AGENDA
BOARD OF DIRECTORS
WEDNESDAY, February 17, 2021
6:30 p.m. – 8:35 p.m.
VIDEO/WEB CONFERENCE
Denver, CO

1. 6:30 Call to Order

2. Roll Call and Introduction of New Members and Alternates

3. Move to Approve Agenda

4. 6:40 Report of the Chair
   • Public Hearing Announcement
   • Report on Performance and Engagement Committee
   • Report on Finance and Budget Committee

5. 6:45 Report of the Executive Director

6. 6:50 Public Comment
   Up to 45 minutes is allocated now for public comment and each speaker will be limited to 3 minutes. If there are additional requests from the public to address the Board, time will be allocated at the end of the meeting to complete public comment. The chair requests that there be no public comment on issues for which a prior public hearing has been held before this Board. Consent and action items will begin immediately after the last speaker.

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.
CONSENT AGENDA

7.  7:05  Move to Approve Consent Agenda
   i. Minutes of January 20, 2021
      (Attachment A)
   ii. 2020-2023 Transportation Improvement Program (TIP) amendments
       (Attachment B)
   iii. 2020-21 Unified Planning Work Program (UPWP) amendment
       (Attachment C)
   iv. Designate location for posting notices of meetings
       (Attachment D)
   v. Fixing America’s Surface Transportation Act (FAST Act) 2021 Safety Targets
      (Attachment E)

ACTION ITEMS

8.  7:10  Election of Officers
         (Attachment F) Nominating Committee Members
         Pursuant to the Articles of Association, the election of officers occurs at the
         February meeting. The Nominating Committee report is attached. Nominations can
         be made from the floor provided the consent of the nominee is obtained in advance.
         If nominations are made from the floor, voting will be done by secret ballot.

9.  7:20  Discussion of appointments to the Performance & Engagement and Finance &
         Budget committees
         (Attachment G) Nominating Committee Members
         Pursuant to the Articles of Association, appointments occur at the February meeting.
         The Nominating Committee report is attached. Nominations can be made from the
         floor provided the consent of the nominee is obtained in advance. If nominations are
         made from the floor, voting will be done by secret ballot.

10. 7:30  Discussion of an amendment to the Articles of Association
         (Attachment H) Jenny Dock, Director, Administration and Finance
         Pursuant to the Articles of Association, an affirmative vote of a majority of member
         representatives shall be required to amend the Articles.

11. 7:50  Discussion on the Draft 2021 Policy Statement on State Legislative Issues
         (Attachment I) Rich Mauro, Senior Policy and Legislative Analyst

12. 8:00  Discussion on the Draft 2021 Policy Statement on Federal Legislative Issues
         (Attachment J) Rich Mauro, Senior Policy and Legislative Analyst

INFORMATIONAL BRIEFINGS

13. 8:10  Advanced Mobility Partnership (AMP) annual update
         (Attachment K) Emily Lindsey, Transportation Technology Strategist
14.  8:25 Committee Reports
The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG
A. Report from State Transportation Advisory Committee – Ashley Stolzmann
B. Report from Metro Mayors Caucus – Herb Atchison
C. Report from Metro Area County Commissioners – Jeff Baker
D. Report from Advisory Committee on Aging – Jayla Sanchez-Warren
E. Report from Regional Air Quality Council – Doug Rex
F. Report from E-470 Authority – John Diak
G. Report from CDOT – Rebecca White
H. Report on FasTracks – Bill Van Meter

INFORMATIONAL ITEMS

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

16. Metro Vision: Annual performance measure report (Attachment M) Brad Calvert, Director, Regional Planning and Development

ADMINISTRATIVE ITEMS

17. Next Meeting – February 17, 2021

18. Other Matters by Members

19.  8:35 Adjourn
## CALENDAR OF FUTURE MEETINGS

### February 2021

<table>
<thead>
<tr>
<th>Date</th>
<th>Committee Name</th>
<th>Time</th>
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<tbody>
<tr>
<td>3</td>
<td>Board Work Session</td>
<td>4:00 p.m.</td>
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<tr>
<td>3</td>
<td>Performance and Engagement Committee</td>
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<td>16</td>
<td>Regional Transportation Committee</td>
<td>8:30 a.m.</td>
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<td>17</td>
<td>Finance and Budget Committee</td>
<td>5:45 p.m.</td>
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<td>17</td>
<td>Board of Directors</td>
<td>6:30 p.m.</td>
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<td>19</td>
<td>Advisory Committee on Aging</td>
<td>Noon – 3 p.m.</td>
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<td>22</td>
<td>Transportation Advisory Committee</td>
<td>1:30 p.m.</td>
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### March 2021

