

Board Officers

Jackie Millet, Chair
Elise Jones, Vice Chair
Bob Roth, Secretary
Herb Atchison, Treasurer
Jennifer Schaufele, Executive Director

AGENDA

BOARD OF DIRECTORS

WEDNESDAY, FEBRUARY 17, 2016

6:30 p.m. – 8:30 p.m.
1290 Broadway
First Floor Independence Pass Conference Room

1. 6:30 Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of New Members and Alternates
4. *Move to Approve Agenda
5. 6:35 Report of the Chair
 - Report on Regional Transportation Committee
 - Report on Structure and Governance Group
6. 6:45 Report of the Executive Director
7. 6:50 Public Comment

Up to 45 minutes is allocated at this time 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. 7:10 *Move to Approve Consent Agenda
 - Minutes of January 20, 2016
(Attachment A)
 - Approval of Federal Legislative Policy
(Attachment B) Rich Mauro, Senior Legislative Analyst

***Motion Requested**

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

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



We make life better!



ACTION AGENDA

9. 7:15 ***Discussion of Election of Officers and Administrative Committee Members**
(Attachment C) Nominating Committee Members
Pursuant to the *Articles of Association*, the election of officers and Administrative Committee representatives occurs at the February meeting. The Nominating Committee report was included in the January agenda. 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.
10. 7:25 ***Discussion of Changes to Committee Structure**
(Attachment D) Jerry Stigall, Director, Organizational Development
11. 7:35 ***Discussion of Statement of Understanding**
(Attachment E) Jerry Stigall, Director, Organizational Development
12. 7:45 ***Discussion of the 2016-2021 TIP Review White Paper prepared by the TIP Review Work Group and possible further direction by the Board**
(Attachment F) Douglas W. Rex, Director, Transportation Planning & Operations
13. 7:55 ***Discussion of participation in the Urban Sustainability Accelerator Program**
(Attachment G) Douglas W. Rex, Director, Transportation Planning & Operations
14. 8:05 ***Discussion of State Legislative Issues**
 - A. **Bills on Which Positions Have Previously Been Taken**
(Attachment H) Presentation by Rich Mauro, Senior Legislative Analyst
Rich Mauro will respond to questions and 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 I) Presentation by Rich Mauro, Senior Legislative Analyst (if necessary)
Rich Mauro will present a recommended position on any new bills based on the Board's legislative policies. If a bill requires additional discussion it may be pulled from the package and action will be taken separately. **Positions on specific legislative bills require affirmative action by 2/3 of those present and voting.**

***Motion Requested**

INFORMATIONAL BRIEFINGS

15. 8:20 **Committee Reports**

The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG

- A. Report on State Transportation Advisory Committee – Elise Jones
- B. Report from Metro Mayors Caucus – Cathy Noon
- C. Report from Metro Area County Commissioners– Don Rosier
- D. Report from Advisory Committee on Aging – Jayla Sanchez-Warren
- E. Report from Regional Air Quality Council – Jackie Millet
- F. Report on E-470 Authority – Ron Rakowsky
- G. Report on FasTracks – Bill Van Meter

INFORMATIONAL ITEMS

16. **DRAFT Summary of January 20, 2016 Administrative Committee Meeting**
(Attachment J)

17. **Relevant clippings and other communications of interest**
(Attachment K)

Included in this section of the agenda packet are news clippings which specifically mention DRCOG. Also included are selected communications that have been received about DRCOG staff members.

ADMINISTRATIVE ITEMS

18. **Next Meeting – March 16, 2016**

19. **Other Matters by Members**

20. 8:30 **Adjournment**

SPECIAL DATES TO NOTE

Metro Vision Awards Banquet	April 27, 2016
Metro Vision Idea Exchange	February 24, 2016
For additional information please contact Connie Garcia at 303-480-6701 or cgarcia@drcog.org	

CALENDAR OF FUTURE MEETINGS

February 2016

16	Regional Transportation Committee	CANCELLED
17	Administrative Committee	6:00 p.m.
	Board of Directors	6:30 p.m.
19	Advisory Committee on Aging	Noon – 3 p.m.
22	Transportation Advisory Committee	1:30 p.m.

March 2016

2	Board Work Session	4:00 p.m.
15	Regional Transportation Committee	8:30 a.m.
16	Administrative Committee	6:00 p.m.
	Board of Directors	6:30 p.m.
18	Advisory Committee on Aging	Noon – 3 p.m.
28	Transportation Advisory Committee	1:30 p.m.

April 2016

6	Board Work Session	4:00 p.m.
15	Advisory Committee on Aging	Noon – 3 p.m.
19	Regional Transportation Committee	8:30 a.m.
20	Administrative Committee	6:00 p.m.
	Board of Directors	6:30 p.m.
25	Transportation Advisory Committee	1:30 p.m.

MINUTES
BOARD OF DIRECTORS
WEDNESDAY, JANUARY 20, 2016

Members/Alternates Present

Jackie Millet, Chair	Lone Tree
Bill Holen	Arapahoe County
Elise Jones	Boulder County
David Beacom	City & County of Broomfield
Tom Hayden	Clear Creek County
Kevin Flynn (Alternate)	City & County of Denver
Anthony Graves (Alternate)	City & County of Denver
Roger Partridge	Douglas County
Don Rosier	Jefferson County
Bob Fifer	City of Arvada
Suzanne Jones	City of Boulder
Anne Justen	Town of Bow Mar
Cathy Noon	City of Centennial
Laura Christman	City of Cherry Hills Village
Rick Teter	City of Commerce City
Steve Conklin	City of Edgewater
Joe Jefferson	City of Englewood
Daniel Dick	City of Federal Heights
Lynnette Kelsey (Alternate)	Town of Georgetown
Saoirse Charis-Graves	City of Golden
Ron Rakowsky	City of Greenwood Village
Mike Hillman	Idaho Springs
Brad Wiesley	City of Lafayette
Shakti	City of Lakewood
Phil Cernanec	City of Littleton
Joan Peck	City of Longmont
Ashley Stolzmann	City of Louisville
Colleen Whitlow	Town of Mead
Kyle Mullica	City of Northglenn
John Diak	Town of Parker
Sally Daigle	City of Sheridan
Rita Dozal	Town of Superior
Eric Montoya (Alternate)	City of Thornton
Herb Atchison	City of Westminster
Debra Perkins-Smith	Colorado Department of Transportation
Bill Van Meter	Regional Transportation District

Others Present: Jennifer Schaufele, Executive Director, Connie Garcia, Executive Assistant/Board Coordinator, DRCOG; Rachel Bacon, Jeanne Shreve, Adams County; Mac Callison, Aurora; Aaron Brockett, Matthew Appelbaum, Boulder; Doris Truhlar, Centennial; Maria D'Andrea, Commerce City; Joe Fowler, Art Griffith, Abreana Bardossas, Douglas County; Casey Brown, Golden; Steve Durian, Jefferson County; Melissa Mata, Mead; Kent Moorman, Dan Schiltz, Darrell Alston, Thornton; Emma Pinter, Westminster;

Tim Kirby, Danny Herrmann, CDOT; Jennifer Cassell, Ed Bowditch, George Dibble, Tomlinson & Associates; Liz Adams, CRL; Laurie Bratten, Congressman Buck; and DRCOG staff.

Chair Jackie Millet called the meeting to order at 6: p.m. Roll was called and a quorum was present.

Public Hearing

The public hearing on the Cycle 2 amendments to the 2040 Fiscally Constrained Regional Transportation Plan was opened at 6:35 p.m. Jacob Riger, DRCOG staff, provided a brief overview of the proposed amendments. The following individuals provided comment:

Becky English, Sierra Club, read comments in opposition to the I-70 project through north Denver, and submitted written comment.

The public hearing was closed at 6:40 p.m.

Move to Approve Agenda

Herb Atchison **moved** to approve the agenda. The motion was **seconded** and **passed** unanimously.

Report of the Chair

- Chair Jackie Millet reported on actions taken at the January 19 Regional Transportation Committee meeting: the members concurred with the Board's December action on the Urban Center/Station Area Master Plan project; approved the protocol and waiting list for the 2016-2021 Transportation Improvement Program; accepted the staff recommendation for TIP project delays; confirmed special interest seats on the Transportation Advisory Committee. The RTC did pull one project from the list of proposed TIP amendments; that project will be discussed under the TIP amendment item later in the agenda. She noted the members received a presentation on freight.
- Bob Fifer reported the Structure and Governance group discussed a proposed committee structure for DRCOG (graphic at Attachment B in the agenda packet). He noted this item will come before the Board for a vote at the February meeting. A webinar is planned to discuss the proposed structure in about two weeks. Members will receive information about the webinar. An FAQ sheet will be sent out to the Board prior to the next meeting.
- New members and alternates were introduced: Aaron Brockett, member, Boulder; Matt Appelbaum, alternate, Boulder; Carl Randolph, alternate, Dacono; Steve Conklin, member, Edgewater; Kara Swanson, alternate, Edgewater; Casey Brown, alternate, Golden; Sally Daigle, member, Sheridan; and Emma Pinter, alternate, Westminster. It was noted that this was Suzanne Jones' last meeting.
- The chair presented a five-year service award to Don Rosier, Jefferson County Commissioner.

Report of the Executive Director

- Executive Director Schaufele directed member's attention to Attachment C, legal counsel's opinion on small groups of Board members gathering prior to Board meetings to discuss items on the agenda. This item is provided in response to a question received from a member.
- Ms. Schaufele reported on the results of the poll of members for a date and time for the Board work sessions. The most selected day and time was the first Wednesday of each month at 4 p.m.
- Ms. Schaufele directed member's attention to the written Executive Director report included at Attachment D.
- Member's attention was directed to several handouts on the tables.

2016 State Legislative Preview

Ed Bowditch and Jennifer Cassell, Tomlinson & Associates, provided Board members with an overview of the upcoming Legislative session. The state budget and the activities of the Joint Budget Committee and funding for older American programs were highlighted. A 2016 Legislative Preview was included in the agenda packet. Mr. Bowditch also distributed a one page report to the members (a part of and filed with the official copy of this summary).

Public comment

No public comment was received.

Move to approve consent agenda

Herb Atchison **moved** to approve the consent agenda. The motion was **seconded** and **passed** unanimously. Items on the consent agenda include:

- Minutes of December 16, 2015
- Designate location for posting notices of meetings

Discussion of a resolution amending the 2016-2021 Transportation Improvement Program

Todd Cottrell, DRCOG staff, provided an overview of two of the proposed amendments to the *2016-2021 Transportation Improvement Program*. The amendment to the project identified as TIP ID 2016-015 was removed for separate action.

Phil Cernanec **moved** to approve two proposed amendments to the *2016-2021 Transportation Improvement Program*. The motion was **seconded** and **passed** unanimously.

Chair Millet noted project TIP ID 2016-015 included a scope change. Members of the Regional Transportation Committee asked for information from the project sponsor related to the change in project scope. Elise Jones noted this project would increase bus service in Longmont, an area that is underserved by transit.

Elise Jones **moved** to conditionally approve the proposed amendment to the *2016-2021 Transportation Improvement Program*, TIP ID 2016-015, dependent

upon a staff finding that the new proposed project scope would have a comparable score to the original scope. There was discussion.

Bill Van Meter noted the RTD Board of Directors pulled action on this item at their meeting the previous evening. He reported the Board will not meet again until February. DRCOG staff was asked to work with RTD staff to facilitate action on this amendment.

Joan Peck questioned why the amendment was not approved. Chair Millet noted that questions asked at the RTC meeting could not be answered by the end of the meeting; members were assured that delaying action for one month would not adversely affect the project. After the meeting, staff learned delaying action on the amendment would in fact adversely impact the project.

After discussion, the motion was **seconded** and **passed** unanimously.

Discussion of actions proposed by DRCOG staff regarding implementation delays of Transportation Improvement Program projects

Todd Cottrell provided a brief overview of the TIP Project Delays Report for FY 2015. The report provided by staff included recommendations for committee and Board consideration.

Anthony Graves **moved** to approve actions proposed by DRCOG staff regarding *2012-2017 Transportation Improvement Program (TIP) project delays for fiscal year 2015*. The motion was **seconded** and **passed** unanimously.

Ron Rakowsky, Greenwood Village, reported that the city is unable to advertise the TIP ID 2012-006 project by January 28, 2016, as previously agreed, and is withdrawing the project from the TIP.

Discussion of Metro Vision Outcomes as recommended by the Metro Vision Issues Committee

Brad Calvert provided an overview of the Metro Vision Issues Committee's work on the Metro Vision Overarching Themes and Outcomes, including Outcome narratives.

Chair Millet went through each of the 14 Outcomes. A comment was made that staff should renumber the Outcomes 1 through 14 to reflect the removal of Outcomes 4 and 7 from the original 16.

Phil Cernanec **moved** to approve the Metro Vision Overarching Themes and Outcomes, including Outcome narratives. The motion was **seconded**. There was discussion.

Roger Partridge noted that he wanted to go on record as noting that there is still disagreement on some Outcomes.

After discussion, the motion **passed** unanimously.

Discussion of state legislative issues

Rich Mauro provided an overview of the bills introduced since the agenda was distributed. Members discussed each bill.

HB 16-1065, Income Tax Credit for Home Health Care - Jayla Sanchez-Warren noted this bill was discussed at the Advisory Committee on Aging. She indicated this bill would not achieve the desired outcome. Individuals would have to expend funds up-front and be reimbursed through tax returns. Also, the credit may not be allowed in every year as it is based on revenue estimates. Staff recommends a position of monitor for this bill until more information about its impact becomes available.

Bill Holen **moved** to monitor HB 16-1065. The motion was **seconded** and **passed** unanimously.

HB 16-1008, Roadway Shoulder Access for Buses – Herb Atchison noted the US 36 Mayors, Commissioners and Council Members group is supporting the proposed bill. Currently buses are not allowed to travel on the shoulders of the highway. Staff recommends a position of support.

Elise Jones **moved** to support HB 16-1008. The motion was **seconded**. There was discussion.

A member asked if this is for buses only. It was noted that it is specific for RTD buses. Deb Perkins-Smith noted that this bill would not just be for US 36. After discussion, the motion **passed** unanimously.

HB16-1018, Transportation Advisory Committee Procedures – Transportation Legislative Review Committee – the bill would amend current law to require the State Transportation Advisory Committee (STAC) to provide advice and comments to both CDOT and the Transportation Commission. The bill also specifies that the STAC will provide advice on budgets and transportation policy, programming, and planning. Staff recommends a position of support for this bill.

Herb Atchison **moved** to support HB 16-1018. The motion was **seconded** and **passed** unanimously.

HB 16-1031, Modify Transportation Commission membership Transportation Legislation Review Committee – the bill requires the TLRC to study current statutory Transportation Commission districts during the 2016 interim to determine whether the number and boundaries of the districts should be modified. Staff requested Board direction on this bill.

Herb Atchison **moved** to actively monitor HB 16-1031. The motion was **seconded** and **passed** unanimously.

HB 16-1039, Interstate 70 Motor Vehicle Traction Equipment – Transportation Legislation Review Committee – the bill broadens current law to require the traction equipment to be carried on I-70 between milepost 133 (Dotsero) and milepost 259 (Morrison) when icy or

snow-packed conditions are present. The bill also requires that this traction control equipment be used when icy or snowy conditions are present. Staff requested Board direction on this bill.

Commissioner Rosier, Jefferson County, requested a modification to extend the distance to SH-74 (Evergreen), rather than to Morrison.

Phil Cernanec **moved** to support HB 16-1039, with the requested Jefferson County modification. The motion was **seconded** and **passed** unanimously.

HB 16-1061, Military Installation Transportation Needs Planning – The bill requires the comprehensive Statewide Transportation Plan prepared by CDOT to include an emphasis on coordination with federal military installations in the state to identify transportation infrastructure needs and ensure those needs are given full consideration during the formation of the plan. Staff recommends monitoring this bill, to allow staff time to research the implications of the bill.

Elise Jones **moved** to monitor HB 16-1061. The motion was **seconded** and **passed** unanimously.

HB 16-1067, Regional Transportation Authority Mill Levy – The bill extends the current regional transportation authority mill levy authorization until January 1, 2029. Staff recommends support for the bill.

Bob Fifer **moved** to support HB 16-1067. The motion was **seconded** and **passed** unanimously.

SB 16-011, Terminate use of FASTER fee revenue for transit – the bill would remove the requirement for a percentage of the FASTER fee revenue to be used on transit projects. Staff recommends opposing the bill.

Herb Atchison **moved** to oppose SB 16-011. The motion was **seconded** and **passed** unanimously.

HB 16-1027, Criminal Deposition for At-risk Persons – the bill extends the authority to take a remote deposition of an at-risk adult victim or witness who may be unavailable at trial to include at-risk elders. Staff recommends supporting this bill.

Bill Holen **moved** to support HB 16-1027. The motion was **seconded** and **passed** unanimously.

SB 16-057, Mobile Home Owners Leasing Space Mobile Home Parks – the bill grants powers to the Division of Housing in connection with the promotion of the mutual interests of landlords and homeowners within mobile home parks, to maintain for public dissemination a list of local government agencies and community-based nonprofit organizations that are created and empowered to mediate disputes between or among

landlords, management, and homeowners within mobile home parks. Staff recommends monitoring this bill.

Suzanne Jones **moved** to actively monitor SB 16-057. The motion was **seconded** and **passed** unanimously.

SB 16-078, Assisted Living Facilitator Competency Requirement – the bill requires an operator of an assisted living facility ensure the administrator of the facility completes 30 credits of continuing competency every 2 years. The operator must maintain records on the facility premises as proof of fulfillment of the competency requirements. Staff believes there should be additional competency requirements, and requests additional time to work with the bill sponsors. Staff has asked for discretion to oppose the bill.

Herb Atchison **moved** to allow staff discretion to oppose SB 16-078. The motion was **seconded** and **passed** unanimously.

Rich Mauro directed member's attention to the draft Federal Legislative Policy at Attachment N. Action on the Policy is scheduled for February. If you have comments please forward them to staff.

Discussion of Statement of Understanding

Jerry Stigall provided a brief overview on the statement of understanding. Members discussed the statement of understanding as proposed by the Structure/Governance group. An additional version by Mayor Laura Christman was also distributed for member's review. Some members expressed concern with being asked to sign such a document in order to participate on the Board. Consensus of the Board is to send the statement of understanding back to the Structure/Governance group for additional work.

Presentation on the Balanced Scorecard process and QuickScore

Jerry Stigall provided a brief overview of the balanced scorecard process and the QuickScore software.

Committee Reports

State Transportation Advisory Committee – Elise Jones reported the State Transportation Advisory Committee received a report on the peak period shoulder lanes on I-70; the Freight Advisory Council is up and running; CDOT is developing its statewide plan; the group received an update on state and federal legislation, and CDOT is developing a database of major investment needs as part of its 10 year development program.

Metro Mayors Caucus – Cathy Noon reported the Metro Mayors held their annual retreat. They heard updates on transportation, building better Colorado, received updates on legislation and various committees, and set their work plan for the next year.

Metro Area County Commissioners – Don Rosier reported their next meeting is Friday.

Advisory Committee on Aging – Jayla Sanchez-Warren reported the Committee discussed the Area Plan on Aging. The Plan outlines performance goals. Staff is working on developing maps showing gaps in service. One service provider has turned back their

contract; the funds will be redistributed to other providers. Two committee members will be honored for serving on the Committee for 20 years.

Regional Air Quality Council – Elise Jones noted the RAQC has announced a grant pool for local agency projects ranging from \$50,000 to \$200,000 to improve local air quality. The EPA has set a new Ozone standard; plans associated with the new standard are a couple years down the road. An update on the State Implementation Plan process was given.

E-470 Authority – Ron Rakowsky reported a new Executive Director has been hired, Tim Stewart, formerly head of the Oklahoma Turnpike Commission. Mayor Rakowsky reported the Authority has made a contribution of \$2 million, along with a loan of the same amount to the City of Aurora for a project to connect both ends of the 6th Avenue Parkway.

Report on FasTracks – Bill Van Meter noted the Flatiron Flyer service on US 36 has opened with great success; ridership has been higher than anticipated and additional trips have been added. He expressed appreciation for DRCOG's support of HB 16-1008.

Next meeting – **February 17, 2016**

Other matters by members

- Bob Fifer expressed the City of Arvada's well wishes for Fire Chief Tade.
- Ashley Stolzmann expressed thanks on behalf of Louisville to the Town of Parker for providing a tour of Parker's facilities.

Adjournment

The meeting adjourned at 9:30 p.m.

Jackie Millet, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Jennifer Schaufele, Executive Director

ATTACH B

To: Chair and Members of the Board of Directors

From: Jennifer Schaufele, Executive Director
(303) 480-6701 or jschaufele@drcoq.org

Meeting Date	Agenda Category	Agenda Item #
February 17, 2016	Consent	8

SUBJECT

This item concerns the *2016 Policy Statement on Federal Legislative Issues*.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the policy as presented.

ACTION BY OTHERS

N/A

SUMMARY

Each year, the Board adopts a policy statement on a range of federal legislative issues. This document provides the DRCOG Board, staff and lobbyists with policy direction on federal legislative issues during the coming year.

This year, revisions to the federal legislative policy statement are proposed to clarify the intent of a particular policy, use more precise language or otherwise update a statement to better reflect current practice.

The Draft *2016 Policy Statement on Federal Legislative Issues* was forwarded to the Board for comment on January 10, 2016. No comments or suggested revisions were received from Board members.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to adopt the *2016 Policy Statement on Federal Legislative Issues*

ATTACHMENT

DRAFT 2016 Policy Statement on Federal Legislative Issues (with markup)

ADDITIONAL INFORMATION

Should you have any questions regarding the policy statement, please contact Jennifer Schaufele at 304-480-6701 or jschaufele@drcoq.org, or Rich Mauro at 303-480-6778 or rmauro@drcoq.org.

Denver Regional Council of Governments

POLICY STATEMENT ON FEDERAL LEGISLATIVE ISSUES FOR ~~2015~~ 2016

INTRODUCTION

This paper outlines the key federal policy issues of the Denver Regional Council of Governments (DRCOG) and its local government members. 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 nearly 60 cities, towns and counties in the Denver metropolitan region. Under federal law, it serves as the Area Agency on Aging for eight counties to aid the 60+ population and the Metropolitan Planning Organization (MPO) coordinating 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.

REGIONAL PLANNING

Comprehensive Planning and Land Use. Although comprehensive planning and land use are primarily matters for local determination and regional coordination, the federal government can play a supportive role in encouraging local and regional efforts through funding, technical assistance and other incentives. DRCOG's Metro Vision plan represents a shared regional vision for creating sustainable, livable communities that accommodate people of all ages, incomes and abilities. Metro Vision is the policy basis for all of DRCOG's programs and serves as the framework and context in which the regional council collaborates with other organizations on issues of mutual interest. 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 implement Metro Vision and encourages federal entities to align their policies and investment decisions with Metro Vision and other regional agreements to advance common objectives.

DRCOG supports the Federal Partnership for Sustainable Communities (Partnership), which is a partnership among the Department of Housing and Urban Development (HUD), Department of Transportation (DOT), and Environmental Protection Agency (EPA). The DRCOG Board has incorporated the Partnership's six Livability Principles into Metro Vision and supported legislation in 2009 and 2011 that would have provided funds to help communities develop and implement comprehensive regional plans that incorporate economic development, transportation, and housing options, while addressing environmental concerns. A sustainable region balances economic vitality, prosperity, and social wellbeing as expressed by a high standard of living for the region's residents.

Metro Vision establishes several regional goals, as summarized here, and DRCOG may support or oppose legislative proposals based on consistency with these goals.

Growth and Development Goals

- Ensure urban development occurs within an urban growth boundary/area to promote a more orderly, compact and efficient future development pattern.
- Achieve at least a 10 percent increase in overall regional density between 2000 and 2035.
- Locate 50 percent of new housing and 75 percent of new employment between 2005 and 2035 in designated urban centers throughout the region. While each urban center will be unique, all urban centers will:
 - Be active, pedestrian-, bicycle- and transit-friendly places that are more dense and mixed in use than surrounding areas;
 - Allow people of all ages, incomes and abilities to access a range of housing, employment and service;
 - Promote regional sustainability by reducing per capita vehicle miles traveled, air and water pollution, greenhouse gas emissions and water consumption; and respect and support existing neighborhoods.
- Promote development patterns and community design features to meet the needs of people of all ages, incomes and abilities. Pay particular attention to the needs of older adults, which represent the fastest-growing segment of the population.
- Maintain Boulder, Brighton, Castle Rock and Longmont as distinct and self-sufficient freestanding communities, and more clearly define and support the regional role of rural town centers.
- Minimize the extent of low-density, large-lot (semi-urban) development.
- Limit the total amount of semi-urban development in 2035 to a proportion that does not exceed the current proportion of all households in the region, estimated to be approximately 3 percent.

Transportation Goals

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

Environmental Goals

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

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

- DRCOG supports improving the coordination of housing, community development, transportation, energy, and environmental policy in the United States; coordinating federal policies and investments to promote sustainable development; and, encouraging comprehensive regional planning for livable communities and the implementation of sustainable development.
- DRCOG supports federal policies and investments that contribute to the successful development of urban centers and transit station areas throughout metropolitan areas.
- DRCOG supports federal funding, regulatory support and other incentives to bolster local and regional efforts to increase the supply of affordable housing, including housing suitable for fixed-income older adults.
- DRCOG respects private property rights within a legal context that protects local land use authority. It is also important to emphasize that governmental actions often add value to private property. While acknowledging concerns over potential inappropriate uses of that authority, DRCOG believes the U.S. Supreme Court decisions defining constitutional restrictions on local government regulation of private property and the use of eminent domain are adequate to protect both public and private rights. When these restrictions are coupled with established precedents of the Colorado Supreme Court, protections accorded to landowners are reasonable, appropriate and balanced. DRCOG opposes further restrictions on the ability of governmental entities to regulate private property for the benefit of the public and opposes takings and eminent domain legislation that goes beyond the existing rulings of the U.S. Supreme Court and the Colorado Supreme Court as an attempt to unconstitutionally restrict local land use authority.
- Federal agencies and elected officials must respect and support local and regional plans and land use authority. This includes ensuring funding decisions and the siting of federal and other facilities are consistent with those plans and respect local and

regional land use authority. Federal agencies and elected officials also must ensure maximum local and regional participation in those decisions.

- The federal government must protect open space, including natural habitats, by fully funding the land conservation, preservation and infrastructure improvement trust fund programs and providing new incentives for land conservation.
- Federal investments in local and regional data and information programs help DRCOG deliver improved information, tools and services for local and regional planning and decision-making. DRCOG supports continued funding for these programs and legislation that requires local, regional and state governments to proactively share digital data with the public.

OLDER ADULTS

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

Congress last reauthorized the Older Americans Act (OAA) in 2006. The next reauthorization is currently on the federal legislative agenda. The 2006 legislation included new programs requiring states and local governments to address challenges brought by the aging of the baby boom generation. Unfortunately, the reauthorization did not include any additional funding, other than a small increase for the National Family Caregiver Program. The reauthorization also included provisions encouraging better federal, state and local coordination of services provided to persons in both in-home and community-based settings, but did not specify how these provisions would be implemented.

Since the last reauthorization, the challenges to communities, states and the nation presented by the aging of the baby boomers are better understood, especially the need for more tailored in-home and community-based services, more focused prevention programs, and increased support for family caregivers. The coming reauthorization offers a prime opportunity to modernize and reshape aging services in the U.S.

Accordingly, DRCOG adopts the following principles for reauthorization of the Older Americans Act.

Elimination of Obsolete Funding Provisions in the Older Americans Act

~~Recently, some members of the Senate conceded~~ DRCOG has expressed concerns the current funding formula for the Older Americans Act (OAA) is outdated and unfair, ~~a conclusion reached by the GAO three years ago~~ particularly to states with fast growing older adult populations. The OAA funding formula generally allocates federal funds to states based on the proportion of older adults in each state. However, the last

reauthorization included a “hold harmless” provision that prevents states from falling below their FY06 funding levels. Moreover, the formula uses population numbers from the 2000 Census. Allocating funds based on ~~13-year~~ old data (when a Census was conducted in 2010) penalizes states like Colorado which have fast-growing senior populations. This combination of obsolete data and the hold harmless provision causes Colorado to lose more funding than any other state, during both the annual appropriations as well as in the sequestration cuts.

