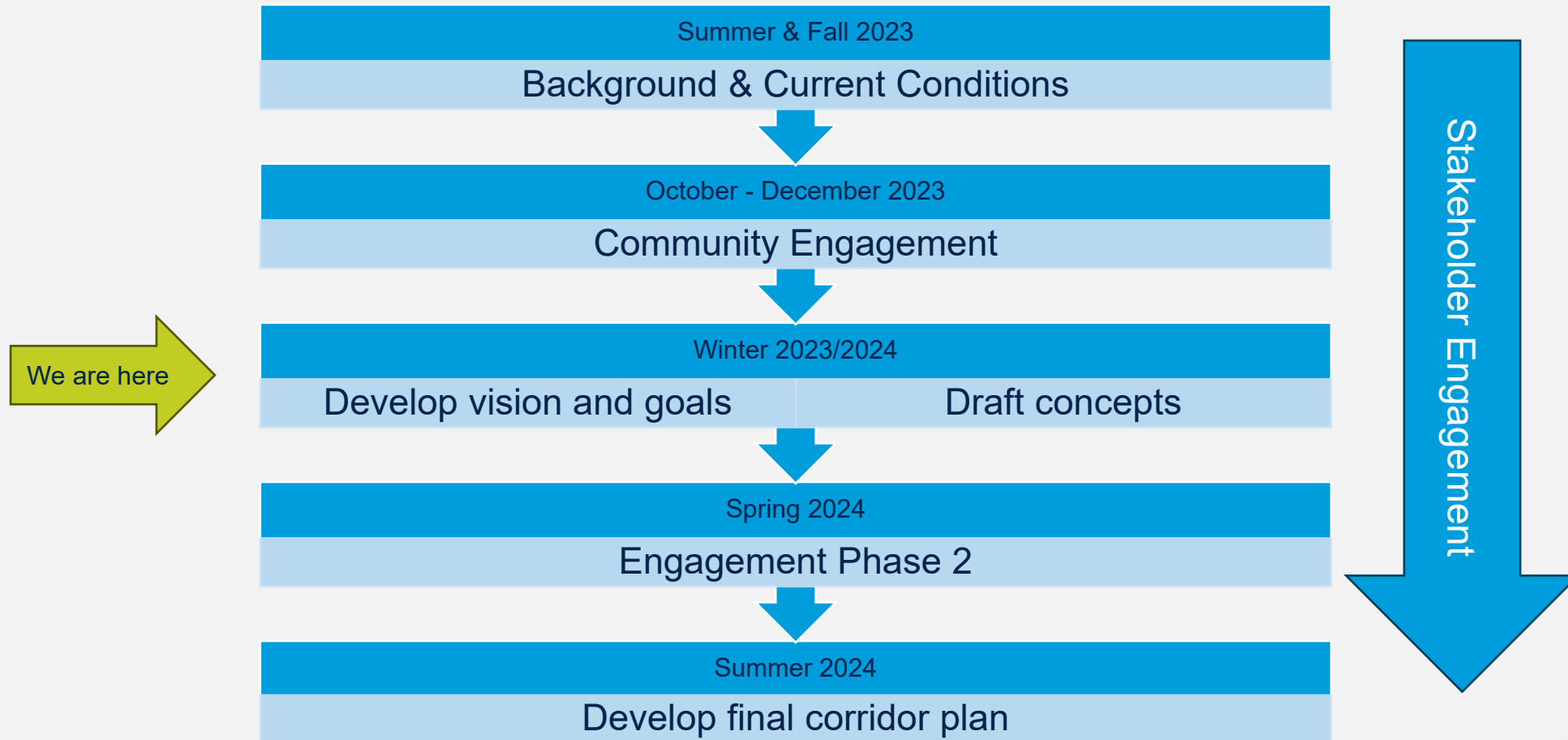


## Study Project Team:

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



# Alameda corridor study: Schedule



# Alameda corridor plan goals



Connectivity



Safety



Improved Transit



Accessibility



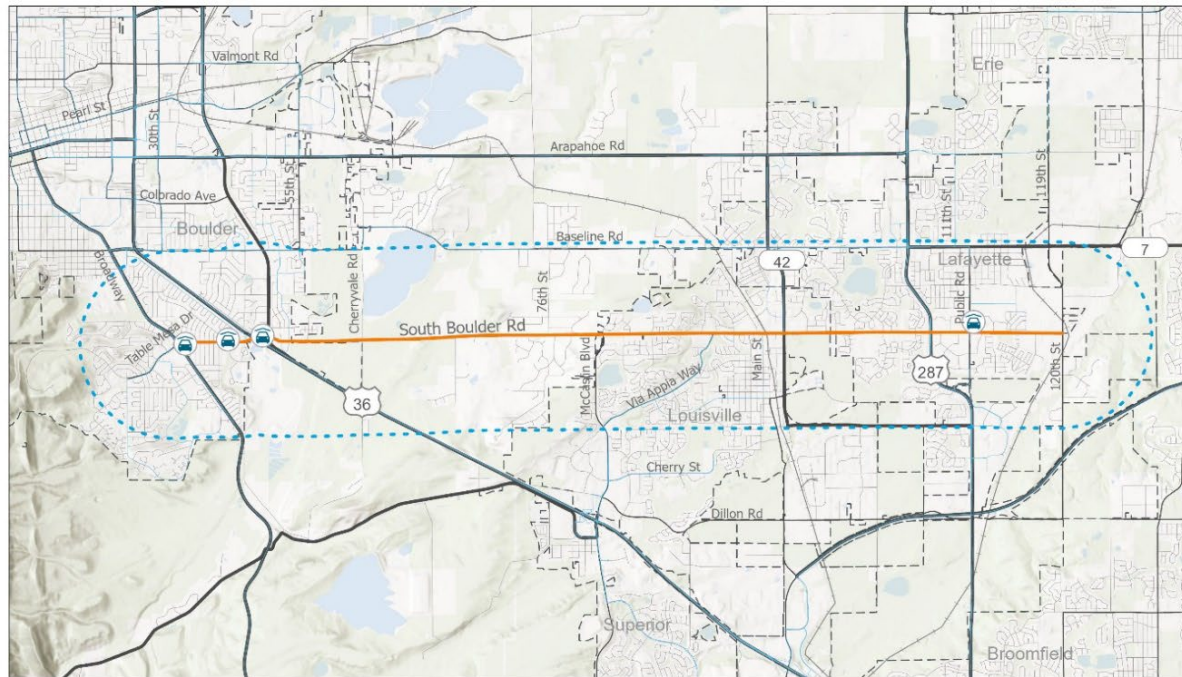
Mobility



Vibrancy

# South Boulder Road corridor study

## South Boulder Rd Study Area



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

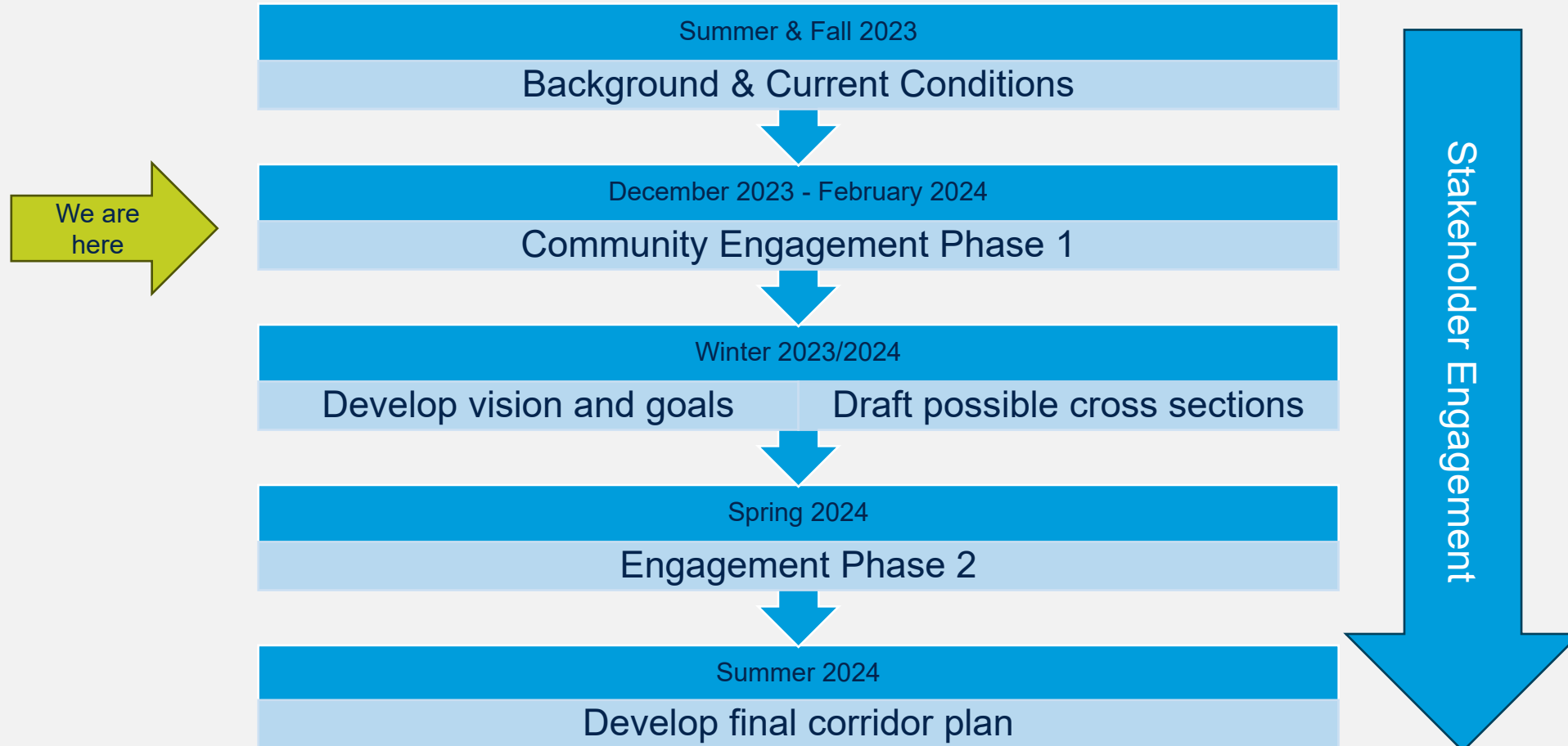
SOURCE DATA: DRCOG, RTD, CDOT, Boulder County, City of Boulder  
Mapbox Basemap; SR 6428  
Creator: Danielle Furutachi, 8/21/2023  
Location: Fehr & Peers GIS Server

## Study Project Team:

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



# South Boulder Road corridor study: Schedule



# Lessons learned from pilot program

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

# 2024 – 2027 transportation improvement program corridor planning set aside

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

# Questions?

Nora Kern

Program Manager

[nkern@drcog.org](mailto:nkern@drcog.org)



**Attachment N**

Administrative modifications to the 2024-2027  
Transportation Improvement Program