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<tr>
<td>26</td>
<td>Transportation Advisory Committee</td>
<td>1:30 p.m.</td>
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*Start time for this meeting is approximate. The meeting begins at the end of the preceding Board Work Session*
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<tr>
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<tr>
<td>John Diak, Chair</td>
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<td>Eva Henry</td>
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<td>Jeff Baker</td>
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<td>Bob Fifer</td>
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<td>Alison Coombs</td>
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<td>Larry Vittum</td>
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<td>Claire Levy</td>
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<td>Aaron Brockett</td>
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<td>Adam Cushing</td>
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<td>William Lindstedt</td>
<td>City and County of Broomfield</td>
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<td>Jason Gray</td>
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<td>Deborah Mulvey</td>
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<td>Tammy Mauer</td>
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<td>Randy Weil</td>
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<td>Kevin Flynn</td>
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<td>Steve Conklin</td>
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<td>Bill Gippe</td>
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<td>Linda Olson</td>
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<td>Lynette Kelsey</td>
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<td>Tracy Kraft-Tharp</td>
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<td>Karina Elrod</td>
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<td>James Kueemmerle</td>
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<td>Wynne Shaw</td>
<td>City of Lone Tree</td>
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<td>Joan Peck</td>
<td>City of Longmont</td>
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<td>Ashley Stolzmann</td>
<td>City of Louisville</td>
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<td>Colleen Whitlow</td>
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<td>Julie Duran Mullica</td>
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<td>Jessica Sandgren</td>
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<td>Herb Atchison</td>
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<td>Bud Starker</td>
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<td>Rebecca White</td>
<td>Colorado Department of Transportation</td>
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<td>Bill Van Meter</td>
<td>Regional Transportation District</td>
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*Others Present: Douglas W. Rex, Executive Director, Melinda Stevens, Executive Assistant, DRCOG; Chris Chovan, Adams County; Bryan Weimer, Arapahoe County;*
Chair John Diak called the meeting to order at 6:30 p.m. with a quorum present.

The Chair noted new members and alternates: Alison Coombs, new member for the City of Aurora, Claire Levy, new member for Boulder County, George Teal, new member for Douglas County, James Kuemmerle, new member for the Town of Lochbuie, Jason Gray, new member for the Town of Castle Rock, Neal Shah, new member for the Town of Superior, Tracy Kraft-Tharp, new member for Jefferson County, Mike Coffman, new alternate for the City of Aurora, Abe Laydon, new alternate for the Douglas County, Jamie Jeffrey, new alternate for the Town of Lochbuie, Tim Dietz, new alternate for the Town of Castle Rock, Tim Howard, new alternate for the Town of Superior, Andy Kerr, new alternate for Jefferson County, and Kyle Brown, new alternate for the City of Louisville.

**Move to approve agenda**

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

**Report of the Chair**

- Director Flynn reported the Performance and Engagement Committee met and discussed options for the annual awards celebration. The committee decided to conduct a scaled-back virtual event and considering having an in-person event in the spring of 2022.
- Director Conklin reported the Finance and Budget Committee met and acted on two resolutions approving the Executive Director to:
  - enter into an agreement with the Federal Transit Administration (FTA) for approximately $2 million dollars for the period of October 1, 2020 through September 30, 2021. This resolution was approved by the committee in November 2020 but needed to be approved using the resolution format provided by FTA.
  - execute a contract with the Regional Transportation District (RTD) for support of the vanpool services offered by DRCOG’s Way to Go program in an amount not to exceed $468,000 with a term ending December 31, 2021.

**Report of the Executive Director**

- Mandatory telework is still in effect for DRCOG staff. DRCOG would like to re-introduce phase 1 (voluntary in-person) in February.
- An amendment to the DRCOG Articles of Association will be coming to the Board to change our current fiscal year to align with the state fiscal year, beginning July 2021.
AAA front-line workers have begun receiving their COVID-19 vaccines. DRCOG has been working with various health care systems to assist in transporting older adults to vaccination sites.

World Denver – DRCOG is working with this non-profit to host a virtual learning event with 15 Latin-American entrepreneurs that are currently completing fellowships with Colorado based companies.

Applications for DRCOG’s Spring Citizen’s Academy will open the first week of February.

DRCOG is soliciting interest from board members to serve on the Performance and Engagement committee and the Finance and Budget committee. The Nominating Committee will make a recommendation to the board at the February meeting.