DRCOG opposes both the use of old data to determine the number of seniors in each state and the inclusion of the Hold Harmless Provision when allocating OAA funds. In 2015, the Senate passed its reauthorization bill (S.192) with a small change to the funding formula in the direction of fairness. This included a change to the 2010 Census as the base but retained 99 percent of the “hold harmless” provision. A House bill may be introduced later this year. In response, all seven members of the Colorado House delegation have signed a letter to the Chairman and Ranking Member of the House Education and the Workforce Committee (responsible for Older Americans Act reauthorization) urging them to ensure any reauthorization of the Older Americans Act treats all seniors fairly by eliminating the “hold harmless” provision.

Encourage meaningful coordination with other systems and programs

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

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

Maximize Flexibility in Use of Older Americans Act Funds

The majority of federal funding provided to state and local entities under the federal Older Americans Act is specifically earmarked to particular services. While all of the OAA-funded services, such as meals and transportation, are critically important, the AAAs, local governments and service providers are in the best position to assess the specific needs in the local areas. **Increased flexibility in the use of program funds would allow area agencies on aging to better meet the needs of older adults.**

- Simplify rules and regulations to allow better coordination of senior services thus enabling AAAs and service providers to more efficiently and effectively use federal funds to address local priorities. This could include the consolidation of certain funding categories to improve administration of the affected programs. For example, the Title III C-1 congregate meal and Title 3 C-2 home-delivered meal programs could be merged.
- Create flexibility in state- and federally-specified allotments of Older Americans Act funds allowing AAAs to utilize regional priorities to determine funding distributions at the local level, consistent with the goals of the Act.
- Set required local match at 10 percent and required state match at 5 percent across all programs of the Older Americans Act. Currently, required local and state funding match percentages vary widely. For example, state/local match for the National Family Caregiver Support Program is 25 percent, while the Nutrition and Supportive Services Programs require a 15 percent state/local match. In some cases, states can completely opt out of providing a state match as with the National Family Caregiver Support Program.

Fund Aging-Related Planning for Local Communities

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

Increase Federal Funding for Older Americans Act Programs

The funding provided through the Older Americans Act has proven critical in maintaining a quality standard of living for many of the nation's older adults. For years, however, OAA funding has not kept pace with inflation or the growing population of individuals eligible for services. Yet, demand by at-risk older adults in need of supportive services has risen and will continue to rise with the growth of the aging population. This long-term gap in funding translates to greater numbers of older adults and family caregivers

with unmet needs and increasing pressures on state and local agencies, service providers and families. Meanwhile, waiting lists for Older Americans Act-funded services, such as Meals on Wheels, rides to medical appointments, and in-home care, have burgeoned throughout the country.

Compounding these problems, financial pressures on other programs that provide services to seniors, such as Medicare and Medicaid, have led to reductions in the services provided by those programs, and a related increase in demands on Older Americans Act programs. At the same time, there are proposals for addressing the nation's long-term debt that actually would result in significant cuts in funding for these programs. Funding cuts, such as those in the Budget Control Act of 2011 under "sequestration," would have devastating consequences on vulnerable older adults in the metro area and across Colorado. **Congress needs to fund the Older Americans Act adequately now and into the future – in preparation for the aging of the baby boomers. DRCOG specifically supports:**

- A balanced approach to addressing the nation's budget deficits and long-term debt. Any approach must protect those older adults in greatest social and economic need by fairly balancing increased revenues and targeted spending reductions and taking no actions that increase economic vulnerability or poverty.
- Significant annual increases in the overall funding for the Older Americans Act Programs, which are necessary to catch up with the lag in historical funding. ~~For FY 2015, DRCOG supports the position of~~ the National Association of Area Agencies on Aging, which is advocating total funding for OAA be increased to at least FY 2010 levels to restore the capacity of OAA programs, with special attention to Title III B Supportive Services, Title III E National Family Caregiver Support Program and Title VII State Long-Term Care Ombudsman Program, as these programs have had no relief from the sequester. ~~has determined an increase in funding of at least 6.38 percent is necessary to restore 2012 funding levels to keep pace with population growth, and price increases and funding cuts since then.~~
- Future authorized appropriations at levels adequate to fund identified needs but at least commensurate with the rates of growth in inflation and the economically needy older population.
- Priority for funding given to those Older Americans Act programs and services, especially nutrition services that emphasize assisting clients to live in their homes as long and as independently as possible.
- Increases in the funding for family caregiver support services (including training, respite care, counseling, and information and assistance) and the continued distribution of these monies through AAAs, which are important to address the growing needs of families who provide extensive care to their loved ones.
- Increases in funding for Long-Term Care Ombudsman programs, which are necessary to improve the ability to respond to complaints and safeguard residents' rights.
- Congress also should change budget rules to allow credit for discretionary programs that save money in mandatory programs.

Long-Term Care Facility Quality of Care

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

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

Fund the Elder Justice Act

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

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

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

- **Enhancing Health and Security of Older Adults.** The Affordable Care Act (ACA) contains several provisions regarding older adults and their ability to stay healthy and age in the community. These include provisions for Aging and Disability Resource Centers, prevention and wellness programs, care transitions and coordination, and efforts to rebalance the long-term care system relative to institutional and community care. The AAAs are positioned to play a key role in implementing these provisions. **DRCOG urges Congress and federal agencies to recognize the full potential of the Aging Network and utilize AAAs in implementing these ACA provisions.**
- **Avoid Institutional Care.** Home- and community-based services are critical components in the continuum of care for the elderly and disabled and are more cost efficient than services in institutions, particularly with regard to rural areas and for minority populations. Adequate reimbursements to providers are necessary to offset the costs of providing these important services. **DRCOG supports increased funding of home- and community-based care programs and higher Medicare and Medicaid reimbursements.**
- **Prescription Medication.** Older adults typically require more medication than younger people. Even with the adoption of a prescription drug benefit under Medicare, the high cost of prescription medication will continue to be a financial hardship for many older adults. DRCOG supports revisions to the Medicare Part D prescription drug benefit to simplify the application process and coverage offered, as well as address the gaps in coverage to provide a more comprehensive prescription medication benefit for all beneficiaries. **DRCOG also encourages the federal government to provide additional funding for AAAs to provide public education, counseling and enrollment assistance for citizens about the Medicare drug program.**

- **Patients' Rights.** Enforceable federal protections, in areas including access to care, quality assurance, patient information, grievances and appeals, doctor-patient relationship, and physician treatment decisions, are necessary to ensure that quality health care and other services are available to all. **DRCOG supports legislation to protect consumers in managed care plans and other health coverage.**
- **Housing.** The ability to afford to live in a residence independently is a concern of older adults, especially those on fixed incomes. As the Denver metro area has grown and developed, the shortage of affordable housing has become an even more important concern. **DRCOG supports policies and programs designed to support older adults, especially those of low- and moderate-income, and persons with disabilities to live independently in the residence of their choice. This includes policies and programs to:**
 - Encourage the delivery of home- and community-based supportive services to assist older people and persons with disabilities in maintaining independence and actively engaging in their community.
 - Improve home design to promote independence and aging in place, including home modification and repair, appropriate design features in new and rehabilitated housing (through principles such as universal design, visitability, inclusive home design, and energy efficiency), and the use of innovative home products.
 - Promote affordable housing options by:
 - ensuring that policies, programs and other actions that affect land-use and housing support the private and public sectors in providing a variety of housing sizes and types, while ensuring older adults and persons with disabilities have choice in the type of housing arrangement that fits their needs best. Renters and homeowners (including manufactured homeowners) should have appropriate protections. Policies should emphasize the rights of residents and minimize disparities in treatment under the law.
 - promoting policies and programs that support the creation and maintenance of an adequate supply of affordable rental and ownership options integrated with the community to meet the needs of people of all ages, incomes, and abilities. This should include strengthening housing programs to ensure that policies and funding for housing assistance and preservation programs continue to support residents who choose to remain in their homes as they age and that low- and moderate-income households have access to well-designed, safe, decent, affordable, and accessible housing integrated throughout well-designed communities.
 - reauthorizing or creating programs and policies that increase the capacity for public-private partnerships to increase the range of housing choices available to older people and persons with disabilities.
 - promoting financial security of housing assets to support the availability of affordable homeownership options, safeguard home equity, and promote the

innovative use of housing assets to maintain and improve the independence and quality of life of older people.

TRANSPORTATION

~~Reauthorization of MAP-21.~~ In 2009, when Congress began work on reauthorization of SAFETEA-LU, the DRCOG Board adopted a policy statement recommending Congress create a new policy framework in the reauthorization. However, MAP-21 only meaningfully addressed the first element of that framework: invest in rebuilding the nation's transportation infrastructure. The Board stated I transportation is an essential component of multidimensional efforts to advance economic development, industry growth and competitiveness; reduce the nation's carbon footprint; increase job access and mobility; and create communities having a high quality of life for people of all ages, incomes and abilities. This remains DRCOG's vision for federal-metro partnerships for prosperity.

DRCOG supported the Fixing America's Surface Transportation (FAST) Act. However, while the FAST Act provided ~~Since MAP-21 was only a two-year bill, it is critical that Congress act on its reauthorization to maintain~~ funding stability and delivery of long-term capital projects, the reauthorization -still falls short of needed investment in the nation's infrastructure and did not address a number of other important issues. As Congress and the U.S. DOT consider additional transportation issues and rulemaking for FAST, DRCOG will evaluate related proposals for consistency with the following policies.

DRCOG supports an energy-efficient, environmentally sustainable, multimodal transportation system that ensures America's economic competitiveness and provides livable communities for its residents. DRCOG supports providing additional transportation revenues to accomplish this vision. DRCOG urges Congress to adopt the remaining elements of the Board's ~~previously~~ adopted policy framework as outlined below.

Additional Investment in the Nation's Infrastructure. DRCOG supports both short- and long-term federal funding policies:

Short-term

- Boost the federal gas tax (at minimum, to restore the purchasing power of the Highway Trust Fund) and other existing Highway Trust Fund revenue,
- Index the federal gas tax to inflation,
- Create a National Strategic Freight Trust Fund (supported by a dedicated funding mechanism from all users of the freight system that is predictable, dedicated and sustainable),
- Reduce federal obstacles to options available to states and localities such as tolling, congestion pricing and public/private partnerships, and
- Further expand current federal credit programs.

Long-term

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

~~Beyond the rulemaking for the initial investments MAP-21 made in rebuilding the nation's infrastructure, Congress, in reauthorization, should consider:~~
~~Including incentives to use state-of-the-practice green materials and green maintenance and construction techniques,~~

- ~~Continuing MAP-21's increased emphasis on reducing the severity of accidents rather than just the total number of incidents, include performance objectives for safety in all modes, and~~
- ~~Updating the system to serve our nation's aging population.~~

Support Multimodal Solutions. Addressing the nation's transportation challenges requires investment in a comprehensive, multi-faceted approach. The nation will need to provide multimodal alternatives to achieve congestion relief, better air quality, reduced household transportation costs, and increased independence for people unable to drive because of age, income or ability. In the DRCOG region, the Metro Vision plan includes goals for increasing the rate of construction of alternative modes, reducing VMT, and reducing SOV mode share. **DRCOG supports adding multimodal transportation capacity appropriate to meet national and regional objectives.**

- Programs that allow states and planning regions to develop, fund and implement ~~integrated investment~~integrated investment solutions should be maintained and financially enhanced. In addition, transportation funding must allow flexibility to address the multimodal, energy and environmental needs of individual urban areas.
- Beyond MAP-21's identification of "traffic congestion," national performance objectives and measures for increasing access and mobility for people of all ages, incomes and abilities are needed, as well as flexibility to allow each state and region to decide how to best make investments to show progress toward national mobility and accessibility goals.
- Equalize federal funding match requirements across all modes of transportation.
- Create a national strategy for interregional person mobility.
- Expand ~~MAP-21's~~the National Freight Strategic Plan to include all major modes of freight transport including rail, water, and air, to better enable informed decision-making about efficient, long-distance freight movement.

Support Metropolitan America. Metropolitan areas account for 84 percent of the U.S. population and more than 85 percent of employment, income and production of goods and services. (Source: U.S. Conference of Mayors, July 2012) Growing congestion, poor system reliability, along with deteriorating infrastructure, threaten the ability of these regions, and the nation, to compete globally. Metropolitan regions must play a stronger role in the nation's transportation programs, both in the authority to direct investment and demonstrate accountability for the system's performance. **DRCOG supports transportation legislation that addresses metropolitan mobility and accessibility issues, specifically with consideration for the following:**

~~One proposal to achieve this supported by DRCOG is the creation of a new Metropolitan Mobility and Accessibility Program. This program would be highly flexible and would be aimed at improving metropolitan travel times and freight mobility, reducing carbon emissions and achieving national and regional energy conservation goals. MPOs would have project selection authority for this program.~~

- ~~•~~
- ~~• A new Metropolitan Mobility and Accessibility Program would be:~~
- ~~•~~
- ~~• Focused on the largest metropolitan regions, and would be in addition to traditional federal aid highway and transit allocations.~~
- ~~• Allocated by formula to all large metropolitan regions, but receipt subject to state and local designation as a Metropolitan Mobility Authority (MMA). Unused allocations would be reallocated to areas that meet the designation requirements.~~
- ~~• Performance based, require performance standards, measurements, and reporting to reduce travel time, improve freight mobility, improve safety, reduce carbon emissions, and conserve energy.~~
- ~~• Funded from new federal revenues (preferably, the Surface Transportation Trust Fund discussed below), and add incentives for increased local funds to include eliminating toll restrictions in metropolitan areas.~~

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

- Enable major metropolitan areas to establish and implement overarching plans for intraregional mobility and accessibility with focus on:
 - Easy access, choices and seamless transfers
 - Elimination of traffic chokepoints and reduction of severe traffic congestion
 - Strategies that manage transportation demand and provide transit service and implement non-motorized methods of travel
 - Strategies for accommodating interregional movement of people and goods within and through the metropolitan areas
 - Fostering livable communities for people of all ages, incomes and abilities
 - Promoting the urban infrastructure necessary to support high-density development around transit
 - Performance metrics that extend beyond ~~MAP-21's~~ existing traffic congestion and motor vehicle emissions measures and consider Vehicle Miles Traveled

(VMT) reduction, economic development, environmental sustainability, global competitiveness, accessibility, etc.

- Fold “Complete Streets” policies into the metropolitan planning process so that transportation agencies routinely consider designing and operating the entire right of way to enable safe access for drivers, transit users and vehicles, pedestrians, and bicyclists, as well as for older people, children, and people with disabilities.

Improve Energy Efficiency and Environmental Sustainability. Transportation plays a key role in achieving energy independence and addressing some of the nation’s environmental concerns. More than 60 percent of every barrel of oil used in the United States today is used by the transportation sector, and transportation sources accounted for 27 percent of total U.S. greenhouse gas (GHG) emissions in 2013 (Source: U.S. EPA website). The competitiveness of our economy, the health of our citizens and the strength of our national security depend on reducing our reliance on and consumption of fossil fuels. **DRCOG supports strategies to reduce fossil fuel use and greenhouse gas emissions by the transportation sector.**

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

Provide Responsible and Efficient Investment. The SAFETEA-LU-authorized National Surface Transportation Policy and Revenue Study Commission, which released a congressionally mandated report in January of 2008, called for interim investments of at least \$225 billion annually over the next 50 years at all levels of government. The February 2009 report of the National Surface Transportation Infrastructure Financing Commission set up under SAFETEA-LU estimated we need to invest at least \$200 billion per year at all levels of government to maintain and improve our highways and transit systems. ~~MAP-21~~The FAST Act did not meaningfully increase transportation revenues nor provide anywhere near these levels of investment. **DRCOG continues to support the funding principles adopted by the National Surface Transportation Infrastructure Financing Commission, which includes developing a funding and financing framework that:**

- Supports a goal of enhancing mobility and accessibility for users of the transportation system,

- Generates sufficient resources to meet national investment needs on a sustainable basis with the aim of closing the funding gap,
- Causes users and all *(Note: This is a change from the Commission's original language, which refers to "direct beneficiaries.") beneficiaries to bear the full cost of using the transportation system to the greatest extent possible,
- Encourages efficient investment in the transportation system,
- Incorporates equity considerations, including but not limited to geography, equity across income groups, population growth, and revenue generation, and
- Synchronizes with other broad public policy objectives (and may include energy independence, environmental protection, and workforce housing).

• ~~DRCOG supports both short- and long-term federal funding policies:~~

➤ ~~Short-term~~

- ~~Boost the federal gas tax (at minimum, to restore the purchasing power of the Highway Trust Fund) and other existing Highway Trust Fund revenue,~~
- ~~Index the federal gas tax to inflation,~~
- ~~Create a National Strategic Freight Trust Fund (supported by a dedicated funding mechanism from all users of the freight system that is predictable, dedicated and sustainable),~~
- ~~Reduce federal obstacles to options available to states and localities such as tolling, congestion pricing and public/private partnerships, and~~
- ~~Further expand current federal credit programs.~~

➤ ~~Long-term~~

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

DRCOG supports funding, project delivery and planning policies that promote efficiency, stability and reliability:

- Maintain transportation program's use of contract authority, allowing states to advance money for multiyear construction projects.
- While supporting a shift to national performance standards and goals, consideration must be given to equity issues (geographical/return on dollar).

- Reform any earmarking processes and discretionary programs remaining or reappearing to reduce the number of earmarks and ensure transparency, simplicity and accountability; any funds so awarded should honor the full request (no “partial grants”) and earmarks should not reduce transportation program formula funds.
- Provide full-year appropriations at the start of the federal fiscal year to the level of the authorization. Limit the use of short-term continuing resolutions and rescissions. These tactics reduce the flow of or cut into formula funds and negatively impact fiscal constraint, responsible planning, implementation of federal requirements, and project continuity.
- While ~~MAP-21~~FAST Act made progress in this regard, continue to streamline project delivery and National Environmental Policy Act processes without compromising environmental or public participation values.
- Enhance and strengthen the cooperative, collaborative partnerships required under current legislation with all the transportation planning partners.
- Support publication and dissemination of performance measurement results and analyses and widespread distribution of, and education about, the conditions of the transportation system.

Other Transportation Issues. ~~There are numerous other transportation issues not specifically covered under DRCOG’s Map-21 reauthorization policies. Beyond the key elements of DRCOG’s framework for MAP-21 reauthorization outlined above,~~ DRCOG expresses the following policies on other federal transportation issues:

- **Clarify and Enhance the Role of the Metropolitan Planning Organization.** The metropolitan planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. In many cases, MPOs provide the only regional, multimodal transportation plans that link transportation to land use, growth and air quality. Through the MPO process, local governments, in cooperation and collaboration with the state and local transit operators, determine the best mix of transportation investments needed to meet long-term transportation needs of a metropolitan area. This important role must be strengthened to make metropolitan transportation planning successful.
- ~~MAP-21~~FAST Act requires adequate financial forecasts through the cooperation and collaboration of the state, MPO and public transit agency to develop transportation plans. However, “collaboration, cooperation, and consultation” are poorly defined in the context of developing such financial forecasts, giving states wide discretion in how and when those estimates of revenues are to be provided and allowing for various interpretations of the regulations. **DRCOG supports:**
 - Expanding regulations to require all three entities to agree upon procedures governing the projection of future revenue estimates.
 - Requiring all three agencies (DRCOG, RTD, and CDOT) to agree upon distribution of estimated revenues.

- Establishing an external appeals process to USDOT if there is disagreement among the parties regarding estimate procedures and revenues.
- ~~MAP-21~~FAST Act similarly requires cooperative project selection and prioritization for the Transportation Improvement Program (TIP). **DRCOG supports:**
 - Expanding current regulations to require all three entities to agree upon procedures governing project selection and prioritization for transportation planning and there should be consequences for not following these procedures.
 - As part of the normal Memorandum of Agreement between an MPO, state DOT and local transit agency, requiring the three entities to cooperatively establish a process for addressing project cost overruns.
 - Requiring suballocation to Transportation Management Areas (MPOs representing populations greater than 200,000) to be based on the total population within the MPO boundary. Currently, the suballocation formula for Surface Transportation Program (STP) funds and Transportation Alternatives Program (TAP) funds is based solely on the U.S. Census definition of “urbanized area” population discounting any population falling —outside the urbanized area but still within the MPO-adopted boundary.
 - Establishing a population-based/air quality severity formula for suballocating CMAQ funds within a state and requiring suballocation of CMAQ to non-attainment MPOs representing populations greater than 200,000 on the basis of the total populations within the MPO boundary.
- **Transit.** Transit is an essential part of the metropolitan transportation system. Implementation of the Denver region’s transit system is a high priority for DRCOG, although cost increases and revenue decreases have forced RTD and DRCOG to remove some corridors from the fiscally constrained ~~2035-2040~~ Regional Transportation Plan. DRCOG also recognizes the importance of making transit-supportive improvements to these corridors along with the transit improvements. With the metro area having made a significant commitment of local resources for the regional transit system, **DRCOG urges Congress and the administration to take the following actions in support of transit in the Denver region:**
 - Continue the federal investment for transit and multimodal projects in the Denver region.
 - Provide dedicated sources of revenue and increased funding for bus rapid transit and rail new starts programs.
 - ~~Provide~~Continue to provide federal funding for the FasTracks corridors (over time this could include corridors that have had to be removed from the fiscally constrained RTP).
 - Clarify with regard to transit-oriented developments (TOD) that up to a half-mile from an existing or proposed transit station, parking and transportation infrastructure, TOD planning, land acquisition, and a project or program that supports compact, mixed-use, mixed-income, bicycle/pedestrian friendly

development are eligible for federal transportation funding and require that this clarification be incorporated in funding program decisions, and work to identify additional sources of funding.

- Incorporate the Partnership for Sustainable Communities' Livability Principles into federal policy and investment decisions.
 - Improve transportation services for older adults and individuals with disabilities by giving states added flexibility in utilizing their federal funds; enhancing the planning and coordination process; providing technical assistance; and promoting innovative community programs.
 - Designate the "Rocky Mountain Corridor" (from Cheyenne, Wyoming, through Colorado to Albuquerque, New Mexico, and the I-70 corridor from DIA to the Utah border) and the Western Regional Alliance high-speed rail network (to provide high-speed rail connections between Denver, Salt Lake City, Reno, Las Vegas, and Phoenix) as High-Speed Rail Corridors. This action would identify them as having potential for high-speed rail activity and enable these corridors to receive federal funds that might become available for corridor studies of high-speed rail options, development of plans for high-speed rail infrastructure, construction of high-speed rail facilities and highway/rail grade crossing safety improvements.
- **Air Quality Conformity.** The air quality conformity process is a success in the Denver region. It has increased support for multimodal planning and for integrated land use and transportation planning. It has also increased interagency coordination between the air quality and transportation planning agencies. **DRCOG supports maximum flexibility so that comparatively minor changes to the planned or programmed highway and transit network do not require a full conformity analysis at taxpayer expense. DRCOG supports continued funding for transportation projects that improve air quality.**
 - **Transportation Demand Management (TDM).** DRCOG views TDM principles and practices as increasingly important elements of the region's long-range transportation planning strategy. **DRCOG supports actions that minimize the barriers to the use of alternatives to the single-occupant vehicle and encourage changes to normal work patterns to avoid peak traffic conditions. DRCOG also supports efforts to provide incentives to employers, schools, rideshare agencies, and individuals to encourage alternative transportation use.**

ENVIRONMENT

Water Conservation. Water is a particularly scarce resource in the Denver region and western United States, and a key consideration in planning for future growth and development. Recognizing this fact, the DRCOG Board of Directors added a new water conservation element to Metro Vision, the Denver region's long-range plan for growth. The element calls on the region to maximize the wise use of limited water resources through efficient land development and other strategies, and establishes a goal of

reducing regional per capita water consumption. **DRCOG therefore supports federal policies and investments that contribute to local and regional water conservation efforts.**

Water Quality. Local governments in the Denver region face increasingly complex water quality challenges in an environment unique to the arid West but without the resources to respond to them appropriately. Reauthorization of the Clean Water Act could provide local governments and regional water quality planning agencies the additional planning, financing and regulatory tools needed to address our growing water quality challenges. **As the legislative process proceeds in these areas, there are a number of issues of concern to DRCOG that Congress can address.**

- **Integrated Planning.** DRCOG supports an integrated approach to water quality, tying together the management of point sources, nonpoint sources and stormwater through the involvement of the various stakeholders.
- **Regional Planning.** The Clean Water Act recognizes the importance of planning to address the challenges associated with both point and nonpoint source pollution. The regional planning provided for in the act is even more critical, given the growing emphasis on watershed approaches. **Congress should maintain and strengthen the regional planning process as the key component of the watershed approach. The planning funds provided under section 604(b) need be increased to assist responsible parties in meeting the expanding responsibilities that accompany implementation of a watershed planning and management approach.**
- **Infrastructure Funding.** Colorado and the nation are at a critical juncture regarding water and wastewater infrastructure. There are significant needs for new treatment plants and upgrades to existing plants. Local governments already shoulder a significant portion of water and wastewater capital investment. **Increased funding for infrastructure investment as well as the provision of greater flexibility of these funds will allow states and local governments to determine the best use, according to local prioritization of needs.**
- **Good Samaritan Protection.** Abandoned and inactive mines present a serious risk to the quality of nearby water supplies. Lack of adequate funding for reclamation and the potential liability for “Good Samaritans” are serious obstacles that have prevented cleanup of many of these sites. **DRCOG supports federal funding for reclamation activities. DRCOG also supports legislation encouraging federal, state, tribal and local governments, as well as mining companies and nonprofit groups that have no prior ownership or responsibility for an abandoned mine, to clean up an abandoned or inactive mining site by granting them liability protections under several environmental statutes, including the Clean Water Act.**

Superfund. DRCOG is concerned that a number of Superfund issues have become serious problems in recent years while the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) has been awaiting reauthorization. **DRCOG urges Congress to address the following issues individually or as part of a comprehensive reauthorization.**

- **Liability Protection.** Under current law and regulation, parties interested in cleaning up a Superfund site may decide not to pursue remediation efforts for fear of being held liable for preexisting problems. Lengthy clean up delays have occurred in our region and elsewhere while parties litigate over responsibility. DRCOG supports federal funding for cleanup activities. **DRCOG supports legislation and regulations encouraging parties that have had no prior ownership or responsibility for a site to clean up the site by granting them liability protections under several environmental statutes, including the Superfund law. DRCOG also supports limiting liability when a party has complied with applicable environmental laws at the time of disposal to further the goal of timely and cost-effective clean-up of Superfund sites.**
- **Community Participation.** Local governments often face significant community and neighbor-hood concerns regarding contaminated sites. Public involvement in the assessment, planning and clean-up for such sites is an important aspect of efforts to bring these sites to a safe condition. **Provisions that assist local governments in establishing and funding formal mechanisms for citizens to participate in the clean-up and land-use decision-making process are appropriate and necessary.**
- **Funding for Clean-up.** DRCOG is concerned that the federal government not reduce its commitment to assist with clean-up and redevelopment of these sites. **DRCOG supports the creation of new mechanisms to fund clean up to the extent they are sufficient to make significant progress toward the Act's goals. Allocation of clean-up costs among responsible parties should be according to the proportion of contamination caused by each.**
- **Health Risk Criteria.** The safety and health of populations exposed to pollution associated with Superfund sites is a primary concern related to potential redevelopment. Health risk-based criteria are necessary to guide these efforts. **These criteria must reflect the intended reuse of a site and the risks to special populations, including children, the elderly and those already disproportionately exposed to pollution. Risk-based standards specific to Superfund clean-up are needed to promote redevelopment of contaminated sites while protecting human health and the environment.**

Brownfields. Redevelopment of brownfields is important for economic development and environmental and public health and safety in many areas within the Denver region. This is a specific issue related to CERCLA that is of particular significance and should be pursued separately, if inaction on the Superfund reauthorization continues. There are

approximately 250 brownfields, former industrial and commercial sites, in both urban and rural areas throughout the Denver region. The redevelopment of brownfields is consistent with DRCOG's Metro Vision, which supports infill and redevelopment within the region. **DRCOG supports federal actions, including increased funding, to encourage the redevelopment of brownfields. DRCOG urges Congress to prioritize funding for projects that go beyond remediation and redevelopment of individual sites to focus on broader planning and economic development efforts, such as projects that incorporate brownfield remediation and redevelopment into larger infill development efforts.**

INTERGOVERNMENTAL RELATIONS

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

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

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

State administration of federal programs can be problematic for local governments, as state agencies tend to be more removed from clients and less responsive to their needs. On the other hand, individual local governments may lack the resources to achieve the desired efficiencies and cost-effectiveness. Further, some programs, such as transportation, air quality and water quality, that address issues crossing local political boundaries, are most appropriately and effectively addressed at the regional level. Regional programs also often benefit from economies of scale. The collaborative partnerships of regional approaches can provide more cost-effective services and programs for users and clients. **DRCOG urges Congress to use existing regional service delivery systems.**

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

ATTACH C

To: Chair and Members of the Board of Directors

From: Members of the Nominating Committee

Meeting Date	Agenda Category	Agenda Item #
February 17, 2016	Action	9

SUBJECT

This item is related to the Nominating Committee's recommendations for election of DRCOG Board officers and appointments to the Administrative Committee for 2016.