## Board of Directors

Meeting date: February 21, 2024

Agenda Item #: 15

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

Agenda item type: Informational item

#### Summary

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

#### Background

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

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

| Project Number | Sponsor       | Title                                   | Reason for Amendment                                  | New/ Removed Funding   |
|----------------|---------------|---|---|--|
| 2016-057       | CDOT Region 1 | Region 1 RPP Pool                       | Add one pool project, adjust one pool project funding | Add \$1,780,000 in state Transportation Commission Contingency funds |
| 2022-077       | CDOT Region 4 | Region 4 Revitalizing Main Streets Pool | Add one pool project                                  | Add \$250,000 in state Legislative funding                           |

#### Project Funding Transfers:

The projects below involve funding transfers from one project to another. In many cases, this might be the consolidation of funding from multiple project listings into a single listing, or the



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merger of adjacent similar projects that will involve a combined letting. Projects are shown below paired with the other project(s) that are part of the transfer.

| Project Number | Sponsor       | Title                                   | Reason for Amendment | Internal Funding Shifts  |
|----------------|---------------|---|----------------------|--|
| 2007-096       | CDOT Region 1 | Region 1 Surface Treatment Pool         | Transfer funding     | Transfer \$4,100,000 in state Surface Treatment funds to I70 Resurfacing                   |
| 2024-084       | CDOT Region 1 | I70 Resurfacing: Chief Hosa to W Colfax | Transfer funding     | Transfer \$4,100,000 in state Surface Treatment funds from Region 1 Surface Treatment Pool |

| Project Number | Sponsor       | Title   | Reason for Amendment | Internal Funding Shifts  |
|----------------|---------------|---|----------------------|--|
| 2020-081       | CDOT Region 4 | CO119 Operational Improvements: Boulder to Longmont | Swap funding sources | Replace \$2,272,000 in federal Surface Transportation Block Grant funding with federal MMOF-ARPA funds |
| 2022-018       | CDOT Region 4 | CO7/95 <sup>th</sup> Intersection Improvements      | Swap funding sources | Replace \$2,272,000 in federal MMOF-ARPA funding with federal Surface Transportation Block Grant funds |

| Project Number | Sponsor       | Title  | Reason for Amendment                         | Internal Funding Shifts  |
|----------------|---------------|--|--|--|
| 2020-087       | CDOT Region 1 | Safer Main Streets Pool  | Remove one pool project and transfer funding | Transfer \$2,300,000 in state Legislative funding to 30 <sup>th</sup> St Corridor Improvements |
| 2022-008       | Boulder       | 30 <sup>th</sup> St Corridor Improvements: Boulder Creek to Arapahoe | Transfer funding                             | Transfer \$2,300,000 in state Legislative funding from Safer Main Streets Pool                 |



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| Project Number | Sponsor     | Title  | Reason for Amendment | Internal Funding Shifts   |
|----------------|-------------|--|----------------------|---|
| 2022-053       | Westminster | Federal Blvd Bus Stop Improvements: 70 <sup>th</sup> to 92 <sup>nd</sup> | Transfer funding     | Transfer all funds to Federal Blvd BRT  |
| 2024-008       | CDOT        | Federal Blvd BRT: Englewood Station to Wagon Road Park-n-Ride – Precon   | Transfer funding     | Transfer \$340,000 in federal Carbon Reduction Program funds, \$439,000 in federal MMOF-ARPA funds and \$100,000 in local match from Federal Blvd Bus Stop Improvements |

**Action by others**

n/a

**Previous discussion/action**

n/a

**Recommendation**

n/a

**Attachment**

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

**For more information**

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



# Attachment 1

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

**2016-057:** Add one pool project, adjust one pool project funding using existing unallocated funding, and add \$1,780,000 in state Transportation Commission Contingency funds

### Existing Project

Title: **Region 1 RPP Pool**

Project Type: **Other**

TIP-ID: **2016-057**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

**Project Scope**  
 CDOT Region 1 RPP Pool. Funds projects with RPP funds.



- Affected County(ies)**
- Adams
  - Arapahoe
  - Broomfield
  - Denver
  - Douglas
  - Jefferson

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

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

| Agency/Project Name                   | Notes                         | Cost (1,000s) | Agency/Project Name (Cont)    | Notes      | Cost (1,000s) | Agency/Project Name (Cont)      | Notes      | Cost (1,000s) |
|---------------------------------------|-------------------------------|---------------|-------------------------------|------------|---------------|---------------------------------|------------|---------------|
| Small projects/consultants/clo seouts |                               | \$8,000       | Design                        |            | \$2,000       | Maintenance Paving Support IDIQ | Regionwide | \$1,000       |
| local agency contributions            | Included in various TIP pages | \$5,000       | Steel Bridge Girders Cleanout | Regionwide | \$1,000       |                                 |            |               |

| Amounts in \$1,000s | Prior Funding | FY24     | FY25    | FY26     | FY27     | Future Funding | Total Funding |
|---------------------|---------------|----------|---------|----------|----------|----------------|---------------|
| Federal             |               | \$0      | \$0     | \$0      | \$0      |                |               |
| State (R P P)       |               | \$17,750 | \$8,085 | \$15,050 | \$18,170 |                |               |
| State (TCC)         |               | \$0      | \$0     | \$0      | \$0      |                |               |
| Local               |               | \$0      | \$0     | \$0      | \$0      |                |               |
| <b>Total</b>        | \$0           | \$17,750 | \$8,085 | \$15,050 | \$18,170 | \$0            | \$59,055      |