Public Comment

Mo Hnatiuk wanted to bring light to the current unhoused population in Denver. There was recently news of Denver performing a sweep of homeless encampments and the city of Denver spent over $400K to perform this task and she stated there are better solutions out there for this problem. Ms. Hnatiuk is a part of a group of event producers/staff that are actively working to use their prior experience to provide safe outdoor spaces for the unhoused. This group is looking to collaborate with elected officials to come up with a cohesive solution to this very serious issue.

Jamie Heldt stated that reports generated in July 2020 suggests that 51% of people working in the Performing Arts/Live Events industry have lost their employment in the state of Colorado. This group is actively working to put all of these people back to work and create a program to help cross train these individuals to provide multiple skill sets.

Ean Tafoya wanted to begin the conversation of coming up with creative solutions for the unhoused and how we can fulfill basic human rights like access to clean water, sanitation, and provide safe outdoor spaces. Mr. Tafoya and his group have been actively coming up with solutions that they would like to share and start an alliance with jurisdictions to solve this housing crisis.

Matthew Kowal stated that this group wants to focus on creating “temporary cities” to provide safe outdoor spaces for the unhoused that include safe power systems, water systems, and waste management. This team has put together a survey that they are asking directors to fill out to see what kinds of needs have to be met to make these ideas come to fruition.

Move to approve consent agenda

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

Items on the consent agenda included:

- Summary of the December 16, 2020 meeting
Briefing on COVID-19 Relief Funding and unallocated TIP funding
Ron Papsdorf provided an overview of these funds to the directors. In December 2020, the President signed a bill that included the Coronavirus Response and Relief Supplemental Appropriations Act, which incorporates $9.8 billion allocated in the form of the Surface Transportation Block Grant (STBG) program. DRCOG’s suballocated portion of funding, as a large MPO, will be $15.8 million, according to the FHWA. Since this amount is lower than original estimates, CDOT has indicated that they will increase DRCOG’s amount for distribution to approximately $36 million. The Transportation Commission adopted a resolution selecting projects to be funded with CDOT-directed COVID Relief funds and establishing goals for use of these funds. The resolution included a request that DRCOG complete its project selection process by April 2021. DRCOG staff proposes to utilize the adopted Waiting List Protocol for the 2020-2023 Transportation Improvement Program to allocate all funds.

Briefing on the 2020-2023 Transportation Improvement Program (TIP) Whitepaper
Todd Cottrell and Kiernan Maletsky presented the whitepaper to the Board. The purpose of the whitepaper is to summarize and evaluate the 2020-2023 TIP process, noting items the DRCOG Board of Directors, or any other work group or committee, may wish to discuss in the development of the next Regional and Subregional Share TIP Call for Projects, which is set to take place in the summer/fall of 2022 for the 2024-2027 TIP. In mid-2019, DRCOG partnered with a CU Denver School of Public Affairs graduate student to assist in reviewing the TIP process. This partnership produced a survey, input and comment from technical committees and forums, one-on-one stakeholder interviews, and developing a white paper describing the outcomes. The whitepaper lays out topics that staff believes should be the focus of discussions for the next TIP. DRCOG staff plans to review and discuss with stakeholders issues they have encountered, including TIP Set-Asides, project delay rules, and TIP amendment processes as part of developing the next TIP Policy.

Update on regional climate action planning
Angie Fyfe, provided an overview of the updated plan to the directors. House Bill 19-1261 set a statewide goal to reduce greenhouse gas emissions from 2005 levels by at least 25% by 2025, at least 50% by 2030, and at least 90% by 2050. Strategies to achieve the bill’s greenhouse gas targets will be detailed in a final “GHG Roadmap” that will be delivered to the Air Quality Control Commission (AQCC). In 2019 the Denver region was one of four regions in the U.S. to receive funding to advance regional approaches to promote and support voluntary action to address climate change. This initiative brought together multiple local governments, along with regional and state partners, to develop a regional climate action plan. ICLEI Local Governments for Sustainability USA worked with a dedicated group of local and regional stakeholders, including DRCOG, to produce the first regional GHG inventory and climate vulnerability assessment for the Denver region. Executive Director Rex wanted to point out the importance of being an active stakeholder in GHG Roadmap conversation.
Committee Reports

**State Transportation Advisory Committee** – Director Stolzmann reported that the committee met and had a discussion regarding the transportation funding allocations from the recently passed Coronavirus Response and Relief Supplemental Appropriations Act. The committee was also informed about two new grants available from CDOT called Revitalizing Main Streets and Community Telework Challenge.