PROPOSED ACTION/RECOMMENDATIONS

The Nominating Committee members recommend election of the proposed nominees for Board Offices and appointment of members to the Administrative Committee.

ACTION BY OTHERS

N/A

SUMMARY

The Nominating Committee – comprised of Robin Kniech, Denver; Roger Partridge, Douglas County; Saoirse Charis-Graves, Golden, Ron Rakowsky, Greenwood Village; Ashley Stolzmann, Louisville; and Colleen Whitlow, Mead – considered numerous persons for DRCOG Board offices. The committee wishes to thank all of those who expressed interest in serving. After discussion and consideration, the candidates proposed below are recommended unanimously by the Nominating Committee members:

Chair – Elise Jones, Commissioner, Boulder County

Vice Chair – Bob Roth, Council Member, Aurora

Secretary – Herb Atchison, Mayor, Westminster

Treasurer – Bob Fifer, Council Member, Arvada

Jackie Millet will serve as Immediate Past Chair for the coming year.

It is further recommended that the Board of Directors appoint the following to serve one-year terms on the Administrative Committee: **Ron Rakowsky, Greenwood Village; Ashley Stolzmann, Louisville; and George Teal, Castle Rock.**

Officers of the Board also become members of the Administrative Committee. In accordance with the *Articles of Association*, in cases where one or more of the officers would otherwise qualify for membership (Elise Jones, Vice Chair, and Bob Roth, Secretary), the Board then selects a municipal or county representative to serve on the Administrative Committee. **The Nominating Committee recommends the Board appoint Saoirse Charis-Graves, Golden, and Colleen Whitlow, Mead.**

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

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

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to elect Board Officers for 2016 and appoint members to the Administrative Committee as proposed.

ATTACHMENTS

N/A

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org, or Connie Garcia, Executive Assistant/Board Coordinator at 303-480-6701 or cgarcia@drcog.org.

ATTACH D

To: Chair and Members of the Board of Directors

From: Elise Jones, Vice Chair

Meeting Date	Agenda Category	Agenda Item #
February 17, 2016	Action	10

SUBJECT

This action is related to work by the Structure/Governance group on the Board Officer, Administrative and Nominating Committee structures.

PROPOSED ACTION/RECOMMENDATIONS

The Structure/Governance group recommends approval in principle/concept for Board Officers becoming an Executive Committee, the Administrative Committee becoming two committees - a Finance and Budget Committee and a Performance and Engagement Committee per the attachment in your packet outlining the new committee guidelines.

ACTION BY OTHERS

N/A

SUMMARY

At the January 2016 Board of Directors' meeting, members saw a graphic from the Structure group describing potential committee structural changes formalizing the Board Officers as the Executive Committee and replacing the Administrative Committee with two new committees: the Finance and Budget committee and the Performance and Engagement committee. The attachments provide detail on each recommended committee. Lastly, the Structure group proposes to alter how the membership of the Nominating Committee is selected.

The main intent is to broaden the group of Directors and Alternates who participate in the process. The recommendations in this memo work in conjunction with the Board of Directors-approved change during the January 2016 meeting for the Metro Vision Issues Committee to become a Work Session open to all Board of Directors and Alternates.

Approved structural changes will require revisions to the Articles of Association along with other administrative documents. Revisions to the Articles and other relevant documents will be provided by DRCOG legal counsel along with an official effective date to ensure continuity for standing and/or new committees and the uninterrupted operation of DRCOG.

The projected schedule of events follows:

- February Board Meeting – vote on committee structure concept
- If concept is approved in February:
 - March Board Meeting – vote on revised Articles of Association, create Nominating Committee
 - April Board Meeting – vote on appointments to the two new committees Finance and Budget, Performance and Engagement
 - May Board Meeting – all changes become effective

PREVIOUS DISCUSSIONS/ACTIONS

At the January meeting of the Board of Directors, Directors approved the Structure/Governance group proceeding with their work and bringing recommendations back at the February meeting for discussion.

PROPOSED MOTION

Move to approve the concepts recommended by the Structure/Governance group, eliminating the Administrative Committee; altering how Nominating Committee members are selected; creating an Executive Committee comprised of the Board officers, and two new committees – Finance and Budget and Performance and Engagement for the purpose of carrying out duties and functions as agreed during the meeting.

ATTACHMENTS

1. Proposed DRCOG Leadership Structure slide
2. Committee Guidelines (newly recommended)
3. Nominating Committee guidelines

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschuafele@drcog.org or Jerry Stigall at jstigall@drcog.org or 303-480-6780.

Current Leadership Structure



Proposed Leadership Structure

Board of Directors DRCOG

Executive Committee

Board agenda setting

Conflict resolution

Process guidance

Receives updates from and assures progress of Committees

Finance & Budget Committee

(Chair – Treasurer)

Reviews major contracts, grants and expenditures (within budget)

Manages audits

Makes recommendations on all budget-related matters to the Board of Directors

Provides regular updates at board meetings

Performance & Engagement Committee

(Chair – Secretary)

Recommends appointment of the Executive Director to the Board of Directors

Holds quarterly meetings with Executive Director

Develops process for, executes and documents Executive Director's Annual Review

Recommends policies and procedures for effective administration of the Executive Director to the Board as needed

Implements and Reviews Structure & Governance

Oversees new member orientation

Provides regular updates at board meetings

Formally establish the board officers as an Executive Committee and break the current Admin Committee into two separate Standing Committees (creating 3 new autonomous committees):

EXECUTIVE COMMITTEE (new)

Type: Standing Committee

RESPONSIBILITIES

The Executive Committee is intended to be the primary executive leadership of DRCOG. It provides leadership to the Board of Directors and guidance to the Executive Director.

The Executive Committee has no direct decision making authority. It guides the internal business of the Council, which includes:

- Helps set board meeting agendas
- Resolves conflicts
- Provides process guidance
- Receives updates from and assures progress of Committees

MEMBERSHIP

- A. Nominated by the Nominating Committee and elected by the Board of Directors (usually in February).
- B. Board Officers.

1. **Chair.** The Chair shall preside at all meetings of the Board and shall be the chief officer of the Council in all matters acting as president. Chair will serve as Chair of the Board of Director meetings and will serve as a member of either the Finance & Budget or the Performance & Engagement committees (Vice Chair will serve on the other committee).
2. **Vice Chair.** The Vice Chair shall exercise the functions of the Chair in the Chair's absence or incapacity acting in the capacity as vice president. Vice Chair will serve as the Chair of the MVIC/Work Session and will serve as a member of either the Finance & Budget or the Performance & Engagement committees (Chair will serve on the other committee). If there is no immediate Past Chair available, the Vice Chair will serve on the Nominating Committee.
3. **Secretary.** The Secretary shall exercise the functions of the Vice Chair in the absence or incapacity of the Vice Chair and shall perform such other duties as may be consistent with this office or as may be required by the Chair.

Secretary will serve as the Chair of the Performance & Engagement Committee.

4. **Treasurer.** The Treasurer shall exercise the functions of the Secretary in the absence or incapacity of the Secretary and shall perform such other duties as may be consistent with this office or as may be required by the Chair. Treasurer will serve as the Chair of the Finance & Budget Committee.
5. **Immediate Past Chair.** The Immediate Past Chair, who shall be the most recent past chair serving on the Board, shall exercise the duties of the Chair in the absence or incapacity of the Chair, Vice Chair, Secretary, and Treasurer. The Immediate Past Chair will serve on the Nominating Committee.
6. **Executive Director.** The Executive Director shall exercise the functions of the Chief Administrative Officer of the Council and shall be empowered to execute official instruments of the Council as authorized by the Finance & Budget Committee or Board.

Meeting attendance requirements, as established by the Board, allow a maximum of three consecutive absences. If that limit is exceeded, the member is contacted by the Board Chair for possible Board considerations for replacement.

FINANCE & BUDGET COMMITTEE

Type: Standing Committee

RESPONSIBILITIES

The Finance & Budget Committee is intended to be the primary financial committee of DRCOG. It provides recommendations to the Board for action on the annual budget, while maintaining oversight on financial matters that impact DRCOG annual budgets and approving contracts and grants. This Committee will meet monthly or as needed due to its contract duties. It would also receive quarterly financial updates, and do more intensive work queueing up the budget for the next year.

The Finance & Budget Committee directs the internal business of the Council, which includes:

- Reviews major contracts, grants and expenditures (within budget)
- Manages audits
- Makes recommendations on all budget-related matters to the Board of Directors
- Provides regular updates at board meetings

QUORUM

A quorum will consist of one-third of the committee membership plus one. Members of the committee may participate in meetings via telephone in accordance with the committee's adopted policy. The policy allows telephonic participation when a member's absence is due to: emergencies related to illness or accident, vacations scheduled well in advance of a meeting, last minute familial obligations, weather conditions making travel to the meeting hazardous, or when any regular meeting of the committee occurs on a date when the regular meeting of the DRCOG Board has been cancelled. Telephonic participation shall not be used where the member's absence is due to attendance at other meetings or functions unless the member's attendance at such meeting or function was requested by DRCOG. Committee members shall contact the DRCOG Board Coordinator via email in advance of the meeting to receive calling instructions. The committee's adopted policy contains other rules governing telephonic participation. Meetings will be recorded and minutes taken and circulated in board meeting packets. Special meetings may be called with proper notice, as needed, to conduct time-sensitive committee business.

MEMBERSHIP

The committee will number not more than 1/4th the total membership of the DRCOG Board. Members are appointed by the Nominating Committee with approval by the Board of Directors (generally in February of each year).

The DRCOG Treasurer will serve as chair of the committee.

Other Members:

- **Committee Membership Pool:** One member representative who is designated as the member representative to the Board of Directors of each elected Board of county commissioners and each city council, provided each such county and city contained a population of 120,000 or more as estimated by the U.S. Census, the Council, or the state demographer. The Mayor or, as the Mayor's designee, any officer, elected or appointed, of the City and County of Denver and a Denver City Council member; Immediate Past Chair; and five members of the Board elected to serve two-year terms. These members will be split evenly between the Budget & Finance and Performance & Engagement Committees by the Nominating Committee, after consideration of member requests to be seated on a particular committee. The City and County of Denver will have one representative on each committee. Committee membership shall be designated to the member's jurisdiction not the individual member, and will transfer to another representative of that jurisdiction on the Board of Directors if the original member can no longer serve.
- Terms will be staggered, with half of the committee members appointed each year. In the first year in which the Committee is established, half of the members will be elected to serve one year terms and the other half will be elected to serve two year terms.
- Care will be taken to ensure appointees represent a broad cross-section of the DRCOG Board of Directors, taking into account community size, geographic location, the rate of growth, county and municipality, rural, suburban, rural, etc.
- A Board member and their alternate may not serve on the committee at the same time.

Meeting attendance requirements, as established by the Board, allow a maximum of three consecutive absences. If that limit is exceeded, the member is contacted by the Board Treasurer for possible replacement.

VOTING

A committee member's designated alternate on the Board of Directors (or member if the Finance/Budget member is the Board alternate), can attend meetings and participate in deliberations, at the discretion of the chair, but can only vote in the absence of the member.

PERFORMANCE & ENGAGEMENT COMMITTEE (new)

Type: Standing Committee

RESPONSIBILITIES

The Performance & Engagement Committee is intended to be the administration committee of DRCOG focused on the performance and evaluation of the Executive Director and onboarding of new DRCOG members. It provides recommendations to the Board for action on related administrative matters, while maintaining a strong working relationship between the Executive Director and board.

The Performance & Engagement Committee directs the internal business of the Council which includes:

- Recommends appointment of the Executive Director to the Board of Directors
- Holds quarterly meetings with Executive Director
- Develops process for, executes and documents Executive Director's Annual Review
- Recommends policies and procedures for effective administration of the Executive Director to the Board as needed
- Oversees new member orientation and onboarding of new committee members
- Implements and reviews board structure and governance decisions
- Plans the annual strategic planning board retreat
- Provides regular updates at board meetings

QUORUM

A quorum will consist of one-third of the committee membership plus one. Members of the committee may participate in meetings via telephone in accordance with the committee's adopted policy. The policy allows telephonic participation when a member's absence is due to: emergencies related to illness or accident, vacations scheduled well in advance of a meeting, last minute familial obligations, weather conditions making travel to the meeting hazardous, or when any regular meeting of the committee occurs on a date when the regular meeting of the DRCOG Board has been cancelled. Telephonic participation shall not be used where the member's absence is due to attendance at other meetings or functions unless the member's attendance at such meeting or function was requested by DRCOG. Committee members shall contact the DRCOG Board Coordinator via email in advance of the meeting to receive calling instructions. The committee's adopted policy contains other rules governing telephonic participation. Meetings will be recorded and minutes taken and circulated in board meeting packets. Special meetings may be called with proper notice, as needed, to conduct time-sensitive committee business.

MEMBERSHIP

The committee will number not more than 1/4th the total membership of the DRCOG Board. Members are appointed by the Nominating Committee with approval by the Board of Directors (generally in February of each year).

The DRCOG Secretary will serve as chair of the committee.

Other Members:

- **Committee Membership Pool:** One member representative who is designated as the member representative to the Board of Directors of each elected Board of county commissioners and each city council, provided each such county and city contained a population of 120,000 or more as estimated by the U.S. Census, the Council, or the state demographer. The Mayor or, as the Mayor's designee, any officer, elected or appointed, of the City and County of Denver and a Denver City Council member; Immediate Past Chair; and five members of the Board elected to serve two-year terms. These members will be split evenly between the Budget & Finance and Performance & Engagement Committees by the Nominating Committee, after consideration of member requests to be seated on a particular committee. The City and County of Denver will have one representative on each committee. Committee membership shall be designated to the member's jurisdiction not the individual member, and will transfer to another representative of that jurisdiction on the Board of Directors if the original member can no longer serve.
- Terms will be staggered, with half of the committee members appointed each year. In the first year in which the Committee is established, half of the members will be elected to serve one year terms and the other half will be elected to serve two year terms. Care will be taken to ensure appointees represent a broad cross-section of the DRCOG Board of Directors, taking into account community size, geographic location, the rate of growth, county and municipality, rural, suburban, rural, etc.
- A Board member and their alternate may not serve on the committee at the same time.

Meeting attendance requirements, as established by the Board, allow a maximum of two consecutive absences. If that limit is exceeded, the member is contacted by the Board Secretary for possible replacement.

VOTING

A committee member's designated alternate on the Board of Directors (or member if the Finance/Budget member is the Board alternate), can attend meetings and participate in deliberations, at the discretion of the chair, but can only vote in the absence of the member.

NOMINATING COMMITTEE (existing)

Type: Standing Committee

RESPONSIBILITIES

The Nominating Committee is the primary committee that makes recommendations regarding nominations to board leadership and committee membership positions. Specifically, each year (typically in the fall) it will submit to the Board its recommendations for the slate of board officers, including Secretary, Treasurer and Vice Chair; and the members for the Performance & Evaluation and Budget & Finance Committees, after taking into account member preferences for particular committee assignments. The Committee will also make recommendations for filling committee and board officer vacancies that occur during the year.

The Nominating Committee:

- Recommends board officers
- Recommends members for the Performance & Evaluation and Budget & Finance Committees

MEMBERSHIP

The Nominating Committee is established each year (typically in November) and will stand until the new Nominating Committee is formed the following year. The Nominating Committee shall be composed of six members: the immediate past board chair (or the Vice Chair if there is no immediate past board chair); a board member representing the City and County of Denver; one member selected by the Performance & Evaluation Committee; one member selected by the Budget & Finance Committee; one member selected by the Board of Directors; and one member selected by the Board Chair.

- Members must have served for at least one year on the Board before being eligible to serve on the Nominating Committee.
- No more than one Board Officer and one member from Denver may serve on the Nominating Committee.
- A Board member and their alternate may not serve on the committee at the same time.
- Care will be taken to ensure appointees represent a broad cross-section of the DRCOG Board of Directors, taking into account community size, geographic location, the rate of growth, county and municipality, rural, suburban, rural, etc.
- If there is a vacancy on the Nominating Committee, the entity that selected the departing member will choose a replacement.

To: Chair and Members of the Board of Directors

From: Jackie Millet, DRCOG Board Chair

Meeting Date	Agenda Category	Agenda Item #
February 17, 2016	Action	11

SUBJECT

This action is related to work by the Structure/Governance group on the Board member Capacity Building (On-Boarding) Program Statement of Understanding.

PROPOSED ACTION/RECOMMENDATIONS

The Structure/Governance group recommends approval of the statement of understanding as part of the enhanced on-boarding program.

ACTION BY OTHERS

N/A

SUMMARY

At the January 2016 Board meeting, members briefly discussed several options for the Statement of Understanding as part of developing and strengthening the skills of new and existing Board members and alternates. The Structure/Governance group took the feedback from Board Directors and revised the document substantially for further discussion.

PREVIOUS DISCUSSIONS/ACTIONS

The Board of Directors adopted an improved Capacity Building Program at the December meeting, without the statement of understanding, requesting the Structure/Governance group consider feedback provided by Directors during the January 2016 Board meeting.

PROPOSED MOTION

Move to approve the Statement of Understanding for inclusion in DRCOG's Capacity Building Program for new Board members and alternates.

ATTACHMENT

Revised Statement of Understanding





ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschuafele@drcog.org or Jerry Stigall at jstigall@drcog.org or 303-480-6780.

Version 2 – 2.4.16

**Denver Regional Council of Governments (DRCOG)
Statement of Understanding By Members of the Board of Directors**

As a member of the Board of Directors (including alternates) I acknowledge that collaboration is vital to the region's success and that:

-  Board members/alternates take part in establishing, reviewing, approving, monitoring and achieving the objectives of DRCOG.
-  Board members/alternates work within DRCOG's Governance Principles, Guiding Principles and Norms/Code of Conduct.
-  Board members/alternates support DRCOG's success by taking an active part in the organization's activities including board meetings, work sessions, committee meetings, the annual workshop, the awards event, and evaluation of the Executive Director.
-  Board members/alternates are prepared for Board Meetings, committee meetings, and orientation sessions, as applicable, to facilitate the efficient and effective working of the Board.

Name of Board Member/Alternate (please print)

Member Jurisdiction

Signature
Board Member

Date

Signature
Alternate

Date

To: Chair and Members of the Board of Directors

From: Jennifer Schaufele, Executive Director
303 480-6701 or jschaufele@drco.org

Meeting Date	Agenda Category	Agenda Item #
February 17, 2016	Action	12

SUBJECT

2016-2021 TIP Review White Paper.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends acceptance of the white paper and action on its recommendations.

ACTION BY OTHERS

NA

SUMMARY

At its August 2015 meeting, the DRCOG Board of Directors requested the formation of a work group, comprised of DRCOG staff and Transportation Advisory Committee (TAC) members, to develop a white paper addressing issues associated with the development of the 2016-2021 Transportation Improvement Program (TIP). Topics directed for discussion included: TIP process, funding allocations and criteria, and a comparative look at other MPO practices. The purpose of the white paper is to assist a future Board to address identified issues/concerns in the development of the next TIP.

The 2016-2021 TIP Review White Paper is attached for Board's review and consideration. The report highlights the following recommendations:

- Develop a project selection process purpose statement for the TIP.
- Further explore the Regional/Subregional dual project selection model.
- Create a project selection process that places more emphasis on project benefits, overall value, and return on investment.
- Explore opportunities to exchange CDOT state funds with DRCOG federal funds.
- Evaluate off-the-top programs and projects.

The white paper is a product of the TIP Review Work Group's discussions from October 16, 2015 to February 3, 2016.

PREVIOUS BOARD DISCUSSIONS/ACTIONS

[August 19, 2015](#) – Board directed staff to create a work group and develop the TIP white paper.

PROPOSED MOTION

Move to accept the 2016-2021 TIP Review White Paper and direct staff regarding next steps for the TIP Review Work Group.

ATTACHMENTS

- 2016-2021 TIP Review White Paper
- Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303 480-6701 or jschaufele@drcog.org; or Douglas Rex, Director, Transportation Planning and Operations, at 303-480-6747 or drex@drcog.org.

Denver Regional Council of Governments

2016-2021 TIP Review White Paper

Presented to the DRCOG Board - February 17, 2016



TIP Review Work Group

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Arapahoe County	Bryan Weimer
Arapahoe County, City of Aurora	Mac Callison
Boulder County	George Gerstle
Business	Steve Klausing
Colorado Department of Transportation	Jeff Sudmeier
Colorado Department of Transportation	Danny Herrmann
Denver, City and County	Janice Finch
Denver, City and County	David Gaspers
Denver Regional Council of Governments	Douglas Rex
Denver Regional Council of Governments	Steve Cook
Douglas County, City of Lone Tree	John Cotten
Douglas County	Art Griffith
Environmental	Mike Salisbury
Jefferson County	Steve Durian
Jefferson County, City of Lakewood	Dave Baskett
Regional Air Quality Council	Ken Lloyd
Regional Transportation District	Chris Quinn
TDM/Non-motor	Ted Heyd
Weld County	Janet Lundquist

DRCOG staff: Todd Cottrell, Will Soper, Casey Collins

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2016-2021 TIP Review White Paper

Introduction and Purpose

In August 2015, the DRCOG Board of Directors directed the establishment of a work group, comprised of DRCOG staff and Transportation Advisory Committee (TAC) members, to develop a white paper addressing issues associated with the development of the 2016-2021 Transportation Improvement Program (TIP). Topics directed for discussion included: TIP process, funding allocations and criteria, and a comparative look at other MPO practices. The purpose of the white paper is to assist a future Board to address identified issues/concerns in the development of the next TIP. This white paper is the product of the TIP Review Work Group and highlights discussions and recommendations from its October 16, 2015 to February 3, 2016 deliberations.

TIP Development - Federal Requirements

Federal law charges Metropolitan Planning Organizations (MPOs), such as DRCOG, with the responsibility for developing and approving the TIP. The TIP identifies all federally-funded surface transportation projects to be implemented in the region, and lists all non-federally funded projects that are regionally significant. DRCOG has the responsibility to allocate three federal funding types: Surface Transportation Program-Metro (STP-Metro), Congestion Mitigation Air Quality (CMAQ), and Transportation Alternatives Program (TAP). Combined, DRCOG receives, on average, \$65 million per year.

Federal guidance outlining the TIP process can be found in [23 CFR Part 450.324](#). While the guidance provides MPOs the flexibility to decide how it may select projects, the TIP is required to:

- cover no less than four years, and be updated at least every four years;
- be fiscally constrained by funding program;
- be consistent with the approved metropolitan transportation plan;
- identify criteria and process used for prioritizing projects; and
- provide for the consideration and implementation of projects, strategies, and services consistent with the eight federal planning factors ([23 CFR Part 450.306](#)).

Review of the Existing TIP Process

The 2016-2021 TIP was approved by the DRCOG Board of Directors on April 15, 2015 and incorporated into the State Transportation Improvement Program (STIP) on May 21, 2015. The adopted TIP was the culmination of an 18-month process which included revising the scoring criteria, a call for projects, and allocating \$267 million to selected projects and

programs across the region. [The Policy on Transportation Improvement Program \(TIP\) Preparation](#) is the guiding document that outlines the “rules” of the TIP process.

As has been done after all recent TIPs, DRCOG hosted a TIP Open Forum for technical staff (i.e., TAC members and anyone else who completed a 2016-2021 TIP application) on June 17, 2015 to gain insight on how the process may be improved. Additionally, staff invited the Board at its August 2015 meeting to discuss the TIP development process. The TIP Review Work Group was formed as a result of the Board’s discussion. Lastly, the TIP Review Work Group surveyed sponsors eligible to submit projects in the 2016-2021 Call for Projects to get additional thoughts on the TIP process. A summary from each of these efforts can be found in Appendix 1.

The section below highlights some of the comments received about the 2016-2021 TIP process.

2016-2021 TIP items

Receiving positive feedback from applicants:

Mandatory TIP training. The TIP Policy requires that each applicant who applies for funding attend a mandatory training workshop to cover and explain the submittal process, eligibility and evaluation, construction and project development requirements, and sponsor responsibilities. During the training, staffs from DRCOG, CDOT, and RTD were available to assist jurisdictions in preparing funding request applications.

Web-based call for projects and time period. The TIP Call for Projects was conducted through a web-based application that allows sponsors to score their projects instantaneously. Though the application is rigorously tested, improvements can always be made to enhance the usability.

The application period for each TIP cycle is typically open for six to eight weeks; the 2016-2021 TIP application was open for 7½ weeks. Though a majority felt this was enough time to complete their applications, some applicants have an extensive internal review methodology in place which must be followed, causing them to request more time.

Two-phase selection process. A two-phase process was first introduced with the 2005-2010 TIP in an attempt to address equity issues that arose from past allocations. In addition to selecting projects based solely on score (First Phase), the two-phase process provided the Board an opportunity to consider other factors in Second Phase. The most recent Second Phase process included factors such as Very Small Communities, county equity, and first-final mile connections.

Requiring further discussion prior to the next TIP Call for Projects:

TIP policy creation. For the next TIP, it was suggested the Board consider forming a TIP policy development work group, comprised of both technical and policy members. Having both types of expertise involved should improve the efficiency in creating a well-defined set of evaluation and eligibility rules. It will also allow specific criteria to be clearly defined and communicated so there are no misinterpretations from applicants.

Adequacy of the project types. Though the practice of submitting applications by project type is generally agreed to as being sufficient, there's less acceptance on whether the existing project types are able to capture all possible projects. Specifically, there were concerns the existing project types were not flexible enough to include certain multimodal projects.

Eligible project components. Currently, all project phases are eligible for funding through DRCOG. These phases include NEPA, design, ROW, and construction. Though all comments agreed to continue funding construction, some suggested removing funding eligibility for pre-construction activities, due to the limited funds. Others cited concerns that smaller community projects would be hindered without the ability to fund pre-construction activities.

Assigning a project score to Studies. Unlike previous TIPs, studies were not scored or eligible for funding in the First Phase selection. The survey results indicated an almost equal split between scoring the studies in First Phase, not scoring them, or no opinion. Comments ranged from suggesting a new set-aside be created for studies, all the way to making studies ineligible, noting they should be a local responsibility.

Maximum number of TIP submittals per sponsor. Each eligible sponsor for the 2016-2021 TIP cycle was able to submit between five and fifteen applications, based on the latest estimates of their population or employment. Since entities seldom submit their full allocation of project requests and the number of applications still surpasses the amount of funds available, should entities be limited to fewer applications, and thus concentrate on their highest priorities?

Minimum funding request. The minimum federal funding request is \$100,000. Federalizing a project requires additional expenses and procedures, which can increase the costs for small projects by 20 to 50 percent more than a typical project would cost using solely local funds. While raising the minimum request amount might result in a more cost effective use of federal funds, it could potentially prove to be a disadvantage for smaller communities who cannot afford to match larger projects.