## Revised Project Listing and Funding Table

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

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

**2022-077:** Add one pool project and \$250,000 in state Legislative funds

**Existing Project**

Title: **Region 4 Revitalizing Main Streets Pool**

Project Type: **Multimodal**

TIP-ID: **2022-077**

STIP-ID: **SR47010**

Open to Public:

Sponsor: **CDOT Region 4**

**Project Scope**

In support of Colorado's state COVID-19 Recovery Plan, investments support local communities as they find innovative ways to reuse public spaces and help businesses reopen safely, while improving multimodal safety and accessibility along urban arterials.



| Affected County(ies) |
|----------------------|
| Boulder              |
| Weld                 |

| 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 |

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

| Agency/Project Name | Notes                                 | Cost (1,000s) | Agency/Project Name (Cont) | Notes                           | Cost (1,000s) | Agency/Project Name (Cont) | Notes | Cost (1,000s) |
|---------------------|---------------------------------------|---------------|----------------------------|---------------------------------|---------------|----------------------------|-------|---------------|
| Boulder             | Colorado Ave. Multimodal Enhancements | \$1,120       | Dacono                     | Forest Ave. Street Improvements | \$800         |                            |       |               |

| Amounts in \$1,000s | Prior Funding | FY24 | FY25 | FY26 | FY27 | Future Funding | Total Funding |
|---------------------|---------------|------|------|------|------|----------------|---------------|
| Federal             |               | \$0  | \$0  | \$0  | \$0  |                |               |
| State (Leg)         |               | \$0  | \$0  | \$0  | \$0  |                |               |
| Local               |               | \$0  | \$0  | \$0  | \$0  |                |               |
| <b>Total</b>        | \$2,400       | \$0  | \$0  | \$0  | \$0  | \$0            | \$2,400       |

**Revised Project Listing and Funding Table**

| Agency/Project Name | Notes                                 | Cost (1,000s) | Agency/Project Name (Cont) | Notes                           | Cost (1,000s) | Agency/Project Name (Cont) | Notes                                 | Cost (1,000s) |
|---------------------|---------------------------------------|---------------|----------------------------|---------------------------------|---------------|----------------------------|---------------------------------------|---------------|
| Boulder             | Colorado Ave. Multimodal Enhancements | \$1,120       | Dacono                     | Forest Ave. Street Improvements | \$800         | Mead                       | Town of Mead Regional Trail Extension | \$250         |

| Amounts in \$1,000s | Prior Funding | FY24  | FY25 | FY26 | FY27 | Future Funding | Total Funding |
|---------------------|---------------|-------|------|------|------|----------------|---------------|
| Federal             |               | \$0   | \$0  | \$0  | \$0  |                |               |
| State (Leg)         |               | \$250 | \$0  | \$0  | \$0  |                |               |
| Local               |               | \$28  | \$0  | \$0  | \$0  |                |               |
| <b>Total</b>        | \$2,400       | \$278 | \$0  | \$0  | \$0  | \$0            | \$2,678       |

**2007-096: Transfer \$4,100,000 in state Surface Treatment funds to I70 Resurfacing: Chief Hosa to W Colfax**

**Existing Project**

Title: **Region 1 Surface Treatment Pool**

Project Type: **Roadway Reconstruction**

TIP-ID: **2007-096**

STIP-ID: **SR15215**

Open to Public:

Sponsor: **CDOT Region 1**

**Project Scope**

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



| Affected County(ies) |
|----------------------|
| Adams                |
| Arapahoe             |
| Broomfield           |
| Denver               |
| Douglas              |
| Jefferson            |

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

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

| Agency/Project Name | Notes                         | Cost (1,000s) | Agency/Project Name (Cont) | Notes                              | Cost (1,000s) | Agency/Project Name (Cont) | Notes                   | Cost (1,000s) |
|---------------------|-------------------------------|---------------|----------------------------|------------------------------------|---------------|----------------------------|-------------------------|---------------|
| CO88 (Federal Blvd) | Alameda Ave to Louisiana Ave  | \$8,500       | US287                      | I70 to 92nd Ave                    | \$10,100      | CO83                       | MP 70.9 to Mississippi  | \$6,300       |
| US-85               | H. Ranch Pkwy to C-470        | \$3,000       | SH-285                     | I-70 to US-6                       | \$4,600       | US6                        | 18th to Colfax          | \$6,600       |
| CO86                | Woodlands Blvd to IREA Access | \$2,500       | CO8                        | Soda Lakes Rd to McIntyre St       | \$1,000       | I25                        | MP 208 to 44th          | \$12,300      |
| CO7                 | I25 to US85                   | \$13,200      | Design                     | Various Locations                  | \$2,000       | Alameda                    | Bryant to S Lipan St    | \$3,500       |
| I76                 | York St to Dahlia St          | \$19,800      | I76                        | Emergency Repair                   | \$782         | CO88                       | W Asbury to W Belleview | \$9,000       |
| US85                | I76 to 124th Ave              | \$8,100       | I70                        | MP 215.7 to MP 231                 | \$9,800       | CO72                       | I70 to W 52nd           | \$5,000       |
| SH-224              | I-25 to US-6                  | \$6,000       | US85                       | Florida to I25                     | \$3,000       | CO121                      | 4th to 37th             | \$5,100       |
| US40                | MP 252 to I70                 | \$12,000      | CO74                       | Evergreen DT to Cold Springs Gulch | \$7,200       | Maintenance                | Various Locations       | \$2,000       |
| SH-391              | Hampden Ave to Jewell Ave     | \$4,000       | US285                      | Federal to Dahlia                  | \$10,800      |                            |                         |               |

| Amounts in \$1,000s | Prior Funding | FY24     | FY25     | FY26     | FY27     | Future Funding | Total Funding |
|---------------------|---------------|----------|----------|----------|----------|----------------|---------------|
| Federal             |               | \$0      | \$0      | \$0      | \$0      |                |               |
| State (Surface)     |               | \$40,157 | \$33,364 | \$42,187 | \$42,684 |                |               |
| Local               |               | \$0      | \$0      | \$0      | \$0      |                |               |
| Total               | \$16,782      | \$40,157 | \$33,364 | \$42,187 | \$42,684 | \$0            | \$175,174     |