**Metro Mayors Caucus** – Director Atchison informed Chair Diak that there was no report.

**Metro Area County Commissioners** – Director Baker stated they have not met yet.

**Advisory Committee on Aging** – Jayla Sanchez-Warren reported the committee met and discussed the COVID-19 vaccine and the schedule for administration of those vaccines. They also discussed transportation needs for getting the older population vaccinated.

**Regional Air Quality Council** – Doug Rex reported the council had not met.

**E-470 Authority** – Chair Diak stated that they met and considered a project request from Adams County Open Space to tie the E-470 High Plains Trail to their Riverdale Bluffs Open Space to provide a better trail user experience, which the board was in favor of. Chair Diak was named Vice Chair of the Board at their last meeting.

**Report from CDOT** – Director White stated that the two topics she would have discussed were already highlighted by Ron Papsdorf and Director Stolzmann, regarding the new grants from CDOT and the funding allocations from the Coronavirus Response and Relief Supplemental Appropriations Act.

**Report on FasTracks** – Director Van Meter reported that the RTD Board held a meeting on January 5 to induct their newly elected Board members and officers for the year 2021. The Board received word from the FTA that RTD will be awarded $203 million in funds from the Coronavirus Response and Relief Supplemental Appropriations Act. The week prior to this news, RTD had performed layoffs for about 300 employees, but with these new funds, will begin working on rescinding some of those layoffs.

**Next meeting** – February 17, 2021

**Other matters by members**

There were no other matters by members.

**Adjournment**

The meeting adjourned at 8:21 p.m.

_______________________________________
John Diak, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

____________________________________
Douglas W. Rex, Executive Director
To: Chair and Members of the Board of Directors

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

Meeting Date | Agenda Category | Agenda Item #
-------------|-----------------|-------------
February 17, 2021 | Consent Agenda | 7-ii

SUBJECT
2020-2023 Transportation Improvement Program (TIP) amendments.

PROPOSED ACTION/RECOMMENDATIONS
DRCOG staff recommends approval of the proposed amendments because they comply with the current TIP amendment procedures, as contained within the Board-adopted 2020-2023 TIP Policy.

ACTION BY OTHERS
January 25, 2021 – TAC Recommended Approval
February 16, 2021 – RTC will make a recommendation

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

The TIP projects to be amended are shown below and listed in Attachment 1. The proposed amendments to the 2020-2023 Transportation Improvement Program have been found to conform with the State Implementation Plan for Air Quality.

TIP Amendment

- **New Project** I-25/Crystal Valley Pkwy Interchange: Preconstruction Activities
  Add $5,400,000 in BUILD funds for environmental clearances, design, and right-of-way purchases.

- **New Project** I-70 Noise Walls
  Add $9,700,000 in state COVID-19 relief funds to repair and replace noise walls along the I-70 corridor throughout the region.

- **2018-015** I-25/SH-119 Interchange and Park-N-Ride Improvements
  Add $6,123,000 in SB-267 funds for construction.

- **2020-086** I-25 Valley Highway: Phases 3 and 4
  Replace $575,000 in SB-1 funding for RPP funds. Add $45,000,000 in loan funding and $15,500,000 in SB-267 funding for property acquisition.

PREVIOUS DISCUSSIONS/ACTIONS
N/A

PROPOSED MOTION
Move to adopt a resolution amending the 2020-2023 Transportation Improvement Program.
ATTACHMENTS
1. Proposed TIP amendments
2. Board Resolution

ADDITIONAL INFORMATION
If you need additional information, please contact Douglas W. Rex, Executive Director, at drex@drcog.org or (303) 480-6701; or Todd Cottrell, Senior Planner, at tcottrell@drcog.org or (303) 480-6737.
New Project: Adds $5.4 million for pre-construction activities including environmental clearances, design, and right-of-way purchases.
**New Project:** Adds $9.7 million in COVID-19 relief funding to repair and replace noise walls along the I-70 corridor throughout the region

**Title:** I-70 Noise Walls

**Project Scope:**
Rebuild aging and collapsed timber noise walls along I-70 within the MPO area. Project funded with Region 1-directed portion of Coronavirus Response and Relief Supplemental Appropriations Act 2021 (100% Federal Share)

**Affected Municipality(ies):**
- Arvada
- Aurora
- Bennett
- Denver
- Golden
- Lakewood
- Wheat Ridge
- Unincorporated

**Affected County(ies):**
- Adams
- Denver
- Jefferson

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

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2018-015: Add $6,123,000 for construction in FY 2021

Existing

Title: I-25/SH-119 Interchange and Park-N-Ride Improvements

Project Type: Transit Passenger Facilities

TIP-ID: 2018-015  STIP-ID: SSP4428  Open to Public:  Sponsor: CDOT Region 4

Project Scope
Construct Bustang passenger stations and stops with appropriate pedestrian facilities, ADA ramps, and bus pullouts.