Swap state funding for federal funding. There is a potential for TIP project sponsors to reduce their costs if a TIP project is not subject to federal regulations and requirements. CDOT is currently conducting an internal review to whether this may be appropriate for specific funding sources or project categories.

Points assigned to the Metro Vision criteria. Metro Vision criteria accounts for 25 percent of the overall score. Is this the right balance?

Multimodal connectivity criterion for roadway project types. Up to 18 points are eligible for roadway projects that include multimodal elements. Some applicants felt a number of these additional elements were beneficial to developing a multimodal transportation system and should be required of proposed projects. Other applicants felt the current process forced applicants to add a number of multimodal elements to projects just to increase their points on the application, even though they may not be a cost-effective use of funds.

Call for projects frequency. DRCOG currently conducts a call for projects every four years. Some asked if it makes sense to conduct the call more often: every two or three years to better respond to changing needs and priorities. What are other MPOs doing?

What are other MPOs doing?

In order to inform the TIP Review Work Group, staff investigated the project selection process used by other MPOs. A dozen MPOs were selected based on size, budget, project selection characteristics and/or geographic proximity to ensure a sample broad enough to show both general trends as well as unique innovations. The data represents a “snapshot in time” for the most recently available information.

Most MPOs surveyed tend to have shorter project solicitation cycles than DRCOG (less than four years). Additionally, DRCOG was the only MPO to have a two-phase selection process. Equity was considered in other MPOs, either as a factor during the project prioritization process, or alongside other factors such as scoring. Two MPOs, Chicago and Seattle, devolve some funds to subregional groups for project selection. Solicitation varied by funding or project type, as did whether non-construction phases of a project were eligible. Only the Minneapolis MPO forbids use of MPO-controlled funds for projects located on an interstate highway. Minimum project requests also varied, from no minimum up to \$1 million.

Staff has compiled all information in a comparative matrix, located in Appendix 2. What follows is a brief description of each MPO’s TIP and project selection process.

Atlanta Regional Commission (ARC) (Atlanta, GA): The Atlanta MPO is unique in that it does not conduct regularly scheduled calls for projects. Rather, ARC solicits additions to the TIP as funding becomes available. ARC separates projects by funding type and sets a minimum request of \$1 million for STP funded projects. Geographic equity is not considered, the application does not require significant engineering rigor similar to DRCOG’s, and subjective factors are taken into consideration during the selection of projects.

Capital Area MPO (CAMPO) (Austin, TX): CAMPO does not receive CMAQ funds since they are in attainment for all national ambient air quality standards. Their call

for projects is not on a set cycle, although they may move to a biennial solicitation in the near future. Applications do not require significant engineering knowledge and geographic equity is not considered during project prioritization, although other factors, including scoring are included. There is no minimum funding request and no funds are set-aside for specific purposes.

Chicago Metropolitan Agency for Planning (CMAP) (Chicago, IL): CMAP uses a very unique project selection process. Instead of a centralized process, STP funds are devolved to the City of Chicago and Suburban Councils for project prioritization. Suburban Councils are associations of municipal governments organized by geographic area (usually by county) which set policy goals specific to that area. CMAQ funds are distributed by the MPO using a cost-benefit analysis and are only used for construction phases of projects and programs.

Delaware Valley Regional Planning Commission (DVRPC) (Philadelphia, PA): DVRPC covers two states, so the biennial call for projects is split accordingly. While the process uses a high degree of engineering rigor, selection relies on subjective factors to supplement scoring criteria. Projects are solicited by funding type and project requests must be a minimum of \$250,000. Geographic equity is not explicitly taken into account.

Metropolitan Council (Minneapolis/St. Paul, MN): The Minneapolis MPO selects projects every two years using a technical, points-driven process. The call for projects solicits by project type, with fixed funding targets by project type. Preliminary engineering and design phases are not eligible for funding, nor are projects located on the interstate system. Projects have a minimum request of \$75,000 to \$1 million, depending on the project type.

Mid-American Regional Council (MARC) (Kansas City, MO): Similar to DVRPC, MARC is a bi-state region and divides its project selection process as such. Projects are solicited by funding type and STP funded projects cannot include non-construction phases. Calls for projects occur every two years. MARC does not consider geographic equity, require a high degree of engineering knowledge to fill out the application or consider points as the only factor during the project selection process.

Mid-Ohio Regional Planning Commission (MORPC) (Columbus, OH): The MORPC project selection process occurs every two years and solicits by project type. Funding targets are set by project type, with a minimum federal request of \$250,000. Factors other than scoring criteria are used to prioritize projects, although equity is not one of those. Engineering rigor is present in the application. MORPC does not allocate CMAQ funds, as the Ohio DOT holds and distributes all CMAQ funds. Through the statewide CMAQ project selection process, MORPC has considerable influence on prioritizing projects within their boundary and have had success receiving funding that matches what they would have received through a direct allocation.

Mid-Region Council of Governments (MRCOG) (Albuquerque, NM): The Albuquerque MPO receives non-urban STP funds from the New Mexico DOT, in addition to the federal allocation tied to the UZA. These funds are distributed as part of their biennial call for projects. Geographic equity is not directly considered in prioritizing projects, but some money must be spent outside of the UZA as a condition to receiving the additional STP funds from the state. Additionally, there is a separate scoring process for projects in large-urban, small-urban and rural areas. Engineering rigor is present in the application. Scoring criteria are one of several factors considered in the prioritization processes and projects are solicited by funding type.

North Front Range MPO (NFRMPO) (Ft Collins, CO): NFRMPO allocates some of their STP funds for a separate call for projects exclusive to small communities (population under 50,000). Project solicitation has historically been conducted every four years, although they plan to move to a two-year cycle in the near future. For STP-funded projects, there is a \$100,000 minimum request. The application does not take considerable engineering knowledge to complete and factors other than points are considered during the selection process.

Pikes Peak Area Council of Governments (PPACG) (Colorado Springs, CO): Pikes Peak does not receive CMAQ funds because it is an air quality attainment area. They solicit by project type and require engineering rigor in completing the application, and prioritize projects using factors other than points. They do not formally consider geographic equity and issue their call for projects every four years. Minimum project requests are \$25,000 and they do not set-aside funds for any purpose.

Puget Sound Regional Council (PSRC) (Seattle, WA): PSRC is similar to Chicago in that they allocate funds to subregional entities (in this case, county transportation forums) for project selection. The county transportation forums are responsible for following federal and MPO guidelines when conducting their competitive project selection process. A portion of the funds are held by the MPO to fund regional projects. PSRC receives non-urban STP allocations from the Washington DOT in addition to their STP-Metro allocation and must expend some of the money in areas outside the UZA. Funding is set-aside for certain project types, there are no minimums for federal requests and the regional project applications do not involve engineering rigor, using factors other than points for prioritization.

Wasatch Front Regional Council (WFRC) (Salt Lake City and Ogden, UT): The Wasatch Front Regional Council covers two UZAs and therefore has two separate calls for projects held annually. Project applications don't require engineering rigor and scores are not the only factor considered in selecting projects; equity is one of those factors, as the MPO tries to distribute funds evenly by population over the course of several TIPs. Projects are solicited by funding type, there is no minimum request, and no funds are set-aside.

Key Issues Discussed by Work Group

After careful review and discussion about the comments received from the Board and technical staff as noted above, the TIP Review Work Group coalesced around five “key” policy issues they believed should receive specific consideration for the next TIP. The key issues are:

Incorporation of Metro Vision in the TIP process

For over two decades, Metro Vision has served as the foundation for an ongoing conversation about how best to protect the quality of life that makes the Denver region such an attractive place to live, work, play, and raise a family. Obviously, transportation is integral to the growth and development of the region, and as such, the TIP has used both transportation and growth and development criteria to ensure appropriate tenets of Metro Vision are considered. The question discussed by the Work Group is how to best incorporate them into the TIP project selection process? While there was consensus that the TIP should implement relevant policy direction from the adopted regional plans, some felt the current process lacked flexibility to fund projects consistent with the regional plans and policies and also respect local government priorities.

Geographic equity

During the development of Second Phase criteria for the 2016-2021 TIP, no topic received as much discussion as County Funding Equity Status (geographic equity). Geographic equity was one of seven criteria used in the selection of Second Phase projects and along with “Very Small Communities” was characterized as a Tier 1 criterion, thus receiving additional emphasis by the Board in Second Phase deliberations.

The equity calculation compared the amount of DRCOG, CDOT, and RTD funds programmed within a county over the past 12 years to the percent “contribution” from each county to create an equity ratio. Contribution variables included population, employment, vehicle miles traveled, and disbursements from the state Highway Users Trust Fund to each county. The intent of this measure was to provide information on how much transportation funding has been invested in each county, compared to the contribution from the county over time.

Concerns related to geographic equity discussed by the Work Group focused on:

- Does the current formula accurately reflect the primary user/beneficiaries of a particular transportation facility? For example, an improvement to a facility located in a specific county may not mean the residents of that county are the only (or even primary) beneficiaries of that project.
- Is geographic equity appropriate to consider in project selection, or should project selection focus on the greatest regional benefits and consistency with regional plan goals, irrespective of location?
- If geographic equity is appropriate to consider, should regional suballocation of funding be considered as a more effective mechanism to address regional equity?

- Should funding expenditures from all three planning partners (DRCOG, CDOT, and RTD) be used in the equity calculations or only DRCOG allocated funds?

Small vs. Large communities

As stated above, Very Small Communities received additional emphasis during Second Phase of the 2016-2021 TIP project selection. The Work Group discussed the ability of small communities to compete with larger communities and whether community size should be a factor in the TIP selection process. There was recognition that small communities often do not have the financial or staff resources to develop competitive applications.

Off-the-top program/project funding

The DRCOG TIP selection process has historically taken funds “off-the-top” (before the TIP Call for Projects) to fund established programs. In the 2016-2021 TIP, funds were allocated to the following set-aside programs: Regional Transportation Demand Management (TDM), DRCOG’s Way to Go Program, Regional Transportation Operations (RTO), Station Area Master Plans/Urban Center Planning Studies, and Air Quality Improvements.

Additionally, the DRCOG Board approved providing fund to two large/regionally significant projects (FasTracks and I-70 East Viaduct reconstruction project) that were not subject to the general call for projects. Other projects to be funded in this manner in past TIP cycles include I-70: Brighton to Colorado Viaduct repair project and DRCOG’s Travel Behavior Study.

Recognizing off-the-top projects and programs reduce the amount of funds available for the TIP Call for Projects, the Work Group discussed the necessity to develop clear procedures and criteria for evaluating funding requests in order to ensure thorough review of larger regional project funding requests typically from CDOT and RTD.

Multimodal projects

The Work Group discussed the need to take a more holistic approach to project development. Many feel the current TIP project selection process is too rigid and doesn’t offer the flexibility to submit projects that are truly multimodal. Additionally, some Work Group members felt this inflexibility forces project sponsors to include certain project elements only to make it score well, not because it added value to the project. The group felt a discussion about context-sensitive solutions related to TIP project development is an important step going forward.

Two TIP Models

As noted previously, two very distinct project selection process models emerged from staff's research of other MPOs. The two models are:

Regional Model

A process similar to the current DRCOG model of selecting projects relying on a centralized process where applications are submitted to the MPO and are collectively scored and ranked.

Regional/Subregional Model (Dual Model)

A dual process similar to Puget Sound Regional Council's (PSRC) model that has both regional and subregional allocation elements to its selection process. More information about PSRC's process can be found at the following link: <http://www.psrc.org/assets/11978/Appendix-B-ProjectSelection.pdf?processed=true>

The Work Group discussed how well each model would perform in addressing the key issues identified in an earlier section. It aided the Work Group in answering important questions about whether DRCOG's existing TIP process could be tweaked to accommodate the needed changes or if considering a different model would yield better results.

Model comparison exercise

The exercise consisted of first identifying DRCOG's current practice and then discussing the opportunities (and challenges) each of the two models presented in resolving the key issues. The results of the exercise are summarized by key issues below:

1. Incorporation of Metro Vision

Current Practice: Metro Vision criteria are incorporated in two places in the DRCOG selection process. The transportation tenets of Metro Vision are incorporated in the TIP scoring through criteria such as current congestion, crash reduction, transportation system management, and multimodal connectivity. Metro Vision land use and development tenets are exhibited in the Project-related and Sponsor-related Metro Vision Implementation criteria.

Model Evaluation:

Regional Model. Appears to offer the most potential to assure Metro Vision themes are applied more evenly in project selection. However, a major challenge of the Regional Model appears to be the task of comparing similar projects from different parts of the region.

Dual Model. Provides greater ability to incorporate local values into the selection process. As a result, subregions can individualize project criteria to be more in-tune with their local context while still being consistent with the tenets of Metro Vision. One caution with the Dual Model is since the subregions would have more autonomy in the creation of project selection criteria, there would need to be meaningful oversight to assure the selection process is consistent with Metro Vision. This may be accomplished through the establishment of regional criteria to be used by all subregions.

2. Geographic Equity

Current Practice: Tier 1 criterion used in the selection of projects in Second Phase.

Model Evaluation:

Regional Model. As described in an earlier section, a key issue with the existing equity formula is that it doesn't accurately assign the benefits of projects to specific communities. For example, a project built within a single county doesn't mean other residents of the region are not benefiting from the project. While it may be possible to fine-tune the equity formula to consider "users" of the facility and not just the jurisdiction in which it resides, it will always be difficult to gauge true geographic equity regardless of the formula chosen.

Dual Model. Has a significant advantage over the regional model since by its very nature it "proportionately" allocates some funding to a smaller level of geography. The major challenge will be deciding how to distribute the funds to the subregions (e.g., population, employment, VMT, or a combination of all of the above).

3. Small vs. Large Communities

Current Practice: Very Small Communities (i.e., communities with less than \$10 million annual net sales tax revenue) is a Tier 1 criterion used in the selection of projects in Second Phase.

Model Evaluation:

Regional Model. It is possible to establish a set-aside in future TIPs for a competitive pool for predefined small communities. This would resolve the concern that small communities have difficulty competing with the region's larger communities. If a pool is established, whether small communities would also be eligible to compete for the general call for projects would have to be determined.

Dual Model. Similar to the discussion about geographic equity, the Dual Model may provide a better chance for smaller communities to compete on the subregional level since there will be fewer entities competing and perhaps a better understanding of the small community local needs and abilities. Of course, all projects within the subregion would be competing for fewer dollars, potentially offsetting any advantage.

Greater coordination and discussion at the subregional level could foster partnerships and collaborations to finance small community projects with non-DRCOG funds. Subregions could also set-aside a portion of their allocation to small communities, similar to what has been suggested for consideration in the Regional Model.

4. Off-the-top Programs and Projects

Current Practice: DRCOG Board allocates funds to program pools and projects before the TIP Call for Projects.

Model Evaluation: There doesn't appear to be any advantage to either model. Funding for set-aside programs/projects would likely be established before the call for projects in the *Regional Model* (as is the case currently) and could be drawn from the regional allocation in the *Dual Model*.

5. Multimodal Projects

Current Practice: Multimodal Connectivity is considered within all roadway project types.

Model Evaluation: Neither model presented a clear advantage over the other for multimodal projects. If a Dual Model is pursued, it is critical that the subregional allocation decisions are consistent with the policy direction in the regional planning documents, including the incorporation of multimodal elements in projects, as appropriate.

Recommendations

The Work Group respectfully submits the following recommendations for the Board's consideration and requests the Board move forward with discussions as soon as possible to ensure each recommendation can be adequately addressed before the next TIP Call for Projects in the fall of 2018.

Develop a project selection process purpose statement for the TIP.

The Work Group offers the following general purpose statement as a starting point for discussion:

The purpose of the DRCOG TIP project selection process is to allocate transportation funds to implement transportation priorities consistent with Metro Vision and the Regional Transportation Plan.

Additionally, the Work Group encourages the Board to develop specific goals that are consistent with Metro Vision and the Regional Transportation Plan for what it hopes to accomplish with the next round of TIP funding. The project applications should help meet those goals. The Work Group recommends making the goals as specific as possible. For example, a goal may be to address First-Final Mile connections as a priority.

Further explore the Regional/Subregional dual project selection model.

The Work Group strongly encourages the Board to allow the Work Group to take the next steps in the investigation of the Dual Model as soon as possible. The model appears to offer the desired local flexibility to implement projects with the most benefit to their communities while being consistent with the policy direction within Metro Vision. This initial evaluation has not revealed any fatal flaws, but a more comprehensive evaluation of the model is critical to determine potential tradeoffs and "goodness of fit" for the DRCOG region.

Topics to be discussed may include:

- defining the subregional geographic areas;
- defining the structure of the subregional forums responsible for recommending projects to the DRCOG Board;
- defining the types of projects eligible for regional and subregional allocations;
- determining criteria to ensure subregional projects are consistent with regional planning documents
- determining criteria for projects to be funded out of the regional pot; and
- defining the process for determining the funding distribution between regional and subregional allocations.

Create a project selection process that places more emphasis on project benefits, overall value, and return on investment.

Establish a project selection process that applies investment decisions based on quantifiable performance metrics directly linked to Metro Vision and regional plan goals and objectives, while allowing flexibility to implement projects providing the most benefit to meet today's needs and advance the region's multimodal transportation system.

Explore opportunities to exchange CDOT state funds with DRCOG federal funds.

CDOT has established an internal working group to explore this opportunity. The Work Group encourages CDOT to institute a pilot program to gauge the benefits of this concept. Such benefits could relate to the removal of bureaucratic regulations and alleviation of unnecessary administrative burdens without omitting important environmental analyses. It is possible the removal of some of the federal requirements could enhance the viability and timely implementation of smaller projects.

Evaluate off-the-top programs and projects.

The Work Group recognizes the regional benefits of off-the-top set-aside program pools (such as traffic signal, transportation demand management, and station area plans) and investments in regionally significant projects in collaboration with CDOT and RTD (such as I-70 East and FasTracks). However, the Work Group recommends the Board, when considering the next TIP, thoroughly review all set-aside programs to ensure they contribute towards meeting the associated Metro Vision and Regional Transportation Plan goals. Additionally, the Work Group recommends developing a clear evaluation process by which large off-the-top project funding requests for regionally significant projects can be thoroughly vetted before decisions are reached.

2016-2021 TIP Review White Paper

Appendices 1-2

Summary of June 17, 2015 TIP Open Forum Comments

TIP Policy Document

- Need to determine how to deal with true multimodal/holistic projects and how to score them. For example, a project that includes a roadway widening with bicycle/pedestrian improvements may be awarded almost solely on cost and travel time savings even though the project may have other benefits such as pedestrian safety and transit efficiency that are sometimes not recognized. There is not a true multimodal project category.
- Give TAC and stakeholder groups more time to review policy, especially changes to the TIP Policy document, so they can provide well thought out input.
- It's been a long time since we've done a "deep dive" into the TIP policy in order to refresh the content. The MVIC/TAC interaction on TIP Policy could have been better. Bringing back the TIP Work Group could address both issues (*Note: the recommended Policy document for the 2012-2017 TIP was developed by a TIP Policy Work Group consisting of Board members and technical staff from member communities*).
- Additional time desired for the call for projects - preferably 10 weeks - in order to accommodate the city/county calendar process for signatures on applications and/or the establishment of partnerships (*Note: the 2016-2021 TIP Call for Projects lasted 8 weeks*).
- Funding roadway reconstruction projects rewards bad behavior; roadways that are in the worst shape are most likely to get TIP funding. A better solution is to allow preventative maintenance projects to be funded in the TIP and not allowing a roadway to get in a position that a total reconstruct is necessary.
- Bike/pedestrian reconstruction projects did not compete well versus new construction projects (top 16 projects were new construction projects). In future TIPs, we need to find a way to address this since the age of infrastructure is becoming a critical concern. Maybe have a set aside for bicycle/pedestrian reconstruction projects and operational projects (e.g., crosswalks signalization and eligible grade separation projects).
- Need to address sustainability/resiliency of new infrastructure in the scoring criteria. In other words, how are you going to replace the existing infrastructure with something better to reduce life-cycle costs? How are we assuring that our investment in new infrastructure is better than what we had in the past?
- Some projects really don't fit well into any category (i.e., BRT projects). Need to explore how to handle these types of projects.
- Do we need a bridge project category? We are seeing an aging of bridge infrastructure with limited funds to improve them.
- It was noted that some scoring criteria showed very little variation among projects. If a certain criterion is not serving a useful purpose to help distinguish between projects, why do we have the criterion? Is it better to consider the criterion (e.g., multimodal criterion) as a qualifier for selection and distribute the additional points to other criteria to help distinguish between projects?
- Should we consider placing a cap (maximum amount that can be awarded) for projects? Very large projects (regional in scale) should be handled in an off the top allocation before the TIP call for projects. This would allow funds to be spread over more projects.

APPENDIX 1a

Summary of June 17, 2015 TIP Open Forum Comments

- More first/final mile projects would be a cost effective way to integrate a multimodal vision
 - Limit first/final mile projects to increasing access to mobility hubs or high frequency transit as opposed to a project's proximity to a bus stop. This refinement would add value to emphasizing key transit stations.

Specific Project-Type Criteria

- Bicycle/Pedestrian Projects - need to better define barrier elimination, gap closure, grade separated facilities and RTP corridor criteria.
- Indicator units (and associated formulas) used in the evaluation of bicycle/pedestrian and transit projects were confusing. Criteria should be reevaluated to make sure it is measuring something meaningful. Too much of a black box.
- EJ criteria didn't appear to be very useful. TAZ level was not fine-grained enough.....didn't seem to be a meaningful differentiator.
- Need to take a look at how the FOCUS transportation model output is representing various travel metrics. Need to do more testing so we are not post-processing the information at the last minute.

Required Training

- Training was great and good to have CDOT and RTD participating.
- Lack of coordination between CDOT and DRCOG regarding the Transportation Alternatives Program (TAP). The result was two separate calls for projects, which was confusing.
- Came too late in the process.
- In the future, offer the training as a webinar or as a recording on the DRCOG website.

Website Application Entry

- Overall website worked really well. Issues with the mapping function were noticed (i.e. not robust enough, trouble integrating with shapefiles, scale seemed to change from page to page).

DRCOG Review/Rescoring

- Clearer communication on the definition of criteria so that there are no misinterpretations from applicants (e.g., gap and barrier criteria).

First and Second Phase Selection

- Funding targets for First Phase selection by project type:
 - More funds should be allocated in the next TIP for transit.
 - Consider off the top funding for "beyond" FasTracks service projects (similar to the off the top funding set aside for 1st and 2nd commitments for FasTracks in previous TIPs).

APPENDIX 1a

Summary of June 17, 2015 TIP Open Forum Comments

- Off the top funding (e.g., FasTracks and I-70 E) should be factored/considered when establishing the project type funding allocation targets.
- More technical evaluation of funding allocation targets for next TIP.
- Consider using the First Phase funding targets for Second Phase selection to simplify process.
- Revisit the need for a target and specific criteria for Studies. (*Note: Studies were not scored and therefore were not eligible for First Phase in the 2016-2021 TIP*)
- More focus in Second Phase on synergies of a *regional* system. Use regional travel demand forecasting model (FOCUS) to determine if there is benefit to the region if communities work together on specific projects.
- While equity is useful and should be a focus in Second Phase, we have to be sure that the formula does not only look at where funds are invested, but who is using the facility.

General Comments

- Look to other regions for best practices or other models for TIP funding allocation.
- Is a two year call for projects possible? While it is possible, it may be difficult since the ROW and environmental costs would have to be provided by the local communities since CDOT will not begin work on a project until it is in the TIP.

APPENDIX 1b

Board of Directors 2016-2021 TIP Comments

August 19, 2015

- Work to address urban vs. suburban concerns. Not all voices being heard; needs a more meaningful evaluative process (to be developed through an ad hoc committee) to address disparities, be more equitable.

- TIP process is complex and small communities don't have staffing with expertise. A request that DRCOG staff give more educational trainings, seminars, visits to (small) jurisdictions.

- Factor in growth of communities; some growing at different speeds and have different needs; communities want regional help through the TIP for major infrastructure.

- Take a higher, strategic look at the TIP. Base evaluation on need, not project category type.

- TIP is complex; need ad hoc committee; investigate best practices from other MPOs.

- In order for TIP to be perceived by all as "fair", needs to be explainable and understandable. Consider investigating the following:
 - the benefit of swapping with CDOT federal dollars for state dollars;
 - understanding the difference between local responsibility and regional responsibility;
 - make sure the TIP process doesn't get "gamed"; and
 - ensure best practices are considered.

- It's time to reconsider how this TIP process is done. Look at other best practices- other concepts that may be a better fit. Look outside the box.

- Why is there not a first/last mile connections category prioritized in Phase 1? Why allow sponsors to submit multiple applications for the same project with different funding scenarios?

- TIP process brings out parochial thinking; need to elicit more thinking and collaborating regionally.

- Establish the flow from RTP to TIP.
 - Timing was wrong, need to get the timing right - develop big picture first (i.e., Metro Vision, then RTP, then TIP); can't develop criteria without knowing big picture.

- Fund a higher percentage of regionally significant projects.
 - Need to be more regionally strategic; majority of projects funded should be regionally strategic.

APPENDIX 1b

Board of Directors 2016-2021 TIP Comments

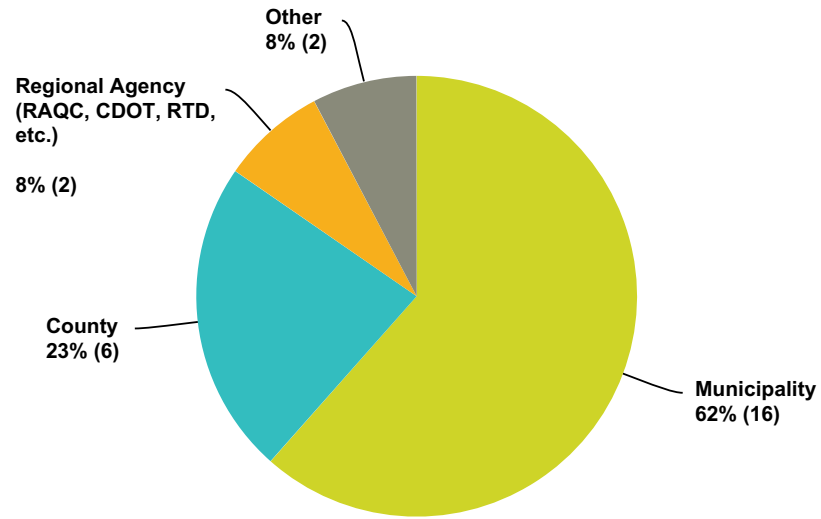
August 19, 2015

-
- Determine criteria earlier.
 - Determine criteria way ahead of time, so jurisdictions can strategize.
-
- Have ad hoc committee write white paper.
 - Formulation of an Ad Hoc committee is not to develop a new TIP at this time, but to work towards development of a White Paper; look at best practices.
-
- TIP project selection should take into account for local sponsors' priority of projects.
-
- Start this process by doing a brainstorming session to determine what the biggest regional transportation projects/focus are. What would have the biggest effect on the region?
-
- If we stay with current system, is first and second phase breakdown appropriate?
-
- Consider road maintenance as a project type.
-
- Revisit project types that had a low number of projects submitted.
-
- Focus on strategic level, get best practices, define criteria more clearly, TAC should be more involved.
-
- Consider Metro Vision objectives.
-
- Make process more transparent.
-
- Should there be a minimum requested funding amount?
-
- Review the number of project applications a community can submit; does the current number still make sense?
-
- Review equity criteria.