### Revised Funding Table

| Amounts in \$1,000s | Prior Funding | FY24     | FY25     | FY26     | FY27     | Future Funding | Total Funding |
|---------------------|---------------|----------|----------|----------|----------|----------------|---------------|
| Federal             |               | \$0      | \$0      | \$0      | \$0      |                |               |
| State (Surface)     |               | \$36,057 | \$33,364 | \$42,187 | \$42,684 |                |               |
| Local               |               | \$0      | \$0      | \$0      | \$0      |                |               |
| Total               | \$16,782      | \$36,057 | \$33,364 | \$42,187 | \$42,684 | \$0            | \$171,074     |

**2024-084:** Add \$4,100,000 in state Surface Treatment funds transferred from Region 1 Surface Treatment Pool

**Existing Project**

Title: **I70 Resurfacing: Chief Hosa to W Colfax**

Project Type: **Roadway Reconstruction**

TIP-ID: **2024-084**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

**Project Scope**

Resurfacing improvements on I70 from Chief Hosa to Mile Post 259 (W Colfax Ave) to include guardrail improvements and implementation of safety strategies defined in the I70 Eastbound Active Traffic Management Concept of Operations including Variable Message Signs, Microwave Vehicle Radar Detection, friction sensors, and sign installations.



Affected Municipality(ies)  
Unincorporated

Affected County(ies)  
Jefferson

**Performance Measures**

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

| Amounts in \$1,000s | Prior Funding | FY24 | FY25     | FY26 | FY27 | Future Funding | Total Funding |
|---------------------|---------------|------|----------|------|------|----------------|---------------|
| Federal             |               | \$0  | \$0      | \$0  | \$0  |                |               |
| Federal (SAE)       |               | \$0  | \$3,000  | \$0  | \$0  |                |               |
| State               |               | \$0  | \$0      | \$0  | \$0  |                |               |
| State (Faster-5)    |               | \$0  | \$12,800 | \$0  | \$0  |                |               |
| State (R P P)       |               | \$0  | \$9,000  | \$0  | \$0  |                |               |
| State (Surface)     |               | \$0  | \$9,500  | \$0  | \$0  |                |               |
| Local               |               | \$0  | \$0      | \$0  | \$0  |                |               |
| <b>Total</b>        | \$0           | \$0  | \$34,300 | \$0  | \$0  | \$0            | \$34,300      |

### Revised Funding Table

| Amounts in \$1,000s | Prior Funding | FY24    | FY25     | FY26 | FY27 | Future Funding | Total Funding |
|---------------------|---------------|---------|----------|------|------|----------------|---------------|
| Federal             |               | \$0     | \$0      | \$0  | \$0  |                |               |
| Federal (SAE)       |               | \$0     | \$3,000  | \$0  | \$0  |                |               |
| State               |               | \$0     | \$0      | \$0  | \$0  |                |               |
| State (Faster-S)    |               | \$0     | \$12,800 | \$0  | \$0  |                |               |
| State (R P P)       |               | \$0     | \$9,000  | \$0  | \$0  |                |               |
| State (Surface)     |               | \$4,100 | \$9,500  | \$0  | \$0  |                |               |
| Local               |               | \$0     | \$0      | \$0  | \$0  |                |               |
| Total               | \$0           | \$4,100 | \$34,300 | \$0  | \$0  | \$0            | \$38,400      |

**2020-081:** Replace \$2,272,000 in federal Surface Transportation Block Grant funding with federal Multimodal Transportation and Mitigation Options Fund-American Rescue Plan Act funds

### Existing Project

Title: **CO119 Operational Improvements: Boulder to Longmont**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2020-081**

STIP-ID: **SDR5000**

Open to Public: **2027**

Sponsor: **CDOT Region 4**

#### Project Scope

This project will improve safety and mobility on the CO119 corridor from Boulder to Longmont. Project will design and construct: transit, intersection, safety and bike/pedestrian improvements at the intersections of Jay Rd, 63rd St, Niwot Rd, and Airport Rd; reconstruct CO52 and Hover St intersections; queue bypass lanes at Jay Rd, 63rd St, CO52, Niwot Rd, Airport Rd (SB only); BRT stations at 63rd St, CO52 and Niwot Rd; Park-n-Rides at 63rd St and Niwot Rd; and bikeway from Foothills Pkwy to Hover St, including 6 underpasses and two bike/pedestrian bridges.