Affected County(ies)
Weld

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

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**2020-086**: Replace $575,000 in SB-1 funding for RPP funds, add $45,000,000 in HPTE loans and $15,500,000 in SB-267 for purchase of the Burnham Yards property

### Existing

**Title**: I-25 Valley Highway: Phases 3 and 4  
**TIP-ID**: 2020-086  
**STIP-ID**:  
**Open to Public**:  
**Project Type**: Roadway Operational Improvements  
**Sponsor**: CDOT Region 1

**Project Scope**
Valley Highway Phases 3 and 4 consolidate heavy and light rail tracks away from I-25 and provide space to improve safety through highway geometric and access improvements. This project also includes funding for I-25 Corridor Traffic and Revenue Study.

FY20 funds are primarily for ROW purchases.

#### Affected Municipality(ies)
- Denver

#### Affected County(ies)
- Denver

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

#### Amounts in $1,000s

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### Revised

#### Amounts in $1,000s

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A RESOLUTION AMENDING THE 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

WHEREAS, a Transportation Improvement Program containing highway and transit improvements expected to be carried out in the period 2020-2023 was adopted by the Board of Directors on August 21, 2019; and

WHEREAS, it is necessary to amend the 2020-2023 Transportation Improvement Program; and

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

NOW, THEREFORE, BE IT RESOLVED that the Denver Regional Council of Governments hereby amends the 2020-2023 Transportation Improvement Program.

BE IT FURTHER RESOLVED that the Denver Regional Council of Governments hereby determines that these amendments to the 2020-2023 Transportation Improvement Program conform to the State Implementation Plan for Air Quality.

RESOLVED, PASSED AND ADOPTED this ____ day of __________________, 2021 at Denver, Colorado.

John Diak, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Executive Director
To: Chair and Members of the DRCOG Board of Directors

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

<table>
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<tr>
<td>February 17, 2021</td>
<td>Consent Agenda</td>
<td>7-iii</td>
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SUBJECT
FY 2020-FY 2021 Unified Planning Work Program (UPWP) Amendment.

PROPOSED ACTION/RECOMMENDATIONS
DRCOG staff recommends approval of the proposed amendments to the FY 2020-FY 2021 UPWP.

ACTION BY OTHERS
January 25, 2021 – TAC Recommended Approval
February 16, 2021 – RTC will make a recommendation

SUMMARY
The FY 2020-FY 2021 Unified Planning Work Program (UPWP) describes the transportation planning activities to be conducted in the Denver region. The UPWP, prepared biennially, is the two-year work program for the MPO and serves as the management tool for scheduling, budgeting, and monitoring the planning activities of participating entities. The FY 2020-FY 2021 UPWP was adopted in July 2019, and most recently amended in September 2020.

Periodically, amendments to the UPWP are necessary to accurately reflect work to be performed or to comply with changes in federal law. This amendment includes modifications to tasks and deliverables. The proposed amendments to the document are shown in the track changes version of the FY 2020-FY 2021 UPWP (see attachment).

PREVIOUS DISCUSSIONS/ACTIONS
N/A

PROPOSED MOTION
Move to adopt a resolution amending the 2020-2021 Unified Planning Work Program for transportation planning in the Denver region.

ATTACHMENTS
1. Link: Amended FY 2020-FY 2021 Unified Planning Work Program (in track-changes)
2. Board Resolution

ADDITIONAL INFORMATION
If you need additional information, please contact Douglas W. Rex, Executive Director, at drex@drcog.org or (303) 480-6701; or Todd Cottrell, Senior Planner, at tcottrell@drcog.org or (303) 480-6737.
A RESOLUTION AMENDING THE 2020-2021 UNIFIED PLANNING WORK PROGRAM FOR TRANSPORTATION PLANNING IN THE DENVER REGION.

WHEREAS, the Denver Regional Council of Governments, as the Metropolitan Planning Organization, is responsible for carrying out and maintaining the continuing comprehensive transportation planning process in the Greater Denver Transportation Management Area; and

WHEREAS, the 2020-2021 Unified Planning Work Program was adopted July 17, 2019 and describes the proposed multimodal transportation planning activities to be conducted in the Denver region during FY 2020 and FY 2021; and

WHEREAS, the 2020-2021 Unified Planning Work Program was amended on May 20, 2020 and September 16, 2020; and

WHEREAS, it is necessary to further amend the 2020-2021 Unified Planning Work Program to show task and deliverable adjustments; and

WHEREAS, the Regional Transportation Committee recommended these 2020-2021 Unified Planning Work Program amendments.