APPENDIX 1c
2016-2021 TIP Survey

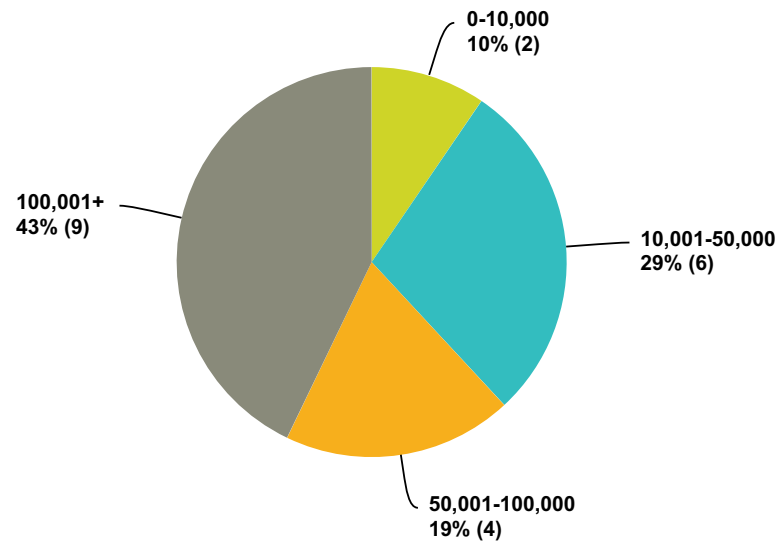
Q1 Do you represent a:

Answered: 26 Skipped: 0



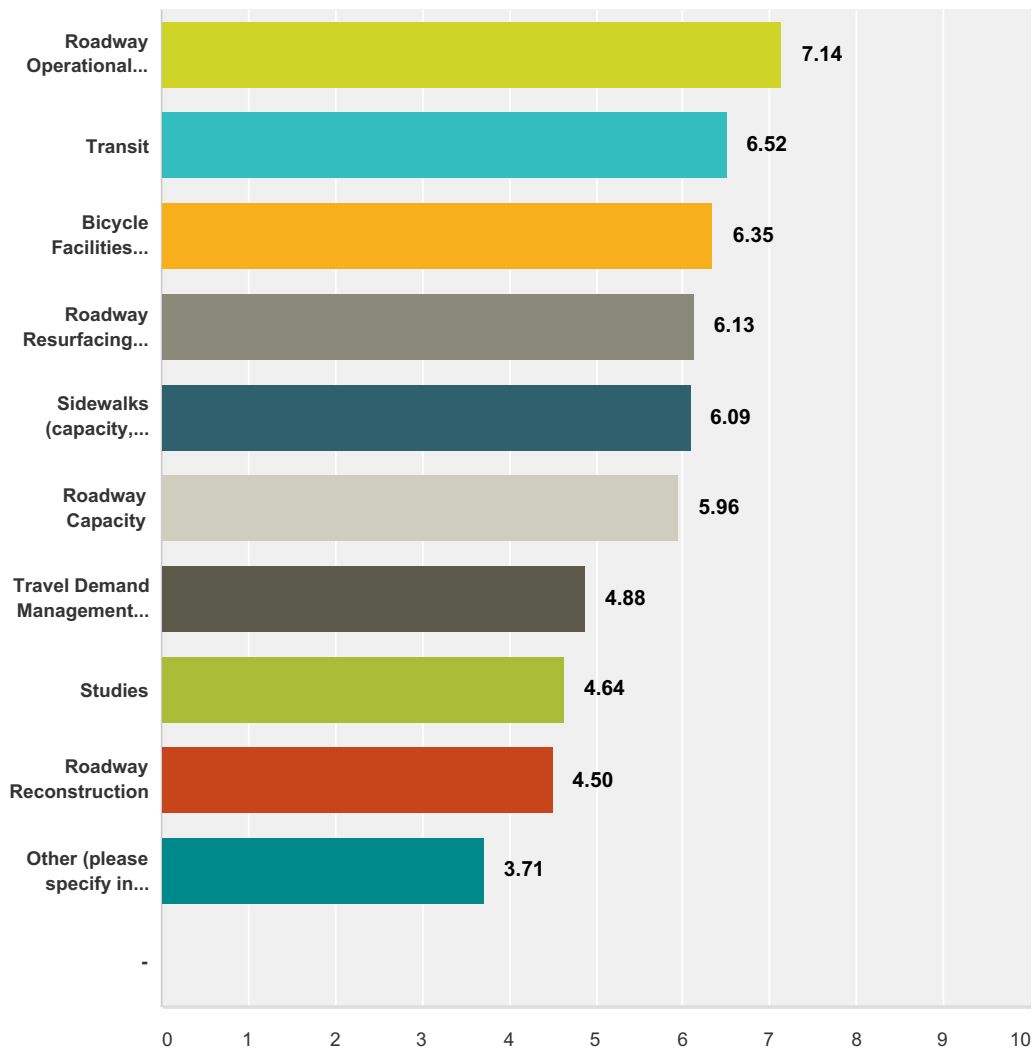
**Q2 If you represent a municipality, what is
your community's size?**

Answered: 21 Skipped: 5



Q3 What are the current transportation needs within your community? Rank order from 1 to 10, with 1 being the highest rank and 10 the lowest rank.

Answered: 25 Skipped: 1



	1	2	3	4	5	6	7	8	9	10	Total	Score
Roadway Operational Improvements (e.g., intersection modifications)	23% 5	27% 6	0% 0	14% 3	0% 0	18% 4	9% 2	5% 1	0% 0	5% 1	22	7.14
Transit	13% 3	13% 3	13% 3	17% 4	9% 2	13% 3	9% 2	4% 1	4% 1	4% 1	23	6.52
Bicycle Facilities (capacity, reconstruction)	4% 1	17% 4	13% 3	17% 4	13% 3	13% 3	4% 1	13% 3	4% 1	0% 0	23	6.35
Roadway Resurfacing (mill and fill, overlay)	4% 1	8% 2	25% 6	13% 3	13% 3	8% 2	17% 4	4% 1	4% 1	4% 1	24	6.13
Sidewalks (capacity, reconstruction)	13% 3	4% 1	4% 1	13% 3	22% 5	17% 4	22% 5	0% 0	4% 1	0% 0	23	6.09

APPENDIX 1c

2016-2021 TIP Survey

Roadway Capacity	17% 4	22% 5	4% 1	9% 2	9% 2	0% 0	4% 1	9% 2	9% 2	17% 4	23	5.96
Travel Demand Management (TDM)	0% 0	4% 1	8% 2	8% 2	25% 6	13% 3	4% 1	21% 5	17% 4	0% 0	24	4.88
Studies	5% 1	0% 0	9% 2	5% 1	9% 2	18% 4	18% 4	23% 5	14% 3	0% 0	22	4.64
Roadway Reconstruction	5% 1	0% 0	14% 3	9% 2	9% 2	9% 2	9% 2	9% 2	32% 7	5% 1	22	4.50
Other (please specify in comment box below)	14% 2	7% 1	7% 1	0% 0	0% 0	0% 0	7% 1	7% 1	0% 0	57% 8	14	3.71
-	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	0	0.00

APPENDIX 1c
2016-2021 TIP Survey

**Q4 List any "Other" transportation needs
from Question 4 above (if applicable).**

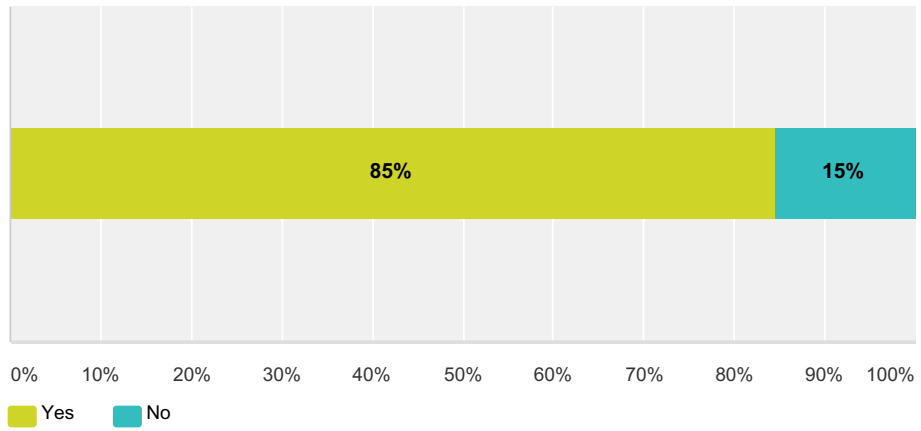
Answered: 7 Skipped: 19

#	Responses	Date
1	We feel that limiting projects to these categories/definitions doesn't fully reflect comprehensive project planning/ implementation. The elements noted above are not separate unto one another and creating successful multimodal projects successfully incorporate most, if not all of these issues. Projects should be considered/ scored for their overall impact on regional transportation issues, not one static mode of travel. For example, a road repaving project should also take the opportunity to improve access for bikes at transit at the same time (adding bikeable shoulders and improved bus stops along the corridor).	11/30/2015 5:55 PM
2	Pedestrian crossings (bridge/underpass)	11/30/2015 2:51 PM
3	Focus on infrastructure improvements and transit equity	11/24/2015 11:24 AM
4	Park-n-Ride facilities	11/24/2015 8:50 AM
5	All within the context of very finite financial resources	11/20/2015 2:54 PM
6	Parking district formation	11/20/2015 8:05 AM
7	Complete Streets	11/19/2015 5:25 PM

APPENDIX 1c
2016-2021 TIP Survey

Q5 Did you apply for funding in the 2016-2021 TIP?

Answered: 26 Skipped: 0

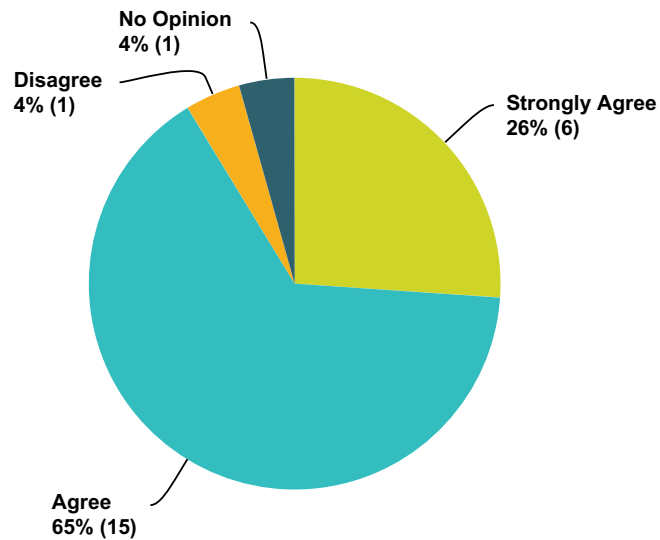


Answer Choices	Responses
Yes	85% 22
No	15% 4
Total	26

#	If No, why not?	Date
1	no staff to participate in the process. This should change beginning in 2016.	11/24/2015 1:33 PM
2	Unknown	11/24/2015 10:07 AM
3	Federalizing project wasn't worth the effort.	11/23/2015 9:59 AM

Q6 My organization benefited from mandatory TIP training.

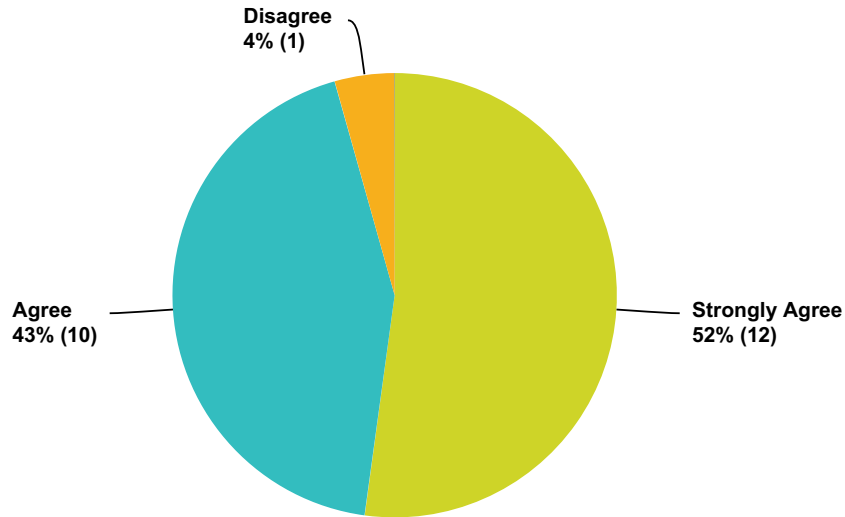
Answered: 23 Skipped: 3



#	Comments	Date
1	We have participated in multiple TIP grant funding rounds and projects in multiple categories in the past, and have experience overall with the elements of TIP grants (applications, implementation, invoicing, etc). It is helpful, however, to hear updates for the most recent grant cycle and things that have changed from prior cycles. We realize that these trainings are especially helpful for sponsors who have rarely/ never applied for prior TIP cycles and help to promote regional inclusiveness.	11/30/2015 6:11 PM
2		11/24/2015 11:30 AM
3	Very well presented and clear. It would be nice to have a webcast option available.	11/24/2015 9:46 AM
4	If you are new to the process it should be mandatory.	11/23/2015 10:02 AM
5	We have been doing this for years and are well versed in how it all works. A refresher never hurts. This is really to make it easier for DRCOG staff and to provide a "scary warning" to novices about what they are getting into.	11/20/2015 8:19 AM

Q7 The web-based Call for Projects was an effective way for my organization to submit project applications.

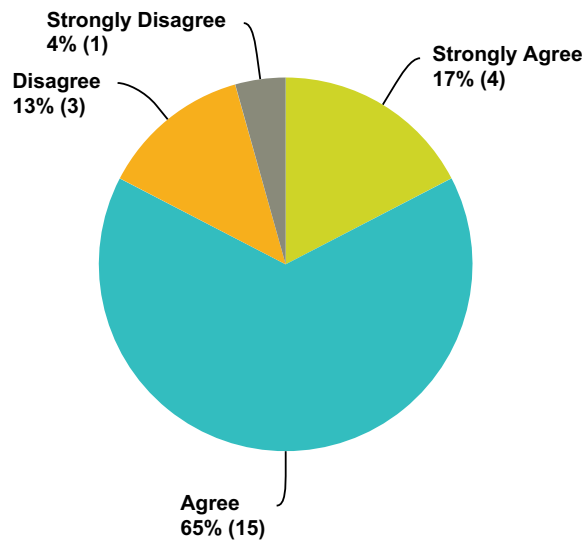
Answered: 23 Skipped: 3



#	Comments	Date
1	The online piece worked ok, and the general concept is sound. However, there are often bugs in the applications that are not fully resolved before the project application period goes live. If such an application method is utilized, it would be helpful to have the opportunity to test it in advance, or for DRCOG to make sure that it doesn't have any bugs/issues.	11/30/2015 6:11 PM
2	Easy approach and nice to see how project scored prior to submitting.	11/24/2015 9:46 AM
3	Can always be improved. Just like we have a committee to look at criteria you should get together a group to just discuss what improvements could be made to this online application process.	11/20/2015 8:19 AM

**Q8 Submitting projects by Project Type
(Roadway Capacity, Roadway Operations,
Roadway Reconstruction,
Bicycle/Pedestrian, Transit Services,
Transit Passenger Facilities, Other
Enhancements, Studies) worked well.**

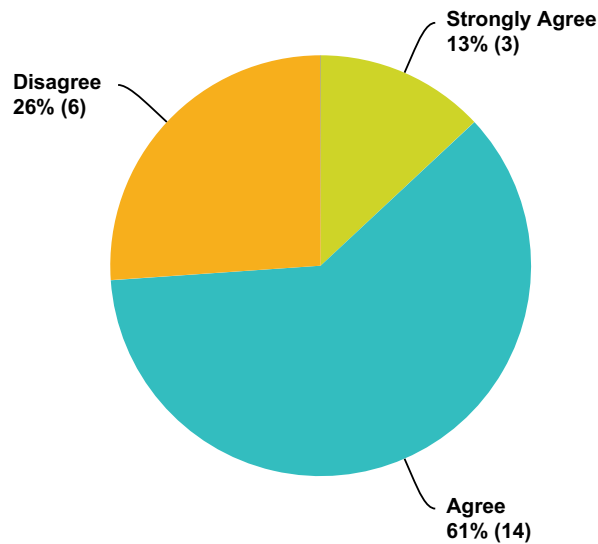
Answered: 23 Skipped: 3



#	Comments	Date
1	This system is not the most effective. As previously discussed, projects often have more than one of the elements from these categories included in them and are hard to lump into one of these categories. A more effective scoring system would incentive projects more heavily for incorporating multi-modal elements instead of just one mode of travel. Also, some of the categories (i.e. bike/ped) consistently have a higher number of submitted projects than the available pool can fund. It would be helpful if these over-prescribed categories (in terms of numbers of projects submitted not number of dollars requested) could be recipients of higher funding levels to help account for this.	11/30/2015 6:11 PM
2	I suggest that the allocation of dollars be considered as with limited funds are we truly addressing the needs prescribed in the federal legislations rather than trying to spread funding around to all groups. I think that the Bike/Ped allocation amount of 16% of the amount available should be re-evaluated. The amount allocated is even more as other type of projects (operational, capacity, etc.) have Bike/Ped components within them. We should look at other federal programs (ex. TIGER, etc.) and other areas around the country to benchmark what they are doing vs DRCOG.	11/30/2015 4:05 PM
3	It worked well in terms of having different criteria for different types, It did not work well in terms of evaluating worthiness between types.	11/30/2015 3:05 PM
4	There's a lot of overlap where projects meet multiple categories. What is the funding strategy/advantage to categories from DRCOG's perspective?	11/23/2015 10:02 AM
5	However, the requirements were confusing, even with training.	11/20/2015 2:59 PM
6	While the system works the project types need to be modified, for example a multimodal project does not fit in any of the above types.	11/20/2015 11:16 AM
7	Multifaceted projects do not fit in neat little boxes.	11/20/2015 8:19 AM

Q9 The Project Types (as listed in Question 8) were adequate.

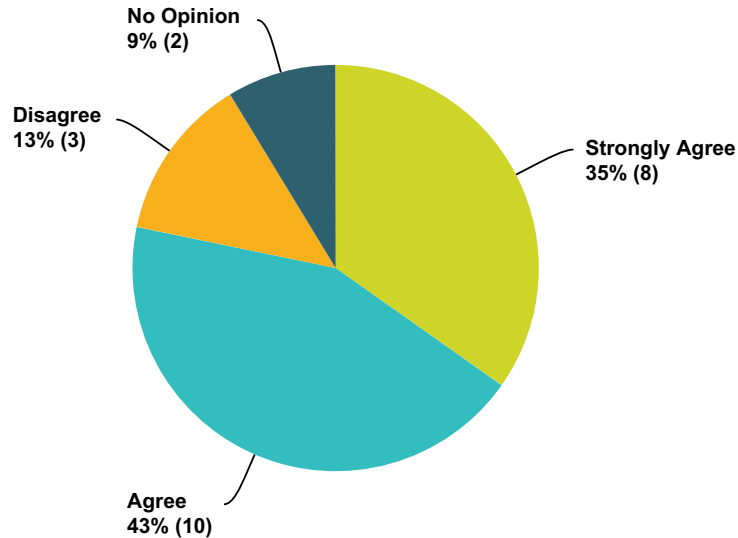
Answered: 23 Skipped: 3



#	Comments	Date
1	The topics generally cover the relevant topics of a potential multimodal project, but should be inclusive of multiple project elements (general purpose lanes, bike facilities, transit service/ stops) and cannot be easily segmented into these categories.	11/30/2015 6:11 PM
2	I think we need to ask the question – With limited federal dollars available are we truly allocating them where the Public perceives the need for transportation projects? Also, not all community values and needs are the same although the DRCOG process is assuming all communities have the same needs and values. One can argue that City and County needs could be different, as well as inner city versus suburban communities, or even large and small.	11/30/2015 4:05 PM
3	We would like to see multimodal projects as a category and able to be scored and evaluated as multimodal projects.	11/30/2015 2:32 PM
4	There is an increased need for transit (non RTD) for disadvantaged and at risk populations. Unless RTD begins to use their revenues to help offset rising needs of persons who cannot or do not wish to use RTD, more funding will be required for these populations. They pay taxes; they are entitled to transit equity based on FTA standards.	11/24/2015 11:30 AM
5	Generally agree -- though I think a multimodal category (categories) would be useful.	11/24/2015 10:11 AM
6	Something needs to be done about scoring and funding studies. These are important steps that need to be completed before many projects can move forward.	11/24/2015 9:46 AM
7	Would recommend a method of small towns competing outside consideration for large, regional projects, which have the capacity to score better. Small communities make big impacts in rural areas but will never compete with large, urban communities.	11/20/2015 2:59 PM
8	See comment on Number 8 above.	11/20/2015 11:16 AM

Q10 Pre-construction activities such as NEPA, design, ROW, etc. should remain eligible for funding.

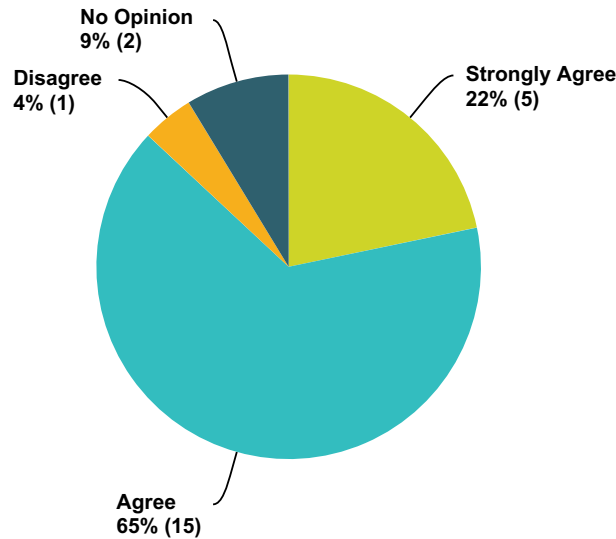
Answered: 23 Skipped: 3



#	Comments	Date
1	Some of these project elements should be eligible and some should not be. Funding for local agency projects should be limited to final design and construction. The use of federal funds for ROW acquisition is not cost effective for the region as a whole. Likewise, studies, plans and preliminary engineering are a poor use of regional funds and should be funded by the benefiting agencies, preferably before the TIP application process begins. One exception should be funding for CDOT long-range corridor plans or PELs which should only be funded if all the surrounding jurisdictions are included and the study is shown to benefit multiple modes of travel as per the criteria above. Is it possible to instead provide points and incentives for a community to have these issues addressed and resolved in advance of project submittal (i.e. already completing a NEPA analysis) rather than saying that these elements noted above are not eligible.	11/30/2015 6:11 PM
2	Once again, a discussion is needed with limited funding and the question. Should funding go towards bricks/mortar or prep. Possibly Study, NEPA, Design should not be funded , but ROW and beyond should. This could be bring other challenges into the mix related to 'federalizing the project and when.	11/30/2015 4:05 PM
3	For large scale projects the pre-construction activities such as NEPA, design, ROW should remain eligible for funding but maybe could require a larger minimum local match.	11/30/2015 2:32 PM
4	Agreed, but it should be easier for project managers to initiate these steps earlier in the project that can still be reimbursable. ROW is a trickier topic and many times seems to be the one item that continues to delay projects. If there is a way to keep design and the NEPA process eligible and take out the ROW element I would be on board.	11/24/2015 9:46 AM
5	Some projects would never get started without the ability to fund pre-construction activities, especially for smaller cities. Wheat Ridge's Wadsworth PEL is a good example.	11/19/2015 5:49 PM

Q11 A two-phase selection process utilizing additional factors determined by the DRCOG Board (i.e., equity, very small communities, etc.) in Second Phase is preferable to a 100% score-based single-phase process.

Answered: 23 Skipped: 3

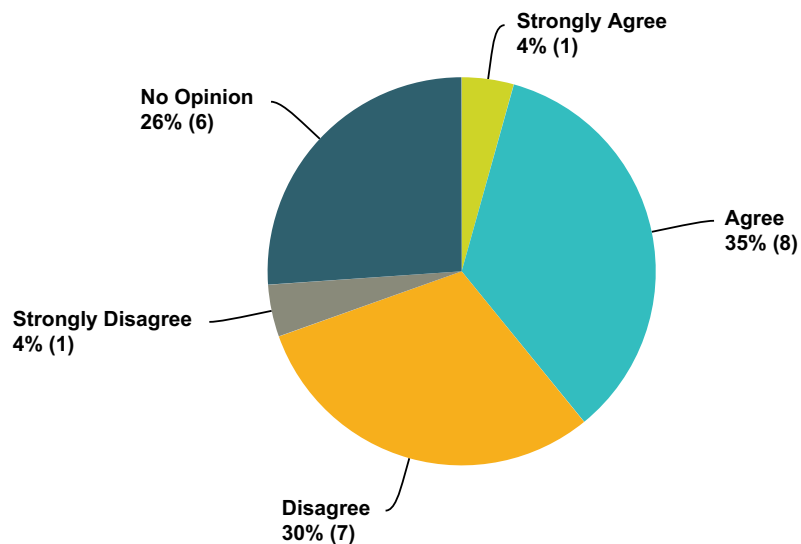


#	Comments	Date
1	The second phase of the project is effective, as it helps to provide funding to communities and projects that are difficult to score or representing smaller regional communities that otherwise would not likely receive any project funding. However, this is reliant upon the first stage scoring process being well-defined, and transparent to help ensure that project are scored against the pre-approved criteria and not being scored subjectively by a scoring panel. The first phase should be quantitative (point based) with the second phase being more qualitative (regional equity, under-equitized and small communities, etc.)	11/30/2015 6:11 PM
2	Phase II was always established for equity, but now has slide down the path of other interests irrespective of benefit and strength of project. Small communities fall into this category to a certain extent, by giving money to a small community because of their size and not necessarily because of the strength of project overall or compared to others	11/30/2015 4:05 PM
3	Agree, but possibly not the best method. I think that a regional distribution of funding would be far more equitable.	11/30/2015 3:05 PM
4	We would like factors such as regional benefits and integration of multiple objectives to be considered during the second phase.	11/30/2015 2:32 PM
5	not enough information in the question to agree or disagree	11/24/2015 4:08 PM
6	use the Seattle PSRC approach.	11/24/2015 1:36 PM
7	A score-based process can never completely account for all factors.	11/24/2015 10:11 AM
8	Until the scoring process can rate projects that takes into account the equity and small communities better the two phase process has to remain.	11/24/2015 9:46 AM
9	The second phase was too political and not based on need. There needs to be a different approach to provide the ideals of the second phase.	11/20/2015 11:16 AM
10	With the TIP scoring model used now I agree. If the model took into account equity and small communities in another way, it might be better. Subregional allocations could achieve some of these goals.	11/19/2015 5:49 PM

APPENDIX 1c
2016-2021 TIP Survey

Q12 Studies should be scored in First Phase.

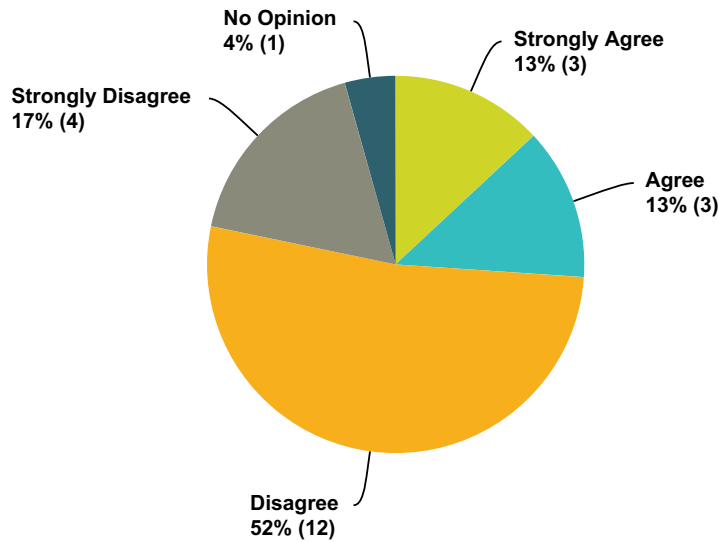
Answered: 23 Skipped: 3



#	Comments	Date
1	A pool of planning should be considered as a set aside in the first phase (a percentage of the total pool. Studies would still be eligible in phase two along with all other project categories on factors such as regional equity, etc.	11/30/2015 6:11 PM
2	Again, with limited funding we are just dipping into a limited pot. Some of the funding challenges are driven with this philosophy (ie adding more to take from a limited pout without adding to that pot).	11/30/2015 4:05 PM
3	I do not think that studies should generally be funded. I believe they are a local responsibility, with the exception of regional highways that are CDOT partnering opportunities.	11/30/2015 3:05 PM
4	They need their own set of criteria.	11/24/2015 9:46 AM
5	May need a separate type called out. Also minimum federal dollars might be less for a study than for a capital project.	11/20/2015 11:16 AM

Q13 The amount of match required for projects should be greater than the current 20% minimum.