| Affected Municipality(ies) |
|----------------------------|
| Boulder                    |
| Longmont                   |
| Unincorporated             |

| Affected County(ies) |
|----------------------|
| Boulder              |

| Project Phases |                       |
|----------------|-----------------------|
| Year           | Phase                 |
| 2024           | Initiate Construction |
| 2025           | 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  | FY24            | FY25            | FY26           | FY27           | Future Funding | Total Funding    |
|---------------------|----------------|-----------------|-----------------|----------------|----------------|----------------|------------------|
| Federal             |                | \$0             | \$0             | \$0            | \$0            |                |                  |
| Federal (MMOF-ARPA) |                | \$31,158        | \$0             | \$0            | \$0            |                |                  |
| Federal (RAISE)     |                | \$0             | \$25,000        | \$0            | \$0            |                |                  |
| Federal (RTD)       |                | \$0             | \$0             | \$0            | \$0            |                |                  |
| Federal (STBG)      |                | \$0             | \$6,775         | \$0            | \$0            |                |                  |
| Federal (STBG-PAN)  |                | \$0             | \$0             | \$0            | \$0            |                |                  |
| Federal (TA-CDOT)   |                | \$0             | \$0             | \$1,679        | \$0            |                |                  |
| State               |                | \$0             | \$0             | \$0            | \$0            |                |                  |
| State (Leg)         |                | \$33,742        | \$22,254        | \$0            | \$0            |                |                  |
| State (Leg-T)       |                | \$5,000         | \$0             | \$0            | \$0            |                |                  |
| State (PRI)         |                | \$0             | \$0             | \$0            | \$0            |                |                  |
| State (R P P)       |                | \$0             | \$0             | \$0            | \$0            |                |                  |
| Local               |                | \$23,860        | \$1,800         | \$1,662        | \$1,000        |                |                  |
| <b>Total</b>        | <b>\$7,059</b> | <b>\$93,760</b> | <b>\$55,829</b> | <b>\$3,341</b> | <b>\$1,000</b> | <b>\$0</b>     | <b>\$160,989</b> |

### Revised Funding Table

| Amounts in \$1,000s | Prior Funding  | FY24            | FY25            | FY26           | FY27           | Future Funding | Total Funding    |
|---------------------|----------------|-----------------|-----------------|----------------|----------------|----------------|------------------|
| Federal             |                | \$0             | \$0             | \$0            | \$0            |                |                  |
| Federal (MMOF-ARPA) |                | \$33,430        | \$0             | \$0            | \$0            |                |                  |
| Federal (RAISE)     |                | \$0             | \$25,000        | \$0            | \$0            |                |                  |
| Federal (RTD)       |                | \$0             | \$0             | \$0            | \$0            |                |                  |
| Federal (STBG)      |                | \$0             | \$4,503         | \$0            | \$0            |                |                  |
| Federal (STBG-PAN)  |                | \$0             | \$0             | \$0            | \$0            |                |                  |
| Federal (TA-CDOT)   |                | \$0             | \$0             | \$1,679        | \$0            |                |                  |
| State               |                | \$0             | \$0             | \$0            | \$0            |                |                  |
| State (Leg)         |                | \$33,742        | \$22,254        | \$0            | \$0            |                |                  |
| State (Leg-T)       |                | \$5,000         | \$0             | \$0            | \$0            |                |                  |
| State (PRI)         |                | \$0             | \$0             | \$0            | \$0            |                |                  |
| State (R P P)       |                | \$0             | \$0             | \$0            | \$0            |                |                  |
| Local               |                | \$23,860        | \$1,800         | \$1,662        | \$1,000        |                |                  |
| <b>Total</b>        | <b>\$7,059</b> | <b>\$96,032</b> | <b>\$53,557</b> | <b>\$3,341</b> | <b>\$1,000</b> | <b>\$0</b>     | <b>\$160,989</b> |

**2022-018:** Replace \$2,272,000 in federal Multimodal Transportation and Mitigation Options Fund-American Rescue Plan Act funding with federal Surface Transportation Block Grant funds. Additionally, split existing state Legislative-Transit funds across fiscal years 2024 and 2025 to ensure 20% match requirements are met in fiscal year 2025

### Existing Project

Title: **CO7/95th Intersection Improvements**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2022-018**

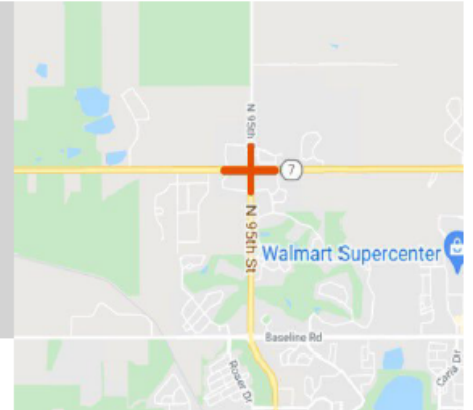
STIP-ID: **SR46600.099**

Open to Public: **2025**

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) |
|----------------------------|
| Lafayette                  |

| 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 checked="" type="checkbox"/> | Pavement Condition      |
| <input 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  | FY24            | FY25       | FY26       | FY27       | Future Funding | Total Funding   |
|---------------------|----------------|-----------------|------------|------------|------------|----------------|-----------------|
| Federal             |                | \$0             | \$0        | \$0        | \$0        |                |                 |
| Federal (MMOF-ARPA) |                | \$0             | \$0        | \$0        | \$0        |                |                 |
| State               |                | \$0             | \$0        | \$0        | \$0        |                |                 |
| State (Leg-T)       |                | \$12,508        | \$0        | \$0        | \$0        |                |                 |
| State (MMOF)        |                | \$2,800         | \$0        | \$0        | \$0        |                |                 |
| Local               |                | \$4,436         | \$0        | \$0        | \$0        |                |                 |
| <b>Total</b>        | <b>\$7,132</b> | <b>\$19,744</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>     | <b>\$26,876</b> |