NOW, THEREFORE, BE IT RESOLVED, that the Denver Regional Council of Governments hereby amends the 2020-2021 Unified Planning Work Program for Transportation Planning in the Denver Region as indicated in the attached amended document.

RESOLVED, PASSED AND ADOPTED this _____ day of __________, 2021 at Denver, Colorado.

_________________________________________
John Diak, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

_______________________________________
Douglas W. Rex, Executive Director
To: Chair and Members of the DRCOG Board of Directors

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

<table>
<thead>
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</thead>
<tbody>
<tr>
<td>February 17, 2021</td>
<td>Consent Agenda</td>
<td>7-iv</td>
</tr>
</tbody>
</table>

SUBJECT
This action is related to the location for posting notice of meetings.

PROPOSED ACTION/RECOMMENDATIONS
DRCOG staff recommends posting agendas virtually on the DRCOG website. When staff returns to in-person work, staff recommends designating the reception area of the DRCOG offices as the official location for posting notices of meetings.

ACTION BY OTHERS
N/A

SUMMARY
Notice of each regular and special meeting of the Board of Directors, each committee established by the Board, or those created as part of the approved committee structure of the Denver Regional Council of Governments, whether now existing or created in the future, should be posted on the DRCOG website for easy public access.

For the past year, DRCOG staff has been exclusively working remotely, due to the COVID-19 pandemic. Once it has been deemed safe for all staff to return to working in-person, agendas shall be placed in the reception area (which is a public place within the boundaries of DRCOG) of the offices of DRCOG located at 1001 17th Street, Suite 700, Denver, Colorado no less than twenty-four hours prior to the holding of the meeting. The posting shall include the time, date, and location of the meeting and shall, where possible, include specific agenda information.

This action implements SB 91-33.

PREVIOUS DISCUSSIONS/ACTIONS
N/A

PROPOSED MOTION
Move to designate the location for posting notice of meetings as described.

ATTACHMENTS
N/A

ADDITIONAL INFORMATION
If you need additional information, please contact Douglas W. Rex, Executive Director, at drex@drcog.org or (303) 480-6701; or Melinda Stevens, Executive Assistant, at mstevens@drcog.org or 303-480-6701.
To: Chair and Members of the DRCOG Board of Directors

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

Meeting Date       Agenda Category       Agenda Item #
February 17, 2021  Consent Agenda       7-v

SUBJECT
Fixing America’s Surface Transportation Act (FAST Act) 2021 Safety Targets.

PROPOSED ACTION/RECOMMENDATIONS
Staff recommends setting the proposed 2021 FAST Act safety targets.

ACTION BY OTHERS
January 25, 2021 – TAC Recommended Approval
February 16, 2021 – RTC will make a recommendation

SUMMARY
The FAST Act requires State DOTs and MPOs to set targets and report on progress towards achieving those targets for several topics in support of a performance-based approach to transportation planning and programming. These topics include safety, infrastructure condition (pavement and bridge), system performance, transit asset, and transit safety. The safety targets are unique in that they must be set on an annual basis.

PM1: Safety Performance
DRCOG must set the safety targets based on a 5-year rolling average. Federal guidance encourages FAST Act safety targets to be realistic and achievable. DRCOG has until February 27, 2021 to set and report the 2021 safety targets to CDOT. The proposed 2021 targets are:

<table>
<thead>
<tr>
<th>Safety Performance Measures</th>
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<tr>
<td>Number of fatalities</td>
<td>258</td>
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<tr>
<td>Rate of fatalities per 100 million VMT</td>
<td>0.925</td>
</tr>
<tr>
<td>Number of serious injuries</td>
<td>1,772</td>
</tr>
<tr>
<td>Rate of serious injuries per 100 million VMT</td>
<td>6.365</td>
</tr>
<tr>
<td>Number of non-motorized fatalities and serious injuries</td>
<td>376</td>
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</table>

When the Board of Directors adopted Taking Action on Regional Vision Zero in 2020, DRCOG committed to a target of zero traffic fatalities and serious injuries. Based on guidance from the Board at its December 2020 meeting, DRCOG staff intends to propose amending the Metro Vision Plan in 2021 to set a target of zero fatalities by 2040, and a target of zero serious injuries by 2045. The proposed 2021 safety targets are based on these target dates. Staff will review methodologies, update progress on achieving 2018, 2019, and 2020 FAST Act safety targets, and explain the proposed 2021 safety targets at the February RTC meeting.
PREVIOUS DISCUSSIONS/ACTIONS

December 16, 2020 – Informational Briefing and discussion of setting 2021 FAST Act safety targets

PROPOSED MOTION

Move to adopt a resolution adopting 2021 safety targets for the Denver Regional Council of Governments transportation management area as part of the performance-based planning and programming requirements of the Fixing America’s Surface Transportation Act.