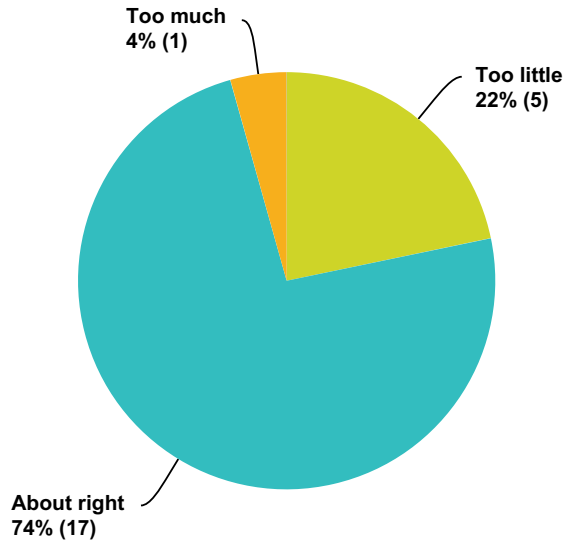
Answered: 23 Skipped: 3



#	Comments	Date
1	We feel that over-match funds for a project should be rewarded with extra project points for the following reasons: - Demonstration of communities commitment to implementing a project. -Helps to make communities prioritize their project submissions to make sure that they will have enough funding to implement the projects that they apply for. Project ranking criteria should include a bang-for-the-buck measurement which would naturally include what percent of the total project cost is covered by non-federal sources.	11/30/2015 6:11 PM
2	Most communities are over match already and besides it is making the federal dollars go further.	11/30/2015 4:05 PM
3	This is not, in my opinion, a giveaway program. It is, again in my opinion, a means to allow worthwhile regional and sub-regional projects to close funding gaps. I would suggest that a minimum local funding be in the 50-60% range.	11/30/2015 3:05 PM
4	More match, the more they score higher.	11/24/2015 1:36 PM
5	Might allow for more dollars to be available, but (obviously) more difficult to find the local match.	11/24/2015 10:11 AM
6	Funding is becoming scares and more local match would stretch funding further, however, smaller communities that have a limited budget should only be required to provide the 20% min. match.	11/24/2015 9:46 AM
7	Small communities may not be able to raise more than 20%. Perhaps, a two-tier match could be considered, divided by small and large communities.	11/20/2015 2:59 PM
8	I think 20% is enough do put "skin in the game" for locals without disqualifying smaller or less wealthy communities.	11/19/2015 5:49 PM

Q14 The last Call for Projects was open for 7 1/2 weeks to complete applications. The amount of time was...

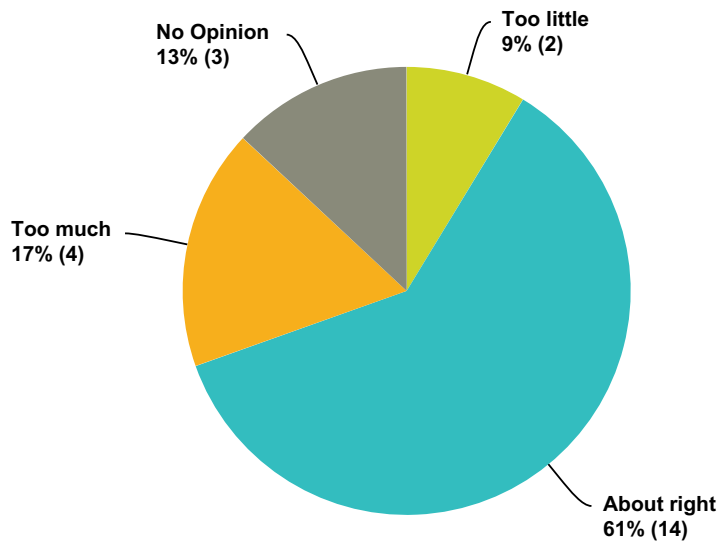
Answered: 23 Skipped: 3



#	Comments	Date
1	Lengthening the process won't help the projects and just squeezes everyone on the back end. Work that should be done in advance of the project application (FIR conceptual designs) take advance planning and design work that should be done in advance of submitting a project and will not be aided much by an additional week or two of application time.	11/30/2015 6:11 PM
2	9 weeks would work better for agencies with limited staff capable of submitting applications - plus a bit more time would allow more access to ask DRCOG important application related questions	11/24/2015 4:08 PM
3	Since many municipalities need to get Council approval before submitting additional time would be helpful. Keep in mind that many cities require Council authorization to have the Mayor or City Manager sign the application.	11/24/2015 9:46 AM
4	Not enough time to develop partnerships, get elected board approvals for the partnerships.	11/20/2015 11:16 AM

Q15 The maximum number of TIP submittals for your agency was ...

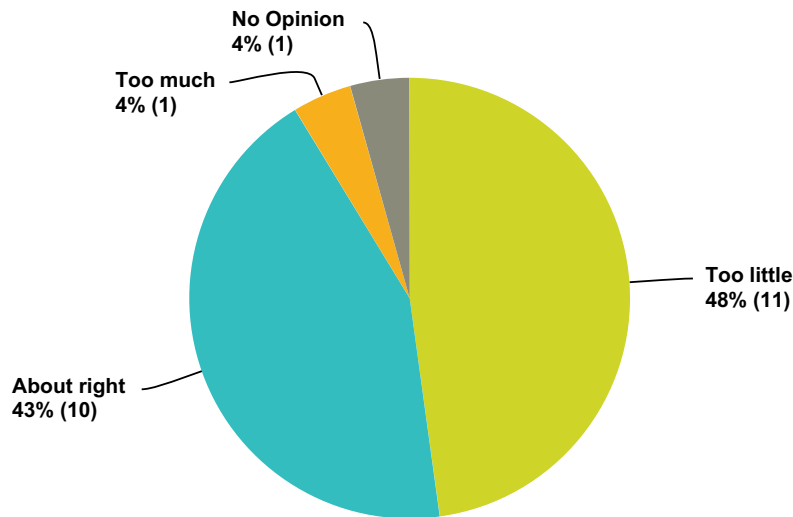
Answered: 23 Skipped: 3



#	Comments	Date
1	One could argue it is too many as most communities do not reach their limit of truly viable projects based on current scoring and process.	11/30/2015 4:05 PM
2	with limited funding available through the TIP process and a desire to provide for regionally equity, there would appear to be many applications allowed to be submitted by most of the middle to large size agencies	11/24/2015 4:08 PM
3	Many communities are growing much faster than others and this aspect should be taken into account.	11/24/2015 9:46 AM
4	In general there are too many for everyone. Denver can submit 12 I think and other big cities 8. When has a city or county ever gotten more than 5 funded.	11/20/2015 8:19 AM

Q16 The minimum federal funding request of \$100,000 was ...

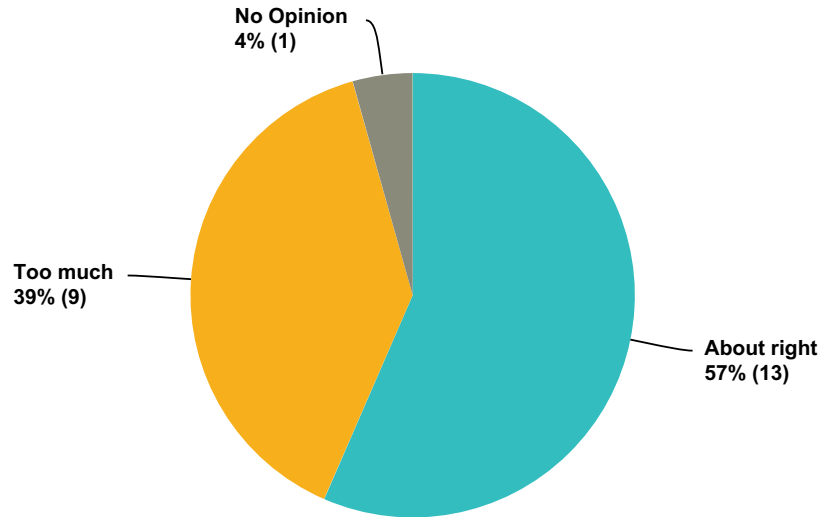
Answered: 23 Skipped: 3



#	Comments	Date
1	The funding minimum isn't much of a concern. Although having a lower minimum project fund does likely encourage a higher number of grant applications than would be ordinarily submitted, smaller communities wouldn't likely be able to submit for projects if the project minimum was raised. This level should best be left at this level and to let communities determine whether it is worthwhile for them to apply for a project given the admin requirements that go along with procuring and implementing a TIP grant. A bigger concern is the lack of having a maximum project funding request. This is a more serious concern, as one or two large project can often consume an entire pot of funding for one project (meaning that a large number of projects go unfunded). We propose including a project maximum funding cap.	11/30/2015 6:11 PM
2	One should truly look at the federal requirements for federal dollars. This certainly would depend on the project and type, but seems to low to me for requirements vs money received.	11/30/2015 4:05 PM
3	With the possible exception of very small communities.	11/30/2015 3:05 PM
4	I think the minimum federal amount of \$100,000 for any single project is okay for small communities but the minimum for larger communities should be set higher - say around \$250,000 minimum federal request for mid size and larger communities.	11/24/2015 4:08 PM
5	I think this depends on the project type - for studies its about right, but for other project types its too small. Also to reference an earlier question the match portion should be raised from 20% which could also impact the minimum federal funding request. Federalizing a project for anything less does not make much sense.	11/24/2015 9:46 AM
6	It's not worth it to federalize a project for less.	11/23/2015 11:44 AM
7	Smaller requests could go a long way to help small communities complete studies and engineering easier.	11/20/2015 2:59 PM
8	It was ok for studies and some bike projects but should be more for other capital projects.	11/20/2015 11:16 AM

Q17 Metro Vision criteria accounted for 25 points (of a possible 100 points). This amount was...

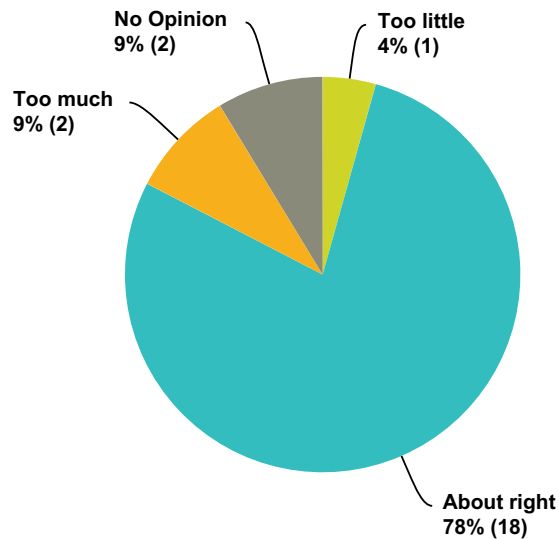
Answered: 23 Skipped: 3



#	Comments	Date
1	This scoring provides a nice blend of points included to reflect regional impact of projects on likely project mitigation impacts and allowing all communities to be able to apply for projects and have a reasonable chance at being awarded funds. This type of point allocation seems effective in addressing regional congestion and transportation issues, has worked well in the past, and shouldn't be changed.	11/30/2015 6:11 PM
2	The Criteria used in selecting the best project is being diluted with the introduction of Multi-modal, Metro Vision, environmental justice points. As an example, the primary purpose of an Operational Project is by definition to improve operations, reduce congestion and delay, and improve safety then the overall criteria should be weighted heavier on those criteria. The 46 points for the "other" criteria is disproportional to what the project is trying to solve and can lead to selection of projects that may have lower main criteria scores but high "other" points. Another point regarding the 18 point Multi-modal Connective criteria is that there are an available 45 points that the max 18 points can be achieved which tends to have projects receiving the maximum amount of points for the category because of the multitude of options to achieve such.	11/30/2015 4:05 PM
3	About right so long as only transportation related MV issues are scored.	11/30/2015 3:05 PM
4	Project scores should be based more on the merit of the project. How does it improve connectivity, safety, lessens congestion, improves air quality, etc... all of which are goals in Metro Vision. I suggest Metro Vision criteria be used as a screening process. If a project does not try to meet any goal of Metro Vision than it shouldn't be allowed to be submitted. Criteria has to help distinguish projects and not be a qualifier.	11/24/2015 9:46 AM
5	Should projects even be considered if it is not part of the Metro Vision.	11/20/2015 11:16 AM
6	Metro vision criteria are often favorable to denser municipal areas. Regional valuable projects that don't meet Metro Vision goals as well can't score as well.	11/19/2015 5:49 PM

Q18 The level of engineering or technical effort required in project applications was ...

Answered: 23 Skipped: 3

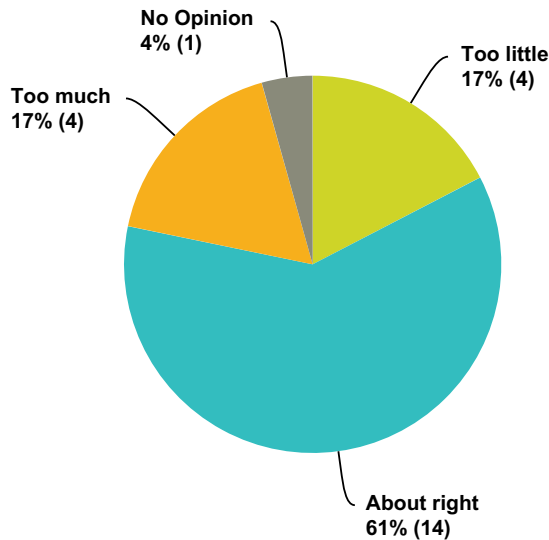


#	Comments	Date
1	Project sponsors should be required to put more work and design into their projects in advance of submitting a project application.	11/30/2015 6:11 PM
2	This is dependent on the criteria used in the TIP and again what is eligible. If you require a more refined project for submittal, then it forces the need to do pre-work with out federal funds.	11/30/2015 4:05 PM
3	No comments	11/24/2015 9:46 AM
4	In my past experience at a very small community, this can be a real challenge. But those communities may not have as many technically challenging projects. Subregional allotments may encourage partnerships to help small communities with this issue.	11/19/2015 5:49 PM

Q19 Multimodal Connectivity criterion for roadway projects accounted for 18 points (of a possible 100 points). The amount was

...

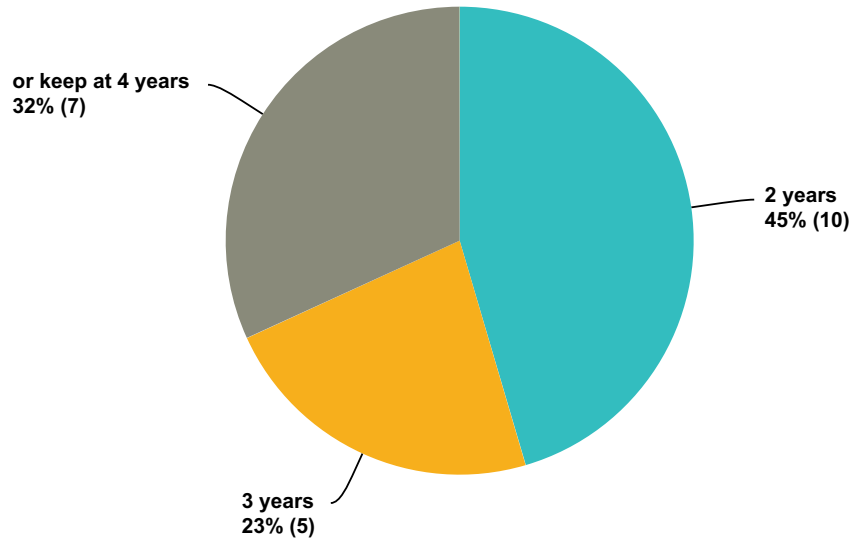
Answered: 23 Skipped: 3



#	Comments	Date
1	This is too low. Any project receiving should not just be rewarded for including multimodal elements, but should be required to include them in order to eligible for funding. For a roadway expansion project for example, this could include requiring that roadway expansions would include bus or HOV lanes (as CDOT/ HPTE has indicated will be a necessary element of any future roadway expansions) or adding bike lanes.	11/30/2015 6:11 PM
2	See comment under #17 above.	11/30/2015 4:05 PM
3	A clearer picture of what multi-modal connectivity is must be provided. Everyone is so focused on LRT service but often forget bus service in the region and how it provides that multi-modal connectivity. And in most cases better than LRT because its not limited to just a few corridors. A good example of this is the recent regional bike map that is using a criteria of having to service a LRT station in order to be identified as a regional bike facility. That doesn't make much sense since bus service is much more regional than LRT. Many communities have also adopted a complete streets policy or standards in their street design manuals so they are required to include sidewalks and bike facilities in their projects. I'm not sure just adding a sidewalk to a road project should receive points for multi-modal connectivity, but if its providing a connection to a new/existing trail than it should.	11/24/2015 9:46 AM
4	This penalized the projects from rural and suburbs that do not have transit.	11/20/2015 11:16 AM
5	Multimodal connectivity points favors denser areas and affects equity, but there probably ought to be some accounting for this. 18% is probably appropriate.	11/19/2015 5:49 PM

Q20 A Call for Projects is currently issued every 4 years. A more appropriate interval for selecting projects is every...

Answered: 22 Skipped: 4



#	Comments	Date
1	Two or three year grant cycles would be our preference. This is enough to get a project implemented/ built and in the case of a transit route to weigh its viability, build its ridership base, and decided whether the route should continue operations after the grant funding window (one year would not be long enough to do this). A construction project should be in a state of readiness that it can be build within 2-3 years of grant award, or shouldn't be considered for funding.	11/30/2015 6:11 PM
2	If the criteria and process is simplified, then every two years may work, but if we have to provide the level of detail as requested now, every 4 is better.	11/30/2015 4:05 PM
3	I could be convinced to go to 3 years, but prefer the 4 year window.	11/30/2015 3:05 PM
4	With the potential changes in Federal Transportation Legislation, there are no great indicator of appropriate intervals at this time.	11/30/2015 7:37 AM
5	I think a two or three-year call might be more efficient for planning purposes.	11/24/2015 10:11 AM
6	A more frequent call for projects might make the process less desperate because elections cycles are four years, so maybe 2 year cycles would take some pressure of elected officials. Two year cycles make keep staff people more in the loop and make the TIP process less of a specialized area of knowledge and organizations less vulnerable to staff turnover and loss of knowledge.	11/19/2015 5:49 PM

APPENDIX 1c
2016-2021 TIP Survey

Q21 List any challenges your agency has encountered in applying for or administering TIP-funded projects.

Answered: 11 Skipped: 15

#	Responses	Date
1	For recent grant cycles (TIP, FASTER, etc.) there has been a lack of direction on RTD involvement in the process and their involvement in the grant process. It would be helpful to have RTD involvement in grant cycles fully resolved in advance of the call for projects being issued. This includes the following areas of consideration: - RTD administration fees for grants (does their admin fee require additional local match, or get skimmed from the project award?). - What is RTD's process and methodology for reviewing projects impacting them (bus service), what are their criteria for deeming if a project should be included in funding, and deciding which projects to advance for funding in the TIP funding pool. - Inter-regional transit service should be eligible for funding for the entirety of the route if a majority of the route benefit and impact is serving the DRCOG region - addressing regional in-commute issue.	11/30/2015 6:11 PM
2	* CDOT IGA Process. * CDOT's project manager having capability to over-rule specialty groups when things don't make sense or they are late. * ROW and Utilities are always a challenge with federal and local funded projects. * Relative CDOT Experience with local projects and how they work - as there seems to be a lot of turnover, as well as conflicting direction.	11/30/2015 4:05 PM
3	I think the criteria needs to be better defined. Some of the scoring was revised due to the criteria not being well understood.	11/30/2015 3:05 PM
4	staff resources	11/24/2015 1:36 PM
5	Usually ROW acquisition and following the federal process has been difficult and time consuming. Not sure if anything can be done about this but like was stated earlier it would be nice to be able to start on these items earlier in the process and can still be reimbursable.	11/24/2015 9:46 AM
6	Just trying to balance the amount of money to request for a project vs. the administrative costs our agency will need to absorb to actually spend the funding. This is why \$100,000 is probably too low for a minimum as many agencies can't justify all the additional staff cost to administer a federalized project.	11/24/2015 9:06 AM
7	Ha! IGAs with CDOT.	11/23/2015 11:44 AM
8	We struggled to have the appropriate expertise on staff to apply. Either longer time frames or more technical assistance would be appreciated.	11/20/2015 2:59 PM
9	DRCOG staff provided assistance. The map function could work better.	11/20/2015 11:16 AM
10	Getting IGA's with CDOT. Changing federal regulations	11/20/2015 8:19 AM
11	My organization has had turnover and there is no one currently here that was involved in the last TIP process. This is such a specialized area that it is difficult to acquire the knowledge needed in a short TIP application window even with the training provided. This is even more of a challenge for smaller organizations.	11/19/2015 5:49 PM

APPENDIX 1c
2016-2021 TIP Survey

**Q22 Please provide any additional
comments.**

Answered: 4 Skipped: 22


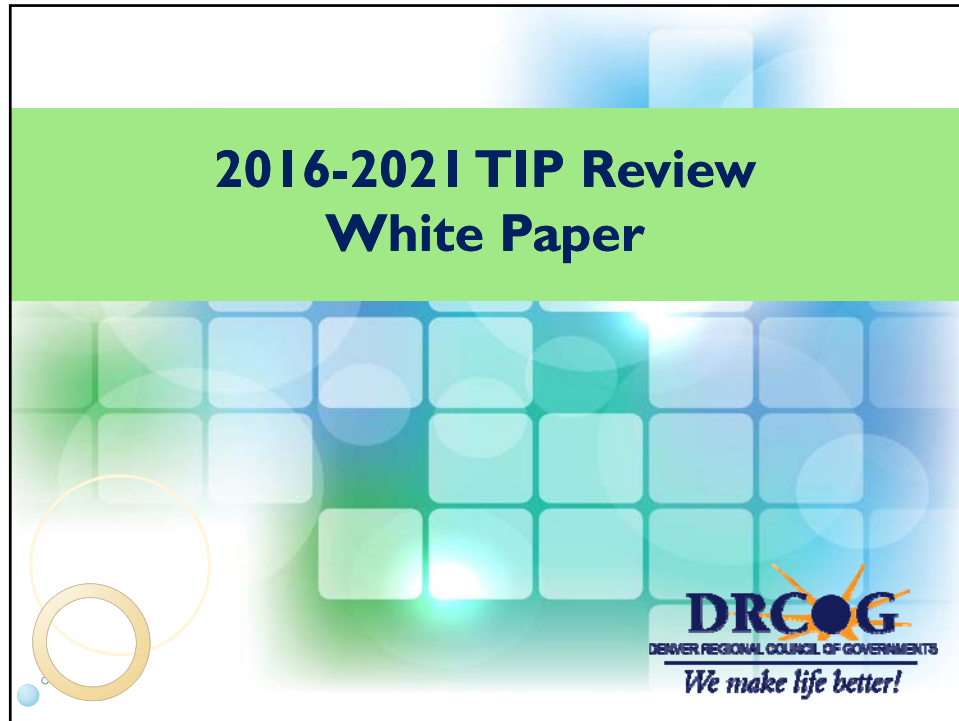
#	Responses	Date
1	It would be helpful to address the allocation of 5307 funding. All of this money currently goes directly to RTD without and say from DRCOG or local government staff input on how the funding is allocated. DRCOG staff should have a say in how this funding is allocated and where it gets spent.	11/30/2015 6:11 PM
2	Would like to see more First-and-Final-Mile type opportunities. Given the huge investment the region has made in the transit system via FasTracks, additional dollars should be programmed towards leveraging more from that investment.	11/24/2015 10:11 AM
3	I felt the training was very good and relevant to the process.	11/20/2015 3:56 PM
4	Virtually all projects these days are multi model or address many different aspects. A capacity project will have bus shelters, multiuse paths, signal operational improvements. An operational project will have HC ramps for ADA, transit improvements. Need to figure out better funding categories and ways to address and sort out projects better. Need to go to subarea allocations.	11/20/2015 8:19 AM

APPENDIX 2

TIP Project Selection Procedures Matrix
MPO Comparison

MPOs	Approximate Annual STP & CMAQ Funding	Subregional Selection Process?	Considers Geographic Equity?	Special Project Selection Committee?	Selection Based Purely on Points?	Engineering Rigor in Application?	Solicit by Project Type or Funding Type?	What Projects are in RTP before TIP? ^{vii}	Are PE/Design Phases Eligible?	Years Between Solicitation	Number of Entities in MPO Area	Total Expenditures (Over Four Year TIP)	Interstates Funded with MPO Allocations?	Funding Targets for Last TIP?	Minimum Project Size	Does the MPO Use Set Asides?
Denver Regional Council of Governments	\$65 m	No	Yes	No	No	Yes	Project	Regionally Significant	Yes	4	56 municipalities	\$3.7 b	Yes	Yes	\$100 k	Yes
Atlanta Regional Commission	\$99 m	No	No	No	No	No	Funding	All Projects	Yes	Varies	13 counties	\$3.2 b	Yes	No	\$1 m ^v	Yes
Capital Area MPO (Austin, TX)	\$23.5 m ^{vi}	No	No	Yes	No	No	Project	Capacity	Yes	Varies	44 entities	\$0.6 b	Yes	Yes	None	No
Chicago Metropolitan Agency for Planning	\$230 m	Yes	Yes	No	Yes ⁱ	Yes ⁱ	Funding	Major Capital Projects	No	Depends on selection	284 municipalities	\$9.1 b	Yes	Varies	None	Yes
Delaware Valley Regional Planning Commission (Philadelphia)	\$63 m ⁱⁱ	Yes	No	No	No	Yes	Funding	Regionally Significant	Yes	2	353 municipalities	\$5.0 b	Yes	No	\$250 k ^v	No
Metropolitan Council (Minneapolis/St. Paul)	\$75 m	No	Yes	Yes	Yes	Yes	Project	Regionally Significant	No	2	186 communities	\$3.2 b	No	Yes	\$75 k - \$1 m	Yes
Mid-America Regional Council (Kansas City)	\$35 m	Yes	No	Yes	No	No	Funding	Regionally Significant	No ⁱⁱⁱ	2	119 municipalities	\$2.8 b	Yes	Yes ⁱ	\$25 k ^{iv}	Yes
Mid-Ohio Regional Planning Commission (Columbus)	\$31 m	No	No	Yes	No	Yes	Project	All Projects	No	2	79 local entities	\$2.1 b	Yes	Yes	\$250 k	Yes
Mid-Region Metropolitan Planning Organization (Albuquerque)	\$23 m	No	No	No	No	Yes	Funding	Major Projects	Yes	2	30 entities	\$0.6 b	Yes	Yes	None	No
North Front Range MPO (Ft Collins)	\$7.5 m	No	Yes	Yes	No	No	Funding	Capacity	Yes	4	15 municipalities	\$0.1 b	Yes	No	\$100 k ^{vi}	Yes
Pikes' Peak Area Council of Governments (Colorado Springs)	\$7.5 m ^{vi}	No	No	No	No	Yes	Project	Capacity	Yes	4	9 municipalities	\$.03 b	Yes	Yes	\$25 k	Yes
Puget Sound Regional Council (Seattle)	\$80 m	Yes	Yes	Yes	No	No	Funding	Capacity	Yes	2	88 entities	\$5.6 b	Yes	Yes	None	Yes
Wasatch Front Range Council (Salt Lake City)	\$33 m	Yes	Yes	No	No	No	Funding	Capacity	No	1	53 entities	\$1.9 b	Yes	Yes	None	No