### Revised Funding Table

| Amounts in \$1,000s | Prior Funding  | FY24            | FY25           | FY26       | FY27       | Future Funding | Total Funding   |
|---------------------|----------------|-----------------|----------------|------------|------------|----------------|-----------------|
| Federal             |                | \$0             | \$0            | \$0        | \$0        |                |                 |
| Federal (MMOF-ARPA) |                | \$0             | \$0            | \$0        | \$0        |                |                 |
| Federal (STBG)      |                | \$0             | \$2,272        | \$0        | \$0        |                |                 |
| State               |                | \$0             | \$0            | \$0        | \$0        |                |                 |
| State (Leg-T)       |                | \$11,940        | \$568          | \$0        | \$0        |                |                 |
| State (MMOF)        |                | \$2,800         | \$0            | \$0        | \$0        |                |                 |
| Local               |                | \$4,436         | \$0            | \$0        | \$0        |                |                 |
| <b>Total</b>        | <b>\$4,860</b> | <b>\$19,176</b> | <b>\$2,840</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>     | <b>\$26,876</b> |

**2020-087:** Remove one pool project and transfer \$2,300,000 in state Legislative funding to 30th St Corridor Improvements: Boulder Creek to Arapahoe

### Existing Project

Title: Safer Main Streets Pool

Project Type: Roadway Operational Improvements

TIP-ID: 2020-087

STIP-ID:

Open to Public:

Sponsor: CDOT Region 1

#### Project Scope

Urban arterial safety investments, with a focus on bicycle and pedestrian mobility. Improvements include shoulders, striping, medians, traffic signals, and safe crossings that align with DRCOG's Vision Zero elements. Pool funding contains both DRCOG and state funding sources.



Affected County(ies)

Regional

#### Performance Measures

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

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

| Agency/Project Name | Notes   | Cost (1,000s) | Agency/Project Name (Cont) | Notes  | Cost (1,000s) | Agency/Project Name (Cont)   | Notes  | Cost (1,000s) |
|---------------------|---|---------------|----------------------------|--|---------------|------------------------------|--|---------------|
| Arapahoe County     | Arapahoe Road at Olathe St Intersection Improvements                        | \$450         | Denver                     | Mississippi Avenue Vision Zero Safety Project                              | \$2,132       | Lone Tree and Douglas County | C-470 Trail Connector to RTD/Park Meadows LRT                            | \$1,600       |
| Arapahoe County     | S. Federal Blvd. Sidewalk Improvements                                      | \$404         | Denver                     | SH-88/Federal Boulevard Median Gaps  | \$3,600       | Longmont                     | SH-110 & Sunset St Intersection Multimodal Safety Improvements (SDR5000) | \$1,200       |
| Boulder             | Safer Signals, Safer Streets  | \$436         | Denver                     | West Colfax Pedestrian and Transit Improvements + Partial E. Colfax        | \$10,000      | Momson                       | Momson Main Street Revitalization  | \$426         |
| Boulder             | 28th St. (US 36) and Colorado Ave. Protected Intersection                   | \$2,104       | Denver                     | Broadway Corridor Multimodal Improvements (Elevate Project)                | \$9,600       | Nederland                    | Nederland Crosswalk Improvements   | \$260         |
| Boulder             | 30th Street – Separated Bike Lanes (SH-7/Arapahoe Avenue – Colorado Avenue) | \$2,300       | Denver                     | Federal Blvd Pedestrian Improvement Project                                | \$3,812       | Northglenn                   | Connect Northglenn Multimodal Improvements                               | \$560         |
| Boulder County      | US 36 Intersections Improvements Project (Lyons to Boulder)                 | \$240         | Douglas County             | US Highway 85 Shoulder Widening (Castle Rock Parkway to Daniels Park Road) | \$880         | Superior                     | US 36 Bikeway Extension - Rock Creek Parkway Segment                     | \$320         |
| Broomfield          | US 287/ 120th Avenue Sidepath Infill & Transit Access Improvements          | \$2,000       | Englewood                  | West Dartmouth Ave Multimodal Safety                                       | \$1,200       | Denver                       | Evans Ave Vision Zero Safety Project                                     | \$744         |
| Broomfield          | CO 128 / US 36 Bikeway Connection   | \$296         | Erie                       | County Line Road Telleen to Evans  | \$2,360       | Douglas County               | C-470 Trail & University Blvd Ped Grade Separation                       | \$5,120       |
| Broomfield          | 112th/Uptown Ave. Complete Streets and Railroad Safety Improvements         | \$3,542       | Lakewood                   | West Colfax Pedestrian Safety and Infrastructure Project                   | \$10,000      | Parker                       | Parker Rd (SH-83) Multi-Use Trail/Sidewalk                               | \$3,200       |
| Centennial          | Arapahoe and Clarkson Traffic Signal and Bike Lane Continuation             | \$400         | Littleton                  | Mineral Station East Mobilityshed Improvements                             | \$1,600       | RTD                          | Improving ADA Accessibility in Metro Denver                              | \$905         |
| Centennial          | S Holly St-HAWK Signal and Pedestrian Improvements                          | \$250         | Littleton                  | Prince Street Link Project   | \$615         | CDOT R1                      | Urban Arterials Safety Study   | \$2,500       |
| Commerce City       | Colorado Boulevard Bicycle and Pedestrian Improvements                      | \$2,720       | Lone Tree                  | Rapid Rectangular Flashing Beacons (RRFBs)                                 | \$248         |                              |  |               |





**2022-008:** Transfer \$2,300,000 in state Legislative funding from Safer Main Streets Pool

**Existing Project**

Title: **30th St. Corridor Improvements: Boulder Creek to Arapahoe**

Project Type: **Active Transportation**

TIP-ID: **2022-008**

STIP-ID:

Open to Public: **2024**

Sponsor: **Boulder**

**Project Scope**  
 Build a protected intersection on the south side of the SH-7/Arapahoe and 30th St. intersection, and adds protected bicycle lanes, wider sidewalks, and landscaping on 30th St. from Arapahoe Ave. to Boulder Creek.