ATTACHMENT

1. DRCOG Staff Presentation
2. Board Resolution

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at drex@drcog.org or (303) 480-6701; or Alvan-Bidal Sanchez, Transportation Planner, at 720-278-2341 or ASanchez@drcog.org
FAST ACT PERFORMANCE TARGETS

Setting Federally-Required 2021 Safety Targets

Alvan-Bidal Sanchez, AICP
(He, Him, His)
FAST ACT PERFORMANCE MEASURES

PM1: Safety Performance
PM2: Infrastructure Condition
PM3: System Performance, Freight, and CMAQ
TAM: Transit Asset Management
PTASP: Public Transportation Agency Safety Plan

FEDERAL HIGHWAY ADMINISTRATION (FHWA)
FEDERAL TRANSIT ADMINISTRATION (FTA)
• **Area** – Individual targets for **all public roads, developed and adopted annually** (Covers the DRCOG MPO Region only)

• **Data** – Highway Performance Monitoring System (**HPMS**) and Fatality Analysis Reporting System (**FARS**) (Provided to DRCOG Staff from CDOT)

• **Performance Measures** –
  - Number of Fatalities
  - Rate of Fatalities per 100 Million Vehicle Miles Traveled
  - Number of Serious Injuries
  - Rate of Serious Injuries per 100 Million Vehicle Miles Traveled
  - Number of Non-Motorized Fatalities and Serious Injuries

• **Calculation** –
  - 5-Year Rolling Average of 5 individual, consecutive points of data

• **Federal Guidance** –
  - Targets should be realistic and achievable, not aspirational
## STATUS ON ACHIEVING SAFETY TARGETS

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ACTIONS TOWARDS ACHIEVING SAFETY TARGETS

• 2020-23 TIP includes **115 projects ($1.9B+)** that improve safety

• **Taking Action on Regional Vision Zero** was adopted in June 2020
  • Defines 25 action initiatives with an implementation timeline and additional safety measures

• **Complete Streets Toolkit** is currently under development
  • Recommendations will be incorporated into the 2050 MVRTP

• Inclusion of **Arterial Safety and Regional Vision Zero Projects and Programs** in the adopted 2050 MVRTP investment strategy
I think the target year for zero fatalities should be...
I think the region should achieve zero serious injuries...

- Between 5-10 years after 0 fatalities is achieved
- The same year as 0 fatalities
- Within 5 years after 0 fatalities is achieved
METHODOLOGY COMPARISON

Previous Method

• Fatality targets based on Metro Vision’s current 2040 Traffic Fatalities Performance Target
  • Fewer than 100 traffic fatalities annually

• Serious Injury targets based on a “Hold the Line” Method
  • Preventing serious injuries from increasing

• Non-Motorized targets based on combination methods
  • Similar % reduction as fatalities
  • “Hold the Line” serious injuries

New Method

• Targets based on the principle outlined in the adopted Taking Action on Regional Vision Zero
  • “Loss of life is not an acceptable price to pay for mobility”

• Targets based on 0 fatalities and 0 serious injuries
  • Fatality Target Year: 2040
  • Serious Injury Target Year: 2045
FATALITIES TARGET-SETTING

Avg. Yearly Reduction Required: -13 Fatalities
SERIOUS INJURIES TARGET-SETTING

Avg. Yearly Reduction Required: - 68 Serious Injuries
NON-MOTORIZED TARGET-SETTING

Avg. Yearly Reduction Required:
-12 Non-Motorized Serious Injuries

Avg. Yearly Reduction Required:
-3 Non-Motorized Fatalities
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<tr>
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<td>376</td>
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NEXT STEPS

- Federal Deadline: Feb. 27
- 2050 MVRTP Adoption: April 2021
- Future Metro Vision Amendment: 3rd Quarter 2021
REQUESTED MOTION

Move to adopt a resolution adopting 2021 safety targets for the Denver Regional Council of Governments transportation management area as part of the performance-based planning and programming requirements of the Fixing America’s Surface Transportation Act.
Thank you!

Questions?