ⁱ for CMAQ selection process only
ⁱⁱ NJ STP figures include NJDOT funding swap
ⁱⁱⁱ Construction only for STP, all phases for CMAQ
^{iv} For programs and outreach, \$50 k for CMAQ capital. No minimum for STP
^v Recommended minimums
^{vi} STP-Metro Only
^{vii} Definitions per the MPO



TIP Review White Paper

- Board Direction (August 2015 Meeting)
 -to address TIP process, funding allocation and any other criteria mentioned by this Board, including looking at other MPOs around the country and bringing it back to the Committee in six months (February 2016).
- Staff established Work Group of TAC members
 - 22 members
 - Met eight times from October 16, 2015 to February 3, 2016

White Paper Table of Contents

- Introduction and Purpose
- Federal Requirements
- Review of the Existing TIP Process
- What are other MPOs doing?
- Key Issues
- Two TIP Models
- Recommendations
- Appendices



Federal Requirements for the TIP

- Cover no less than four years and be updated at least every four years
- Fiscally constrained by funding program
- Consistent with RTP
- Identify criteria and process used for prioritizing projects
- Consideration and implementation of projects/programs consistent with the federal planning factors
- Flexibility to MPOs in how it may select projects

Review of existing TIP Process

- Comments derived from
 1. TIP Open Forum (June 2015)
 2. Board comments (August 2015)
 3. TIP Review Work Group Survey
- Summary of feedback
 - Positive and feedback requiring further discussion



Summary of Feedback

- Positive:
 - TIP training
 - Web-based call for projects
 - Two-phased selection process
- Needing further discussion:

◦ Creation of TIP policy development work group	◦ Minimum funding request
◦ Adequacy of project types	◦ Funding swap with CDOT
◦ Eligible project components	◦ Points for Metro Vision criteria
◦ Assigning a project score to studies	◦ Multimodal Connectivity points – Roadway Projects
◦ Max. number of TIP submittals	◦ Call for projects frequency

Other MPOs

APPENDIX 2
TIP Project Selection Procedures Matrix
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MPOs	Approximate Annual STP & CMAQ Funding	Subregional Selection Process?	Considers Geographic Equity?	Special Project Selection Committee?	Selection Based Primarily on Funding?	Engineering Rpt. is Application?	Sublet by Project Type or Funding Type?	What Projects are in RFP before TIP?	Are PE/Design Phases Eligible?	Years Between Solicitations	Number of Entities in MPO Area	Total Expenditures (Over Four Year TIP)	Innovations Funded with MPO Allocations?	Funding Targets for Each TIP?	Minimum Project Size	Does the MPO Use Set Aside?
Denver Regional Council of Governments	\$49 m	No	Yes	No	No	Yes	Project	Regionally Significant	Yes	4	58 municipalities	\$3.7 b	Yes	Yes	\$100 k	Yes
Atlanta Regional Commission	\$89 m	No	No	No	No	No	Funding	All Projects	Yes	Varies	13 counties	\$3.2 b	Yes	No	\$1 m ²	Yes
Capital Area MPO (Austin, TX)	\$23.5 m ⁴	No	No	Yes	No	No	Project	Capacity	Yes	Varies	44 entities	\$8.6 b	Yes	Yes	None	No
Chicago Metropolitan Agency for Planning	\$130 m	Yes	Yes	No	Yes ²	Yes ²	Funding	Major Capital Projects	No	Depends on application	284 municipalities	\$8.1 b	Yes	Varies	None	Yes
Delaware Valley Regional Planning Commission (Philadelphia)	\$65 m ⁴	Yes	No	No	No	Yes	Funding	Regionally Significant	Yes	2	353 municipalities	\$5.6 b	Yes	No	\$250 k ⁵	No
Metropolitan Council (Minneapolis/St. Paul)	\$75 m	No	Yes	Yes	Yes	Yes	Project	Regionally Significant	No	2	188 communities	\$3.2 b	No	Yes	\$75 k - \$1 m	Yes
Mid-America Regional Council (Kansas City)	\$35 m	Yes	No	Yes	No	No	Funding	Regionally Significant	No ⁶	2	139 municipalities	\$2.8 b	Yes	Yes ²	\$25 k ⁵	Yes
Mid-Ohio Regional Planning Commission (Columbus)	\$31 m	No	No	Yes	No	Yes	Project	All Projects	No	2	79 local entities	\$2.1 b	Yes	Yes	\$250 k	Yes
Mid-Region Metropolitan Planning Organization (St. Louis)	\$27 m	No	No	No	No	Yes	Funding	Major Projects	Yes	2	50 entities	\$8.6 b	Yes	Yes	None	No
North Front Range MPO (Fort Collins)	\$7.3 m	No	Yes	Yes	No	No	Funding	Capacity	Yes	4	13 municipalities	\$6.3 b	Yes	No	\$100 k ⁵	Yes
Pike/Paoli Area Council of Governments (Colorado Springs)	\$7.5 m ²	No	No	No	No	Yes	Project	Capacity	Yes	4	9 municipalities	\$.85 b	Yes	Yes	\$25 k	Yes
Region South Regional Council (Seattle)	\$88 m	Yes	Yes	Yes	No	No	Funding	Capacity	Yes	2	88 entities	\$5.6 b	Yes	Yes	None	Yes
South Front Range Council (Fort Lode City)	\$33 m	Yes	Yes	No	No	No	Funding	Capacity	No	5	52 entities	\$3.9 b	Yes	Yes	None	No

¹ For CMAQ selection process only

² No STP figures include NIDOT funding maps

³ Construction only for TIP, all phases for CMAQ

⁴ For programs and outreach, \$56 k for CMAQ capital, no minimum for STP

⁵ Recommended minimums

⁶ TIP-Metro Only

⁷ Solicitations per the MPO

Key Issues

- Incorporation of Metro Vision in the TIP Process
 - How best to incorporate?
 - Level of flexibility?
- Geographic Equity
 - Does the current formula accurately reflect the primary user/benefactor of facility?
 - Should geographic equity be a factor in project selection?
 - Would subregional allocation of funds be more effective?
 - What funding types (i.e. DRCOG, CDOT and RTD) should be considered in the formula?



Key Issues (cont.)

- Small vs. Large Communities
 - Can small communities compete with the larger entities?
 - Should community size be a consideration?
- Off-the-top program/project funding
 - Make sure programs are beneficial
 - Develop procedures and criteria for project selection
- Multimodal projects
 - Holistic approach to project development
 - Current project types too rigid and don't offer the flexibility to submit projects that are truly multimodal



Two Models

- Regional Model
 - DRCOG's current model
 - Centralized process – all applications submitted to MPO
- Regional/Subregional Model (Dual Model)
 - Seattle, Chicago
 - Has both regional and subregional allocation elements



Model Comparison Exercise

- MV Incorporation
 - Regional Model:
 - More evenly applied in project selection
 - Challenge: Comparing similar projects from different parts of the region
 - Dual Model:
 - More flexibility: Project criteria more in-tune with local values while still being consistent with MV
 - Challenge: Meaningful oversight to make sure selection process is consistent with MV



Model Comparison Exercise (cont.)

- Geographic Equity
 - Regional Model:
 - Possible to fine-tune to better depict “users”
 - Challenge: Still difficult to gauge true equity
 - Dual Model:
 - “Proportionately” allocates funding to smaller level of geography
 - Challenge: How to distribute the funds

Model Comparison Exercise (cont.)

- Small vs. Large Communities
 - Regional:
 - Set-aside for smaller communities
 - Challenge: Should smaller communities also be eligible for general call for projects?
 - Dual:
 - Competing against smaller pool of communities
 - May encourage local partner funding opportunities
 - Challenge: Competing for fewer dollars

Model Comparison Exercise (cont.)

- Off-the-top programs/projects
 - Regional Model:
 - Conducted before general call for project (current model)
 - Dual Model:
 - Could be drawn from regional allocation
- Multimodal Projects
 - No clear difference




Recommendations

- Develop a project selection process purpose statement
 - Develop specific goals for each TIP
- Further explore the Regional/Subregional dual project selection model
 - Continue work group
 - No fatal flaws – needs a more comprehensive evaluation



Recommendations (cont.)

- Create a project selection process that places more emphasis on project benefits, overall value, and return on investment
 - Quantifiable performance metrics
- Explore opportunities to exchange CDOT state funds with DRCOG federal funds
 - Create a pilot project



Recommendations (cont.)

- Evaluate off-the-top programs and projects
 - Thorough review all set-aside programs
 - Develop a clear process for the evaluation of large off-the-top project funding requests



QUESTIONS/COMMENTS

ATTACH G

To: Chair and Members of the Board of Directors

From: Jennifer Schaufele, Executive Director
303 480-6701 or jschaufele@drcog.org

Meeting Date	Agenda Category	Agenda Item #
February 17, 2016	Action	13

SUBJECT

Participation in the Urban Sustainability Accelerator program to explore improving transportation investment decision-making.

PROPOSED ACTION/RECOMMENDATIONS

Staff requests direction on participating in the Urban Sustainability Accelerator program

ACTION BY OTHERS

NA

SUMMARY

At the November 2015 Board meeting, staff informed the Board that the Urban Sustainability Accelerator (USA) program at Portland State University contacted DRCOG about possible participation in a peer group focusing on transportation investment decision-making. On December 2-3, the program's director Robert Liberty visited DRCOG and held several informational sessions with available Board members and member jurisdiction staff.

Based on what Mr. Liberty heard during at those meetings, he believes the effort should be designed to help build a more collaborative spirit around regional investment decisions and to engage other stakeholders. He heard, and endorses the idea, that our partners in this effort should include CDOT, RTD, businesses and business associations, land use and environmental organizations. Local university faculty members, institutes and students might be able to contribute to the effort as well.

Our Denver regional team would be part of a cohort made up of three to five regional transportation decision-making bodies. The Charleston (South Carolina) region, the Sacramento Area Council of Governments and the Wasatch Front Regional Council are among the entities that have expressed interest in participating.

From its side, the Urban Sustainability Accelerator will bring transportation experts from different fields, including project evaluation, to provide assistance to DRCOG.

The results of this work could be incorporated into the next Transportation Improvement Program project review cycle. It might also be useful for other agencies that make their own transportation investment decisions.

DRCOG sent out a survey following Mr. Liberty's visit to gauge the interest of Board members and others who attended the USA informational meetings. The results are shown in Attachment 1.

The fee for the Denver region team's participation is anticipated to be approximately \$50,000. The more significant commitment will be of your time, the time of your DRCOG staff, and other participants. Additional information about the USA program is contained in Attachment 2.

USA would like a final decision and commitment by March. If there is serious interest in participating, USA will gladly work further with DRCOG to refine our proposal.

As a result, DRCOG staff recommends initiating discussion with USA representatives on identifying specific responsibilities and development of a scope of work for the Board's consideration at its March meeting.

PREVIOUS BOARD DISCUSSIONS/ACTIONS

NA

PROPOSED MOTION

Move to direct staff regarding participation in the Urban Sustainability Accelerator program.

ATTACHMENTS

1. Urban Sustainability Accelerator Survey of Presentation Attendees
2. Urban Sustainability Accelerator Overview

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303 480-6701 or jschaufele@drcog.org; or Douglas Rex, Director, Transportation Planning and Operations, at 303-480-6747 or drex@drcog.org.

Urban Sustainability Accelerator Program

Survey of Presentation Attendees

Should DRCOG participate in the Urban Accelerator Program?

Board of Directors		
Answer Options	Response Percent	Response Count
Yes, DRCOG should participate.	46.2%	6
Yes, but with the participation of other stakeholders	15.4%	2
Yes, but with conditions.	15.4%	2
Possibly, but I would like you and the staff to further develop the project in consultation with the Urban Sustainability Accelerator before making a decision.	15.4%	2
No, DRCOG should not participate.	7.7%	1
<i>answered question</i>		13
<i>skipped question</i>		0

Other Attendees		
Answer Options	Response Percent	Response Count
Yes, DRCOG should participate.	26.7%	4
Yes, but with the participation of other stakeholders	46.7%	7
Yes, but with conditions.	6.7%	1
Possibly, but I would like you and the staff to further develop the project in consultation with the Urban Sustainability Accelerator before making a decision.	20.0%	3
No, DRCOG should not participate.	0.0%	0
<i>answered question</i>		15
<i>skipped question</i>		0

Which other stakeholders do you think should participate?

Board of Directors

- CDOT
- Denver Metro Mayors' Caucus
- MCC
- RTC

Other Attendees

- Affordable housing organizations
- CDOT
- Chambers of commerce
- Denver Metro Mayors' Caucus
- Environmental organizations
- Modal interest groups such as Walk Denver or bicycle groups
- RAQC
- RTD
- Small community representatives

What conditions would you place on participation?

Board

- I just got appointed onto the board. With only one choice on who to do business with makes it hard for me to say yes or no. I do believe a plan needs to be in place before spending lots of money.
- DRCOG should pick up the \$50,000 fee. Participation may help individual cities/municipalities, but shouldn't the data really tell DRCOG how to...
- There needs to be substantial buy-in/commitment from the board to adopting metrics and ranking projects in a new way. The board would need to understand that this approach may mean that not every area would receive funding because the approach is meant to maximize the effects of projects for the entire region and not to give every area a little something. If there is not a major commitment to the approach, this will prove to be a waste of \$50K.

Other Attendees

- Understanding how this effort would relate to the recently proposed effort led by Don Hunt. Good faith and meaningful involvement by RTD and CDOT.

How should the project be further developed before making a decision?

Board

- Since each COG is so unique I question whether DRCOG's \$50k (plus staff time) investment might be better spent engaging a consultant to evaluate and make recommendations for our unique region and entity. The more I've learned about other regional councils the more I realize there is not a one size fits all solution. An independent DRCOG effort could certainly include a survey of best practices of other regions councils, but the results would be focused on solutions to the political, economic and infrastructure that exists in our region.
- I would personally be interested in this study since I'm new. I've heard that the DRCOG board and staff just finished an intense study that took time and they are not interested in jumping into another study so soon. So, if DRCOG pursues this, it should not be a rehash of the other studies that have been done. Specific areas or metro districts should be picked for the study with real time results for those areas.

Other Attendees

- Yes, I believe we need more clarity
- Better define what role / scope of work Mr. Liberty will have with regard to DRCOG's most important needs before entering into a contract in order to avoid a scope and fee creep.
- What is being proposed is pretty vague at present. If the cost are split up then it is really not that much money, but there should be a critical mass of DRCOG members committing to the project.

Additional comments or questions

Board

- Future thinking on land use across the region, and business interests need to be included.
- I know I'm beating the drum, but finishing the NW corridor through the RTD's FasTracks program should be a main part of any accelerator or urban study. To start a project and thoroughly investigate ways to finish it in a timely manner makes the study a moot point.
- My concerns with participation are mostly that the group hasn't done a project like this, so there isn't a ROI that can be quantified.
- I am concerned that this not go the way of the Sustainability grant from HUD, where we have great information and new ideas with outside partners, but a lack of follow-through on truly integrating those ideas into how we as an organization operate in terms of the board. I think its important that there be both some board AND technical staff from jurisdictions involved in addition to DRCOG staff and the partners mentioned, and would suggest including Mile High connects or some community voice in addition to the business voice mentioned, which I strongly support. There needs to be a much clearer plan for how to build broader board buy-in without the entire board participating every step of the way. More than just "informational briefings" at long board meetings where folks are focused on action items. Perhaps using the board retreat to really launch a collective understanding, followed up with another board retreat with results.
- There seems to be widespread agreement that our recent TIP process was not as effective or efficient as it could have been so it seems like it would be very useful to embark on how we can improve it going forward and achieve more strategic and streamlined funding of transportation projects in the region.
- One question to figure out is how this would dovetail with Don Hunt's Mobility Choice Blueprint effort.

Other Attendees

- I would like to see specific recommendations as soon after the process is completed to be vetted through the DRCOG Committees, and adopted by the Board as part of the TIP Policy and other documents. Many times, committees meet or data is collected but relatively little changes. Staff seems reluctant to make strong, technical recommendations to the committees and Board if they believe there will be debate and disagreement at especially the political level. This is the nature of the beast of a 56 member political group.
- How will Mr. Liberty unify our MPO's needs with the other MPO's that will be involved in the urban accelerator program - if all MPO's don't have similar needs / goals how will the work be coordinated cost effectively.
- This has the potential to be useful with openness and goodwill be all members of the DRCOG community. Without that goodwill, this will be only an exercise.
- The scope of the study also needs to include one of the biggest issues that comes up every TIP cycle - regional equity. This should be added to the scope. The study should also take a serious look at the Portland 2-step approach to their TIP process. As I understand there are two steps; one where the MPO distributes the funds for true regional projects (e.g. transit and highways), while the counties conduct step 2 where they distribute the remaining funds for smaller regional projects that are more likely to have a greater impact within the county (e.g. bike and pedestrian, smaller studies). It would also be nice to know how far DRCOG TIP funds could be stretched if the sponsoring agency paid for design and ROW acquisition. That would leave TIP funding only for construction. How many more projects could be funded using this method. If not this approach then what if the local match requirement was increased to 30 or 40 percent. What impact would this have on funding projects?
- Still not really sure what the accelerator accomplishes. Needs to be developed further.



Overview

The Urban Sustainability Accelerator (USA) helps cities and other local governments, and regions implement sustainability projects, moving their proposals from a concept, plan, policy or action item to reality. We also work with businesses and nonprofit organizations in a city or region. We offer a year of expert assistance – strategic as well as technical – to participating cities.

Each urban area selected for the program establishes a multi-sector implementation team with leaders from the public, private, and nonprofit spheres. Urban areas working on a similar theme form a cohort for mutual support and learning. Throughout the program year, participants benefit from the individualized consulting offered by USA's staff and expert advisers. The year begins and ends with a convening of the teams in Portland, Oregon.

The Accelerator receives funding from The Summit Foundation in Washington, D.C. and the Institute for Sustainable Solutions at Portland State University (PSU). It is housed in the Center for Urban Studies at PSU's Toulon School of Urban Studies and Planning.

Mission

The Urban Sustainability Accelerator was created to help urban areas implement their sustainability projects. Our focus is on *implementation* of adopted sustainability policies, plans, and goals.

We include in the category of "sustainability projects" a wide array of efforts that reduce materials consumption, reduce or avoid environmental damage, and restore and protect natural systems. We believe urban sustainability projects should naturally and logically incorporate economic development as well as social justice dimensions.

Sustainability Expertise

Cities may take advantage of expert advice in the following fields (among others):

- Urban redevelopment, residential and commercial infill and revitalization
- Creating active transportation networks and making better transportation investments
- Creating multi-modal and mixed use corridors
- Rail transit development and transit-facilitated development

- Integration of land use and transportation planning at the project and system level in order to promote sustainable communities and reduce climate-changing pollution
- Building green infrastructure and constructing green buildings, including LEED certified low-income housing
- Waste reduction (recycling, food composting, public, private, formal and informal materials re-use programs, latex paint recycling)
- Reduction or elimination of combined sewer overflows (separating storm water and sanitary sewer systems through large-scale and small scale investments and incentives)
- Regional natural areas protection
- Improving consistency between land use goals and individual land use decisions meant to implement those goals
- Techniques for curbing urban sprawl, including urban growth boundaries and rural conservation zoning and how to address associated fairness issues



A few of USA's Expert Advisers from a pool of close to one hundred individuals.

USA's pool of Expert Advisers consists of individuals with decades of sustainability expertise in the public, private and nonprofit sectors. They are based primarily, though by no means exclusively, in Portland, Oregon, internationally recognized for its more than four decades of experimentation and success in the implementation of diverse urban sustainability efforts.

How we assist our partners

The assistance we provide is of every type - technical, strategic, administrative, legal and political.

It is provided through site visits by experts, speakers, workshops, monthly check-in calls, face-to-face convenings, and numerous other activities.

The form and content of assistance is based on a work plan developed by the team implementation members in consultation with the Urban Sustainability Accelerator staff and experts. It is tailored to the needs of each team and place.

Members of project teams receive assistance not only from our expert advisers but from each other – this is part of the cohort experience.

How USA Differs from Other Assistance Programs

The Accelerator was the idea of professors Jennifer Dill, Connie Ozawa, and Ethan Seltzer at Portland State University. In 2012 they proposed a new type of urban assistance program that would primarily serve small to mid-sized cities, which tend to receive less attention than larger cities. They outlined a number of other elements that in combination set the Accelerator apart from other assistance programs:

- **Focus on implementation**

Today, good sustainability ideas are abundant but many of them remain nothing more than recommendations in a report or a goal statement in a plan. Our focus is on the implementation of the sustainability projects that urban areas have adopted and now want to implement.

- **Sustained assistance over a year or more**

USA assistance will be sustained over the course of an entire year, not just at a single workshop or convening. Depending on the availability of resources, additional guidance may be available for a longer period.

- **Strategic advice in addition to technical advice**

The USA program recognizes that the implementation of sustainability projects requires not only technical assistance but strategic advice on how to overcome different types of political and administrative challenges. This is one of our program's strengths in fact.

- **An ongoing, mutual learning and support network that benefits all**

The Accelerator creates a learning and morale-building network among participating teams, as well as within each team. We encourage the cohorts to continue to support each other's efforts after the conclusion of the program year.

➤ **Reliance on cross-sector teams for more effective implementation**

USA emphasizes joint participation on the implementation team by elected officials, government staff, and leaders from business, nonprofits, and educational institutions. The success and speed of implementation is enhanced when it is part of a broader effort to create social and political capital in the private and nonprofit sectors, including among community groups, in support of sustainability projects.

➤ **Emphasis on peer-to-peer advising**

The Accelerator emphasizes peer-to-peer advising to enhance source credibility. This means USA business experts providing advice to other business leaders, elected officials advising other elected officials, and developers learning from USA expert developers.

➤ **Offers knowledge and resources of universities**

USA draws upon the skills and resources of faculty and graduate students at Portland State University (an urban-serving university) and other higher education institutions. When appropriate, faculty and students from these institutions are linked with project teams to present relevant research or carry out specific research.

Places We've Helped

The USA is in its third year (2015-16) of delivering assistance to cities, local governments and regions accepted into the program. Common themes include complete streets and transportation choices, green infrastructure, ecodistricts, energy conservation, revitalization of downtowns and adjacent areas, adaptive reuse of historic buildings, space activation, compact development, and joint university-city projects. Here are a few cities we've helped:

- | | |
|--|----------------------------------|
| ❖ Auburn, AL | ❖ Louisville, KY |
| ❖ Davis, CA | ❖ Portland, ME |
| ❖ Duluth, MN | ❖ Rancho Cordova, CA |
| ❖ El Paso, TX | ❖ Reno-Sparks-Washoe Co., NV |
| ❖ Elk Grove, CA | ❖ Sacramento city and region, CA |
| ❖ Lansing and the Tri-County Mid-Michigan region | ❖ Waco, TX |
| ❖ Las Cruces, NM | ❖ Wichita, KS |

Program Schedule and Activities

Winter

This is our recruitment and application period. During this time, interested cities meet with USA staff and prepare their applications. USA staff review applications, provide feedback and suggestions, conduct an initial assessment of each team's implementation needs, and begin shaping a cohort around similar projects. For the current cohort, winter is the time for a mid-year convening to share progress with each other and with their senior leadership.

Spring

In spring, the selection of cities for the next cohort takes place, and cities begin sharing information with others in their cohort as they plan for the summer convening. For the current cohort, spring is filled with final implementation activities as per a detailed work plan and preparation of a project report for the summer reconvening.

Summer

A convening of teams in the new cohort (and a reconvening of the existing cohort) is held each summer in Portland, Oregon. At this convening, teams become acquainted with one another and engage in discussions on technical and strategic topics. Some of these discussions are peer-to-peer, while others involve the entire group. Implementation teams work with USA staff and expert advisers to discuss, develop, and refine their implementation work plan for the year. Field trips and site visits to see relevant examples are part of the convening. The two cohorts overlap for one day so that the exiting cohort can advise the new cohort and answer questions about their USA experience. Teams may be asked to share their knowledge with peers and interested persons in the Portland region. By the end of the summer convening, each new team has an outline for an implementation plan and a preliminary idea of anticipated strategic and technical advice that might be required over the next year.

Fall

After the convening, the Accelerator begins providing direct and shared technical assistance through virtual meetings on topics of common interest to the cohort, as determined by participants. Monthly check-in calls with each coordinating team begin in September, and bimonthly calls are held for the teams to share progress with each other and with their senior leadership. Any team may also give a presentation or lead a training on a successful sustainability project in their region that is relevant to other members of the cohort.

2016-17 Program Themes

-

The USA is seeking participants for 2015-16 in either of two cohort themes; improving transportation investment decision making and regional growth management. The transportation investment theme will focus on how to get the best return on public investments in transportation, by considering social, economic, environmental and fiscal costs and benefits. The regional growth management cohort would focus on a combination of improved conservation of rural lands (farmland, forests, range lands and natural resource areas) and more compact urban development, emphasizing infill and redevelopment and mixed-use, higher density greenfield development.

Cost to Participate

-

Foundation grants and sponsorships cover a portion of the assistance program, with the remainder covered by participants. Team fees for the 2015-16 cohort will be \$40,000 for regional growth management and up to \$50,000 for transportation investment improvement projects. The participation fee may be divided among the entities represented on the team. If necessary the fee can also be split between two fiscal years.

USA Staff and Faculty Liaisons



Robert Liberty - USA Director - has worked in many roles and at all levels of government to promote livable and sustainable cities and regions.

Mr. Liberty was Staff Attorney and then Executive Director of 1000 Friends of Oregon, a nonprofit organization dedicated to the implementation, defense and improvement of Oregon's comprehensive land use planning program.

Mr. Liberty has worked as a land use hearings officer, a planning consultant and a speaker on planning topics in the U.S. and other countries. He served as Senior Counsel to Congressman Earl Blumenauer of Oregon, assisting him with federal policy issues concerning livable communities. In 2004 he was elected to the Metro Council, the metropolitan government in the Portland, Oregon region and was re-elected in 2008. On the Metro Council he chaired and co-chaired committees considering rail transit investments, regional housing policy and other matters.

In his career in higher education, Mr. Liberty has helped establish relationships with sustainable city planning and design efforts in China and participated in a U.S. HUD sustainable communities regional planning grant, helping to develop triple-bottom line evaluation frameworks for transportation investments.

Mr. Liberty became director of the Urban Sustainability Accelerator in October 2012.

He received his BA in Political Science from the University of Oregon Honors College, a Masters in Modern History from Oxford University and his JD Degree from Harvard Law School. During the 2002-03 academic year, he was a Loeb Fellow at the Harvard Graduate School of Design.



Connie Ozawa - USA Faculty Adviser - is the Director of the Nohad A. Toulan School of Urban Studies and Planning. Dr. Ozawa's interests include how to integrate different sources of information into planning decisions in ways that build strong working relationships. Integrating theory and practice, she has led negotiation training workshops with practitioners, the Portland Development Commission and the Housing Authority of Portland.

Dr. Ozawa is co-director of the China program, coordinating opportunities for scholars and students to share place-based knowledge across language and geographic boundaries. Through this program, about one hundred Chinese planners and policy makers visit Portland each year, to learn about planning and sustainability efforts here.

In the classroom Professor Ozawa teaches environmental policy and management and planning theory and practice. Dr. Ozawa edited *The Portland Edge: Challenge and Successes in Growing Communities* (2004) and authored *Recasting Science: Consensus-Based Procedures in Public Policy Making* (1991). Dr. Ozawa earned her B.A. in Environmental Studies at the University of California, Berkeley; an MA in Geography at the University of Hawai'i; and her Ph.D. in Urban Planning at the Massachusetts Institute of Technology.



Ethan Seltzer - USA Faculty Adviser - is a member of the faculty and former director of the Toulon School of Urban Studies and Planning. His career in planning spans government and academia. Dr. Seltzer is recognized as an authority on regional planning and development and the Cascadia eco-region. He co-edited *Regional Planning in America: Practice and Prospect* (Lincoln Institute of Land Policy, 2011) and *Toward One Oregon: Rural-Urban Interdependence and the Evolution of a State* (Oregon State University Press, 2011).