Affected Municipality(ies)  
 Boulder

Affected County(ies)  
 Boulder

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

| Amounts in \$1,000s | Prior Funding  | FY24       | FY25       | FY26       | FY27       | Future Funding | Total Funding  |
|---------------------|----------------|------------|------------|------------|------------|----------------|----------------|
| Federal             |                | \$0        | \$0        | \$0        | \$0        |                |                |
| Federal (STBG)      |                | \$0        | \$0        | \$0        | \$0        |                |                |
| State               |                | \$0        | \$0        | \$0        | \$0        |                |                |
| State (MMOF)        |                | \$0        | \$0        | \$0        | \$0        |                |                |
| Local               |                | \$0        | \$0        | \$0        | \$0        |                |                |
| <b>Total</b>        | <b>\$4,300</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>     | <b>\$4,300</b> |

**Revised Funding Table**

| Amounts in \$1,000s | Prior Funding  | FY24           | FY25       | FY26       | FY27       | Future Funding | Total Funding  |
|---------------------|----------------|----------------|------------|------------|------------|----------------|----------------|
| Federal             |                | \$0            | \$0        | \$0        | \$0        |                |                |
| Federal (STBG)      |                | \$0            | \$0        | \$0        | \$0        |                |                |
| State               |                | \$0            | \$0        | \$0        | \$0        |                |                |
| State (Leg)         |                | \$2,300        | \$0        | \$0        | \$0        |                |                |
| State (MMOF)        |                | \$0            | \$0        | \$0        | \$0        |                |                |
| Local               |                | \$575          | \$0        | \$0        | \$0        |                |                |
| <b>Total</b>        | <b>\$4,300</b> | <b>\$2,875</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>     | <b>\$7,175</b> |



**2024-008:** Add \$340,000 in federal Carbon Reduction Program funds, \$439,000 in federal Multimodal Transportation and Mitigation Options Fund-American Rescue Plan Act funds, and \$100,000 local match transferred from Federal Blvd Bus Stop Improvements: 70<sup>th</sup> to 92<sup>nd</sup>

**Existing Project**

Title: **Federal Blvd BRT: Englewood Station to Wagon Road Park-n-Ride - Precon** Project Type: **Rapid Transit**

TIP-ID: **2024-008**

STIP-ID:

Open to Public:

Sponsor: **CDOT**

**Project Scope**

Design, environmental, and early action projects associated with side-running BRT on Federal from Englewood Station to Wagon Road Park-n-Ride. Final project will involve enhanced bus stops, sidewalk improvements, transit lane striping, and operational improvements including transit signal priority.



| Affected Municipality(ies) |
|----------------------------|
| Denver                     |
| Englewood                  |
| Westminster                |
| Unincorporated             |

| Affected County(ies) |
|----------------------|
| Adams                |
| Arapahoe             |
| Denver               |

| Project Phases |                 |
|----------------|-----------------|
| Year           | Phase           |
| 2025           | Initiate Design |
| 2026           | Initiate Design |
| 2027           | 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 | FY24            | FY25            | FY26            | FY27            | Future Funding | Total Funding   |
|---------------------|---------------|-----------------|-----------------|-----------------|-----------------|----------------|-----------------|
| Federal             |               | \$0             | \$0             | \$0             | \$0             |                |                 |
| Federal (RTD)       |               | \$0             | \$0             | \$0             | \$0             |                |                 |
| Federal (STBG)      |               | \$0             | \$4,512         | \$8,122         | \$4,017         |                |                 |
| State               |               | \$0             | \$0             | \$0             | \$0             |                |                 |
| State (Leg)         |               | \$5,336         | \$4,013         | \$2,000         | \$2,000         |                |                 |
| State (Leg-T)       |               | \$6,000         | \$8,063         | \$5,453         | \$8,133         |                |                 |
| Local               |               | \$0             | \$3,950         | \$1,750         | \$0             |                |                 |
| <b>Total</b>        | <b>\$0</b>    | <b>\$11,336</b> | <b>\$20,538</b> | <b>\$17,325</b> | <b>\$14,150</b> | <b>\$0</b>     | <b>\$63,349</b> |

### Revised Funding Table

| Amounts in \$1,000s | Prior Funding | FY24            | FY25            | FY26            | FY27            | Future Funding | Total Funding   |
|---------------------|---------------|-----------------|-----------------|-----------------|-----------------|----------------|-----------------|
| Federal             |               | \$0             | \$0             | \$0             | \$0             | \$0            |                 |
| Federal (CRP)       |               | \$0             | \$340           | \$0             | \$0             | \$0            |                 |
| Federal (MMOF-ARPA) |               | \$0             | \$439           | \$0             | \$0             | \$0            |                 |
| Federal (RTD)       |               | \$0             | \$0             | \$0             | \$0             | \$0            |                 |
| Federal (STBG)      |               | \$0             | \$4,512         | \$8,122         | \$4,017         |                |                 |
| State               |               | \$0             | \$0             | \$0             | \$0             |                |                 |
| State (Leg)         |               | \$5,336         | \$4,013         | \$2,000         | \$2,000         |                |                 |
| State (Leg-T)       |               | \$6,000         | \$8,063         | \$5,453         | \$8,133         |                |                 |
| Local               |               | \$0             | \$4,050         | \$1,750         | \$0             |                |                 |
| <b>Total</b>        | <b>\$0</b>    | <b>\$11,336</b> | <b>\$21,417</b> | <b>\$17,325</b> | <b>\$14,150</b> | <b>\$0</b>     | <b>\$64,228</b> |