

- Resolution No. 6, approving the *Regional Intelligent Transportation Systems (ITS) Deployment Program*.

Move to adopt a resolution establishing a commitment in principal up to \$50 million in DRCOG controlled federal funds to CDOT towards the I-70 East reconstruction project
Doug Rex introduced this agenda item. Members discussed making a commitment to the project. There was some discussion of taking the commitment off the top of funds coming to the DRCOG area. Staff reported this recommendation is the same as that used for the commitments in principle to the FasTracks program. Committing the funding off the top provides a more stable funding commitment to the project. It was noted that a similar process was used for providing funding for US-36.

Doug Tisdale **moved** to adopt a resolution establishing a commitment in principal up to \$50 million in DRCOG controlled federal funds to CDOT towards the I-70 East reconstruction project, with an amendment to the resolution in the fifth paragraph, second line to read: "Now therefore be it resolved that the Denver Regional Council of Governments hereby approves the establishment of a commitment in principal **to contribute** up to \$50 million ". The motion was **seconded** and **passed** unanimously.

Move to approve the 2040 RTP fiscally constrained roadway capacity and rapid transit staging networks for air quality conformity modeling

Jacob Riger briefed members on federal requirements for the RTP, as well as the recommendation from the TAC (Transportation Advisory Committee). As noted in the Chair's report, the RTC (Regional Transportation Committee) did not provide a recommendation to the Board. A question was asked regarding why the RTC didn't take action. Jack Hilbert noted that 14 members were present at the RTC meeting; it takes 12 affirmative votes to pass an item. He noted some members had concerns with the Colfax Ave. and Peña Blvd. projects. Specifically, they felt the Colfax project should be funded with CMAQ funds, and the Peña Blvd. project doesn't mention any public/private partnerships, developer cost sharing, or managed lanes in the funding mix. There was also no mention of whether the FAA (Federal Aviation Administration) had imposed a deadline to fix the problem. The section of Peña Blvd. from I-70 to E-470 is no longer eligible for FAA funding, as FAA has determined that more than 40 percent of the traffic on the roadway is not airport related. Members discussed the options presented by Douglas County staff, as well as other options. Members stated they were not comfortable with acting on options provided at the beginning of the meeting.

Jackie Millet **moved** to recommend Option 4 in the Douglas County handout. The motion was **seconded**. There was discussion.

It was moved and seconded to call the question. The motion to call the question **passed** unanimously.

After discussion, the motion **failed** on a vote of 14 in favor and 16 opposed.