Dr. Seltzer served as President of the City of Portland Planning Commission and as a land use supervisor for the Metro regional government during the adoption of the Regional Urban Growth Goals and Objectives. At the City of Portland, he assisted City Commissioner Mike Lindberg with park system planning, land use planning and budget matters. He serves on the Portland 2035 Central City Plan advisory committee.

His academic interests include citizen participation, such as through crowd-sourcing technologies, and how regions develop distinct identities and values that shape local and regional planning. Dr. Seltzer received a B.A. in Biology from Swarthmore College, an M.A. in Regional Planning and a Ph.D. in City and Regional Planning from the University of Pennsylvania.



Judy Walton - USA Program Administrator - joined the Urban Sustainability Accelerator in Winter 2014. Dr. Walton has experience in green building consulting, neighborhood planning, and open space planning, and has taught courses in sustainable cities and urban geography at Humboldt State University and Portland State University. While at Humboldt State she helped develop an interdisciplinary M.A. program in "Environment & Community." Her academic area of emphasis is urban geography, including downtown revitalization and sustainable cities.

Dr. Walton was the founding director of the Association for the Advancement of Sustainability in Higher Education (AASHE) and an initiator of the American College & University Presidents' Climate Commitment (ACUPCC) as well as the Sustainability Tracking, Assessment & Rating System (STARS), the premier sustainability assessment system used by colleges and universities. These experiences have connected her with sustainability professionals around the country.

Dr. Walton received her B.A. in Political Science with a minor in Economics from the University of California at San Diego; an M.A. in Geography from San Diego State University; and a Ph.D. in Geography from Syracuse University.

ATTACH H

To: Chair and Members of the Board of Directors

From: Jennifer Schaufele, Executive Director
(303) 480-6701 or jschaufele@drcog.org

Meeting Date	Agenda Category	Agenda Item #
February 17, 2016	Action Item	14

SUBJECT

This item concerns updates to the status of bills previously acted on by the Board at its January meeting.

PROPOSED ACTION/RECOMMENDATIONS

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

ACTION BY OTHERS

N/A

SUMMARY

The attached matrix updates the status of all bills previously acted upon by the Board as of February 10.

Staff can provide more detailed updates on the bills as requested by the Board.

PREVIOUS DISCUSSIONS/ACTIONS

The Board took positions on these bills presented by the DRCOG staff at the January Board meeting.

PROPOSED MOTION

N/A

ATTACHMENT

Status of Bills—2016 Session

ADDITIONAL INFORMATION

Should you have any questions regarding the draft policy statement, please contact Jennifer Schaufele at 303-480-6701 or jschaufele@drcog.org; or Rich Mauro at 303-480-6778 or email to rmauro@drcog.org.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2016 SESSION

As of 2-10-16

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
AGING BILLS						
HB16-1027	Criminal Deposition for At-risk Persons - The bill allows the prosecution to make a request for both at-risk adults and at-risk elders. If the motion relates to an at-risk elder, the court shall schedule the deposition. If the motion relates to an at-risk adult, there is a rebuttable presumption that the deposition should be taken to prevent injustice. The court may deny the motion if it finds that granting the motion will not prevent injustice.	Danielson	House Judiciary	Support	DRCOG has supported bills to strengthen this statute for the last four years. Under current law, the prosecution may request to take the deposition of an at-risk adult victim or witness if the victim or witness may be unavailable at trial. This bill, which was requested by District Attorneys, expands that authority to at-risk elders.	DRCOG supports increases in consumer protections for older adults and their caregivers.
HB16-1065	Income Tax Credit For Home Health Care - Creates an income tax credit (up to a maximum of \$3000) to assist a qualifying senior with seeking health care in his or her home. In the first 2-years, the credit is for a percentage of the costs incurred for home modifications. In the next 2-years, it adds home health care services. In the following 2-years, it adds durable medical equipment and telehealth equipment. If the December revenue estimate shows the budget will not be sufficient to grow total state appropriations by 6% over the previous year, the tax credit is not allowed for the subsequent calendar year income tax but the taxpayer can claim the credit in next year the credit is allowed.	Conti/	House Finance	Monitor	As a tax credit, this bill would cost the state foregone revenues that could be significant. Since the fiscal note has not yet been released, staff recommends monitoring this bill until more information about its impact becomes available.	DRCOG supports increased funding for programs providing services to older adults, persons with disabilities, and their caregivers, especially services that support individuals continuing to live independently in their homes and communities.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2016 SESSION

As of 2-10-16

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
SB16-078	Assisted Living Administrator Competency Requirement - The bill requires an operator of an assisted living facility to ensure that the administrator of the facility completes 30 credits of continuing competency every 2 years. The operator must maintain records on the facility premises as proof of the fulfillment of the competency requirements. The department of public health and environment is required to promulgate rules concerning the competency requirements.	Martinez Humenick / Primavera	Senate Business, Labor & Technology	Staff Discretion to Oppose	Although staff believes there should be additional competency requirements for Assisted Living Administrators, staff is concerned this bill preempts work be done currently by the Assisted Living Working Group at the state Department of Public Health & the Environment. DRCOG dis oppose a similar bill last year.	DRCOG supports increases in the quality of care and consumer protections for older adults and their caregivers.
TRANSPORTATION BILLS						
HB16-1008	Roadway Shoulder Access for Buses - The Colorado Department of Transportation (CDOT) is authorized to designate an area on a roadway not otherwise laned for traffic for use by commercial vehicles designed to transport sixteen passengers or more, including the driver, that are operated by a governmental entity or government-owned business that transports the general public or by a contractor on behalf of such an entity or government-owned business. CDOT must consult with the Colorado State Patrol before making such a designation and establishing conditions of use for the designated area. CDOT must impose and each authorized user must acknowledge the conditions of use for the designated area by written agreement.	J. Becker & Winter/ Heath & Cooke	Senate Transportation	Support	This bill provides statutory authorization necessary for projects such as that contemplated for US 36.	DRCOG supports legislation that promotes efforts to create and fund a multimodal transportation system. DRCOG supports funding for programs that provide transportation for "access to jobs" for low-income workers who cannot afford to live near where they work, and for safe routes to schools.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2016 SESSION

As of 2-10-16

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
HB16-1018	Transportation Advisory Committee Procedures - Transportation Legislation Review Committee. The bill amends current law to require the Statewide Transportation Advisory Committee (STAC) to provide advice and comments to both CDOT and the Transportation Commission, rather than only to CDOT. The bill also specifies that the STAC will provide advice on budgets and transportation policy, programming, and planning.	Mitsch-Bush & Carver/ Todd	Senate Transportation	Support	Current law only requires the STAC to advise CDOT on the needs of the transportation systems in the state and to review and comment on all regional transportation plans submitted for the transportation planning regions of the state.	DRCOG supports legislation that reinforces collaboration between state and regional transportation agencies and recognizes their respective roles, responsibilities and interests.
HB16-1031	Modify Transportation Commission Membership - Transportation Legislation Review Committee. The bill requires the TLRC to study current statutory Transportation Commission districts during the 2016 interim to determine whether the number and boundaries of the districts should be modified. To assist the TLRC in its work, by August 1, 2016, Legislative Council Staff (LCS), with the cooperation of CDOT, must present a research study to the TLRC that documents changes in the current 11 districts since the last time the General Assembly modified the districts, to include population, number of lane miles, and annual vehicle miles traveled. In doing so, LCS must take into account existing county and municipal boundaries, regional transportation areas and districts, and transportation planning regions. The TLRC must hold public hearings in major geographical regions of the state regarding potential district modifications. The TLRC may recommend legislation to modify the districts.	Carver/	House Transportation & Energy	Actively Monitor	Transportation Commission members are appointed from 11 statutorily defined Transportation Commission districts and the General Assembly has not modified the number or boundaries of the districts since 1991. An early draft of this bill proposed to change the Transportation Commission districts and representation to reflect the 15 transportation planning region districts. This would have meant that the DRCOG region would have had just one representative on the Transportation Commission. Currently the DRCOG region is represented by three of the eleven districts.	DRCOG supports: <ul style="list-style-type: none"> • Legislation to ensure that representation on the Transportation Commission reflects approximately equal populations based on the most recent population census. • Transportation planning that is coordinated between DRCOG, CDOT, RTD and affected local communities, with each participating transportation agency's plan recognizing the region's priorities in the context of statewide transportation priorities. • A strong role for MPOs placing MPOs on equal footing with CDOT in selecting projects to be funded to ensure that local, regional and state transportation needs are met in a coordinated and cooperative manner. • Legislation that reinforces collaboration between state and regional transportation agencies and recognizes their respective roles, responsibilities and interests.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2016 SESSION

As of 2-10-16

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
HB16-1039	Interstate 70 Motor Vehicle Traction Equipment - Transportation Legislation Review Committee. The bill broadens current law to require the traction equipment to be carried on I-70 between Milepost 133 (Dotsero) and milepost 259 (Morrison) when icy or snow-packed conditions are present. The bill also requires that this traction control equipment be used when icy or snowy conditions are present.	Mitsch-Bush & Rankin/ Todd & Donovan	Passed Both Houses	Support with Amendment	Currently, a person is required to use certain traction control equipment, such as chains or snow-rated tires, when the CDOT restricts road use due to a winter storm. The Board has directed staff to support an amendment to the bill to set the eastern end of the bill's application to the Evergreen Exit. The bill was amended in the House to specify the restriction is effective from October 1 to May 15.	DRCOG supports approaches that make use of the roadways and transit facilities more efficient, including programs for incident management and Intelligent Transportation Systems. DRCOG supports efforts that improve or expand real-time traveler information.
HB16-1061	Military Installation Transportation Needs Planning - The bill requires the comprehensive Statewide Transportation Plan prepared by CDOT to include an emphasis on coordination with federal military installations in the state to identify the transportation infrastructure needs of the installations and ensure that those needs are given full consideration during the formation of the plan.	Nordberg & Carver/	House Transportation & Energy	Monitor	This is a new idea and DRCOG staff needs time to research the implications of the bill.	DRCOG supports regional and statewide efforts at such consensus building and will work to pursue multimodal transportation solutions. DRCOG supports using the regional and statewide transportation planning processes to explore and identify transportation solutions and will evaluate state legislative and administrative actions for consistency with this policy.
HB16-1067	Regional Transportation Authority Mill Levy - Current law authorizes a regional transportation authority (RTA) to impose a uniform mill levy of up to 5 mills on all taxable property within its territory, but the authorization is scheduled to repeal on January 1, 2019. The bill extends the authorization until January 1, 2029.	Mitsch-Bush/ Donovan	House Local Government	Support	Existing RTA's, such as the Roaring Fork Transportation Authority and the Pikes Peak Rural Transportation Authority, have proposed this legislation because the mill levy is an important tool for them to fund local transportation infrastructure projects. DRCOG supported the RTA legislation.	DRCOG supports increased funding for transportation to preserve the system, address congestion and safety, and provide multimodal options for people of all ages, incomes and abilities.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2016 SESSION

As of 2-10-16

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
SB16-011	Terminate Use of FASTER Fee Revenue for Transit - Repeals the statutory provisions that require transit-related uses of the Faster fee revenue. As a result, the revenue must be used only for road safety projects, as defined by FASTER.	T. Neville/ P. Neville	House Transportation & Energy	Oppose	DRCOG supported FASTER (SB09-108), including the transit provisions. Under current law, \$15 million per year of revenue from the road safety surcharge, daily vehicle rental fee, supplemental oversize and overweight vehicle surcharge, supplemental unregistered vehicle fine, and late vehicle registration fee imposed pursuant to FASTER is used for transit-related projects as follows: <ul style="list-style-type: none"> • \$10 million is used by the department of transportation (CDOT) for the planning, designing, engineering, acquisition, installation, construction, repair, reconstruction, maintenance, operation, or administration of such projects; and • \$5 million is credited to the state transit and rail fund and used by the transit and rail division of CDOT to provide grants to local governments for local transit projects. 	DRCOG supports increased funding for transportation to preserve the system, address congestion and safety, and provide multimodal options for people of all ages, incomes and abilities.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2016 SESSION

As of 2-10-16

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
OTHER BILLS						
SB16-057	Mobile Home Owners Leasing Space Mobile Home Parks - The bill grants new powers to the Division of Housing within the Department of Local Affairs in connection with the promotion of the mutual interests of landlords and home owners within mobile home parks, pursuant to its statutory authority and subject to available appropriations; requires the division to maintain for public dissemination a list of local government agencies and community-based nonprofit organizations that are created and empowered to mediate disputes between or among landlords, management, and home owners within mobile home parks; requires the management of a mobile home park to adopt reasonable written rules and regulations concerning all home owners' use and occupancy of the premises; and requires the parties to a dispute to submit to alternative dispute resolution.	Kefalas/ Ginal & Tyler	Senate State Affairs	Actively Monitor	The bill is an attempt to support the viability of mobile home parks as an affordable housing option in the state. There is a lot of detail in the bill that staff has not had time to fully analyze but this is an issue the board has considered in the past and we wanted to bring it to your attention again.	DRCOG supports the following principles pertaining to the quality, quantity and affordability of housing in the Denver metro area: <ul style="list-style-type: none"> • Regional approaches to addressing the affordable housing issue that incentivize local efforts, particularly as they relate to preservation of existing affordable housing stock. • An adequate supply of permanently affordable housing located near job and transit hubs and continued public- and private sector support for such an effort. • Increased state financial support for loan and grant programs for low- and moderate-income housing. • Collaboration among public and private entities, including efforts to develop loan programs and address the jobs-housing connections. • Actions to provide more accessible and obtainable housing options for seniors.

ATTACH I

To: Chair and Members of the Board of Directors

From: Jennifer Schaufele, Executive Director
(303) 480-6701 or jschaufele@drcoq.org

Meeting Date	Agenda Category	Agenda Item #
February 17, 2016	Action Item	14

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

Motion to adopt positions on bills presented.

ACTION BY OTHERS

N/A

SUMMARY

The attachment summarizes the bills introduced since the January Board meeting relative to the Board adopted Policy Statement on State Legislative Issues.

The bills are presented with staff comments and staff recommended positions.

Any bills of interest introduced after February 10 will be emailed to Board members by the Monday before the meeting with staff recommendations for review at the meeting (per current Board policy).

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

New Bills—2016 Session

ADDITIONAL INFORMATION

Should you have any questions regarding the draft policy statement, please contact Jennifer Schaufele, Executive Director, at (303) 480-6701 or jschaufele@drcoq.org; or Rich Mauro at 303-480-6778 or email to rmauro@drcoq.org.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

NEW BILLS--2016 SESSION

As of 2-10-16

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recommended Position	Staff Comments	Legislative Policy
AGING BILLS						
HB16-1161	Allocate Senior Property Tax Exemption Money - The bill amends current law, which provides that the amount by which the total estimated amount specified in the annual general appropriation act (Long Bill) for the costs of providing property tax exemptions to qualifying seniors and disabled veterans exceeds the total amount of all warrants issued by the State Treasurer to reimburse local governmental entities for the amount of property tax revenues lost as a result of the application of the exemption, shall be transferred to the Senior Services Account in the Older Coloradans Cash Fund. It specifies transfers of 95% to the Senior Services Account; and 5% to the Veterans Assistance Grant Program Cash Fund.	Young/ Lambert	Passed Finance	Monitor	DRCOG was instrumental in getting passed the statutory provision this bill amends (HB12-1326). For FY 2011-12 through FY 2013-14, the amount estimated in the Long Bill was less than the actual amount paid to local governments, so no transfers occurred. For FY 2014-15, the Long Bill amount exceeded the amount paid to local governments, and about \$1.5 million was transferred and now veterans assistance. This money will be allocated to the Area Agencies on Aging. This bill is the result of a JBC staff recommendation that since the exemption also applies to disabled veterans, a portion of the transfer also should.	DRCOG supports increased funding for programs providing services to older adults, persons with disabilities, and their caregivers, especially services that support individuals continuing to live independently in their homes and communities.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

NEW BILLS--2016 SESSION

As of 2-10-16

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recommended Position	Staff Comments	Legislative Policy
HB16-1175	Senior Property Tax Exemption Administration - Legislative Audit Committee. During the 2015 legislative interim, the Office of the State Auditor presented an audit of the Senior and Disabled Veteran Property Tax Exemption program to the legislative audit committee. The audit identified several statutory and administrative process deficiencies that have made it difficult for the state to prevent individual seniors and disabled veterans and married couples from claiming and being allowed multiple exemptions and from claiming and receiving exemptions for residences other than owner-occupied primary residences. The bill implements audit recommendations.	Primavera & Nordberg/Jahn & T. Neville	House Finance	Monitor	The bill reflects the Audit Committee's concern that the fundamental design of the Senior and Disabled Veteran Property Tax Exemption program does not sufficiently protect the state from reimbursing counties for non-qualifying exemptions and, within the current program design, the Department of Local Affairs lacks authority and processes to ensure that only qualifying applicants are approved. The bill requires improved processes and coordination among entities administering the tax exemption.	DRCOG supports increased funding for programs providing services to older adults, persons with disabilities, and their caregivers, especially services that support individuals continuing to live independently in their homes and communities.
HB16-1187	Sales & Use Tax Exemption Retirement Community Food - The bill creates a sales and use tax exemption for the sale, storage, use, or consumption of food, food products, snacks, beverages, and meals (food products) on the premises of a retirement community.	Kraft-Tharp/Holbert	House Finance	Support w/ amendment	Under the bill, a "retirement community" means: an assisted living residence, an independent living facility or a skilled nursing care facility. Also, the bill needs to be amended to clarify the exemption is only for food and beverages that are part of a resident's meal plan.	DRCOG supports increases in the quality of care and consumer protections for older adults and their caregivers and, in particular, legislation strengthening the role of the long-term care ombudsman as a resident/consumer advocate. DRCOG urges the state, when making decisions regarding funding for long-term care communities, to structure such funding to protect the quality of care for residents.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

NEW BILLS--2016 SESSION

As of 2-10-16

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recommended Position	Staff Comments	Legislative Policy
HB16-1242	Supplemental Appropriations Department Of Human Services - The bill makes supplemental appropriations to the Department of Human Services for FY 2015-16.	Hamner/ Lambert	House Floor	Support	This bill appropriates the funds described in HB 1161 above. DRCOG staff and lobbyists were instrumental in getting CDHS to request spending authority for the money and to include rollover spending authority into the next fiscal year.	DRCOG supports increased funding for programs providing services to older adults, persons with disabilities, and their caregivers, especially services that support individuals continuing to live independently in their homes and communities.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

NEW BILLS--2016 SESSION

As of 2-10-16

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recommended Position	Staff Comments	Legislative Policy
TRANSPORTATION BILLS						
HB16-1138	General Fund Transfers For State Infrastructure - For each state fiscal year that the SB 09-228 required transfers are reduced or eliminated, the bill adds on another year of transfers to the Capital Construction Fund and the Highway Users Tax Fund (HUTF). Therefore, there will be five fiscal years with the full statutory transfers to the funds, regardless of the number of fiscal years that it takes to do so. Section 2 specifies that the moneys in the State Highway Fund allocated from any of the statutorily required transfers to the HUTF may be used for general highway operations and maintenance.	Brown/	House State, Veterans, & Military Affairs	Board Direction Requested	Because the five-year block of transfers in current law will expire after FY 2019-20, new transfers from the General Fund to the HUTF and the CCF could be required beginning in FY 2020-21. This bill lengthens the five-year block of statutory transfers in the event that one or more year(s) of transfers are reduced or not made because of a TABOR revenue surplus. The bill also allows up to 90 percent of General Fund revenue transferred to the HUTF to be spent on highway construction, reconstruction, repair, improvement, and maintenance, in addition to the current law requirement, which is restricted to infrastructure projects identified in the Strategic Transportation Project Investment Program.	DRCOG supports increased funding for transportation to preserve the system, address congestion and safety, and provide multimodal options for people of all ages, incomes and abilities.
HB16-1169	Ute Representatives for Transportation Advisory Committee - The bill expands the membership of the Statewide Transportation Advisory Committee (STAC) to include one representative from each of the tribes as a full-fledged voting member and expresses the intent of the General Assembly that these representatives replace the nonvoting representatives.	Coram/	House Transportation & Energy	Support	Current law specifies that the STAC, which advises the CDOT regarding the needs of transportation systems in the state and reviews and comments on the regional transportation plans submitted for the 15 state Transportation Planning regions (TPRs), consists of one representative from each TPR. CDOT rules also allow the Southern Ute and Ute Mountain Ute tribes to each appoint one nonvoting representative to the STAC.	DRCOG supports legislation that reinforces collaboration between state and regional transportation agencies and recognizes their respective roles, responsibilities and interests.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

NEW BILLS--2016 SESSION

As of 2-10-16

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recommended Position	Staff Comments	Legislative Policy
SB16-123	Free Access to High Occupancy Vehicle Lanes -The bill prohibits the Department of Transportation or the High-Performance Transportation Enterprise from requiring a vehicle owner to use a switchable transponder or other device in order to travel in a high occupancy vehicle on either a high occupancy vehicle lane or a high occupancy toll lane on a toll-free basis.	Singer/ Lundberg	House Transportation & Energy	Board Direction Requested	CDOT would have to develop a different way to monitor toll lane use.	DRCOG supports legislation that promotes efforts to create and fund a multimodal transportation system. DRCOG supports funding for programs that provide transportation for “access to jobs” for low-income workers who cannot afford to live near where they work, and for safe routes to schools.

MINUTES
ADMINISTRATIVE COMMITTEE
Wednesday, January 20, 2016

Present:

Elise Jones, Chair
Bill Holen
Roger Partridge
Don Rosier
Bob Fifer
Ron Rakowsky
Shakti
Phil Cernanec
Jackie Millet
Ashley Stolzmann
Herb Atchison

Boulder County
Arapahoe County
Douglas County
Jefferson County
Arvada
Greenwood Village
Lakewood
Littleton
Lone Tree
Louisville
Westminster

Others Present: Jennifer Schaufele, Executive Director; Connie Garcia, Executive Assistant/Board Coordinator, and DRCOG staff.

Chair Elise Jones called the meeting to order at 6:00 p.m. with a quorum present.

Move to Adopt the Consent Agenda

Herb Atchison **moved** to adopt the consent agenda. The motion was **seconded** and **passed** unanimously.

Items on the consent agenda included:

- Minutes of November 18, 2015
- Resolution No. 1, 2016 – authorizing the Executive Director to execute a contract with RTD for support of vanpool services offered by DRCOG's Way to Go program in the amount of \$947,600
- Resolution No. 2, 2016 – authorizing the Executive Director to execute a contract with RTD for collection of Guaranteed Ride Home service fees at a charge of \$3 per Eco Pass holder for all areas with the Denver region except Denver International Airport, where the charge will be \$5 per Eco Pass holder.
- Resolution No. 3, 2016 – authorizing the Executive Director to negotiate and amend an existing contract with National Research Center (NRC) to complete the 2016 *Who is TOD* Survey.

Executed Contracts Report – November/December 2015

There were no contracts to report for November/December 2015.

Report of the Chair

No report was provided.

Report of the Executive Director

Executive Director Jennifer Schaufele's monthly status report was included in the agenda packet. Ms. Schaufele highlighted items in the report. Ms. Schaufele reported on feedback received at some of the one-on-one meetings with Board members.

Other Matters by Members

No other matters were discussed.

Next Meeting

The next meeting is scheduled for February 17, 2016.

The meeting adjourned at 6:11 p.m.

Elise Jones, Chair
Administrative Committee
Denver Regional Council of Governments

ATTEST:

Jennifer Schaufele, Executive Director

RTD Officials Tell Legislators Transportation Goals Were Put on Fast Track

Posted on 02 February 2016.

By Jody Hope Strogoff

STATE BILL COLORADO

It seemed only fitting that the Regional Transportation District's legislative reception last week was held at the hub of Denver's bustling newly renovated train depot — or, more accurately, right underneath lower downtown's Union Station in a space called The Gallery.

The basement-level enclave with a rustic, '20s-era feel featured custom artwork created for Denver Union Station and provided Colorado lawmakers and lobbyists shelter from the crowded terminal and all the associated people traffic above, as well as the noise of the rumbling rail lines outside. From a more symbolic viewpoint, the Jan. 28 event served to showcase the eight-county, 2,340 square mile transportation district's latest accomplishments under FasTracks, the 2004 voter-approved plan to expand transit across the Denver metro region.

There was much to celebrate.

The local public affairs firm of Brandeberry-McKenna arranged for legislators to hear from several transportation officials who provided updates about various rapid transit routes and projections for the future. Lawmakers learned about the 122 miles of new light and commuter rail including the W Line which opened in 2013, the Denver Union Station bus concourse which premiered in 2014, the anticipated opening of the Flatiron Flyer U.S. 36 rapid transit line this April, and the debut of the B Line segment to Westminster, the G Line to Arvada and Wheat Ridge, and the R Line through Aurora later this year.

Legislators were also briefed about the much-anticipated opening of the 23-mile electric commuter rail line between the train station and Denver International Airport. Work on the project began back in 1997 when RTD conducted an investment study on recommendations for commuter rail, light rail, highway widening and transportation management. Ten years later, Federal Transit Administration officials selected the East Rail and Gold lines for a public-private partnership pilot program, which gave birth to the Eagle P3 project. In 2011, RTD's FasTracks received a \$1.03 billion full funding grant agreement from the FTA, the largest award at that time by the Obama administration. The last rail was laid in 2014 and the first vehicles arrived in Denver shortly afterwards. On April 22 of this year, the line will officially open to the public as the University of Colorado A Line.

As the intermodal hub for the region, Union Station integrates RTD's light rail and commuter rail lines, Amtrak rail service, regional buses, taxis, shuttles, and bicycle and pedestrian access. RTD purchased the site in accordance with a jointly funded intergovernmental agreement among RTD, the City and County of Denver, the Colorado

Department of Transportation and the Denver Regional Council of Governments in 2001. Construction began in 2010, and the following year the new light rail station opened at the west end of Union Station. In 2012, RTD awarded a contract to Union Station Alliance to redevelop the historic Union Station building, and in 2014, grand-opening ceremonies were held.

Tom Tobiassen, chairman of RTD and district representative from the largest portion of Aurora and sections of nearby unincorporated Arapahoe County, explained that FasTracks involves more than just the Denver metro area. And as RTD Director Kent Bagley from District H likewise emphasized in his remarks, the entire region and state have benefitted to the tune of \$5.5 billion to date. FasTracks has led to the creation of 15,000 full-time jobs since 2005, and payoffs of loans will easily be accomplished through sales use and property taxes.

In fact, Bagley pointed out, revenue in 2015-16 is about 274 percent higher than original estimates made in the 2009 recession by Coldwell Banker real estate. Sales and use taxes through October of last year were up 617 percent over what had been forecast. And more good news, Bagley told lawmakers. Activity around the station building is generating a tremendous amount of revenue to pay off the two \$150 million bonds in 2033 instead of 2044 as had originally been predicted.

So how has RTD been able to accomplish such lofty goals?

Dr. Claudia Folska, RTD board member from District E in the central part of the district, took a shot. Last August, she explained to guests at the legislative reception, she dined with Miami-Dade Mayor Carlos Gimenez, who was in town to meet with local political, business and community leaders about their successful implementation of FasTracks through innovative joint development and public-private partnerships. "And he nudges me," Folska continued, and asks, 'how'd I do it?' He wanted to know how we were able to pull this off." It was actually a really simple idea, Folska replied. "All you need to do is get all your local, state and federal elected officials, all your stakeholders and your constituents to agree on the vision of making the impossible somehow possible, and staying on target for a couple of decades," she deadpanned.

The process, she acknowledged a moment later, was not so easy to implement. But fortunately, Folska continued, Colorado's reliance on working together has proved beneficial.

"What is unique in Colorado is that we have a single voice and a single message and that's what you see here," she told Gimenez. "We can bring people to Colorado Springs, Glenwood Springs, Ft. Collins into this district and beyond again.

"The University of Colorado A line will open on April 22. You'll be able to ride your bike from Golden and back. We partner with all of our agencies," Folska said as she summed up the district's winning prescription for success: "We all work together to improve the economic development for the great state of Colorado."