Alvan-Bidal Sanchez, AICP (He, Him, His)
Transportation Planner, Transportation Planning and Operations
Asanchez@drcog.org
720-278-2341
A RESOLUTION ADOPTING 2021 SAFETY TARGETS FOR THE DENVER REGIONAL COUNCIL OF GOVERNMENTS TRANSPORTATION MANAGEMENT AREA AS PART OF THE PERFORMANCE-BASED PLANNING AND PROGRAMMING REQUIREMENTS OF THE FIXING AMERICA’S SURFACE TRANSPORTATION ACT

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

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

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

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

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

WHEREAS, the Transportation Advisory Committee and the Regional Transportation Committee have recommended that the Board of Directors adopt the 2021 safety targets.

NOW, THEREFORE, BE IT RESOLVED that, pursuant to its Articles of Association, and the authority granted under sections 30-28-106 and 43-1-1101 through 1105 of the Colorado Revised Statutes, as the Metropolitan Planning Organization for the Denver Region, the Denver Regional Council of Governments hereby adopts the following 2021 safety targets:
A RESOLUTION ADOPTING 2021 SAFETY TARGETS FOR THE DENVER REGIONAL COUNCIL OF GOVERNMENTS TRANSPORTATION MANAGEMENT AREA AS PART OF THE PERFORMANCE-BASED PLANNING AND PROGRAMMING REQUIREMENTS OF THE FIXING AMERICA'S SURFACE TRANSPORTATION ACT
Resolution No.______, 2021
Page 2

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</tr>
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RESOLVED, PASSED AND ADOPTED this ____ day of _________________, 2021 at Denver, Colorado.

________________________________________
John Diak, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

________________________________________
Douglas W. Rex, Executive Director
To: Chair and Members of the Board of Directors

From: Members of the Nominating Committee

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<tr>
<td>February 17, 2021</td>
<td>Action</td>
<td>8</td>
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**SUBJECT**
This item is related to the Nominating Committee’s recommendations for election of DRCOG Board officers for 2021.

**PROPOSED ACTION/RECOMMENDATIONS**
Staff recommends the Board elect new officers for 2021.

**ACTION BY OTHERS**
N/A

**SUMMARY**
The Nominating Committee – comprised of Bob Fifer, Arvada; Aaron Brockett, Boulder; Nicholas Williams, Denver; Jim Dale, Golden; Sally Daigle, Sheridan; and Herb Atchison, Westminster – considered all individuals who submitted their names to serve as Board officers. The committee wishes to thank those who expressed interest in serving. After discussion and consideration, the candidates proposed below are recommended unanimously by the Nominating Committee:

**Vice Chair – Kevin Flynn, Council Member, Denver**
**Secretary – Steve Conklin, Mayor Pro Tem, Edgewater**
**Treasurer – Wynne Shaw, Council Member, Lone Tree**

Ashley Stolzmann will serve as Chair and John Diak will serve as Immediate Past Chair for the coming year.

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

**PREVIOUS DISCUSSIONS/ACTIONS**
N/A

**PROPOSED MOTION**
Move to elect Board officers for 2021

**ATTACHMENTS**
Biographies for Steve Conklin, Kevin Flynn, and Wynne Shaw

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

Steve Conklin has been Edgewater’s representative to DRCOG for five years, and is completing his term as board treasurer and chair of Finance and Budget. He has served on the Performance and Engagement Committee and on the Executive Director selection subcommittee. Steve has been Edgewater Mayor Pro Tem for three years, and has been on Edgewater City Council for seven years. Before joining City Council as a mid-term appointment, he served as chair of the Edgewater Planning and Zoning Commission. Steve is a Colorado native, though he left the state for a decade while earning his masters degree in Higher Education and working for universities in Iowa, Oklahoma, Texas and Minnesota. He also worked in radio for many years. He currently owns his own company which provides contract executive director services for several professional organizations.

Kevin Flynn

Kevin Flynn was sworn in as the City Council member for southwest Denver’s District 2 in July 2015. Traditionally a stable district, only three other people have held this seat since the city council was expanded from nine to 11 districts in 1971. He currently serves as the DRCOG Board Secretary and Chair of the Performance and Engagement Committee. Kevin has served on the DRCOG Board as a member for 3 years.

A resident of the southwest area since 1981, Kevin came to Colorado as a reporter for the Rocky Mountain News, and primarily covered the city hall beat from the Bill McNichols administration to John Hickenlooper’s. He covered Denver’s major issues as well as the personal stories of the city’s people and its neighborhoods for the next 27 years. Among the other stories he covered were the Oklahoma City bombing and the murder of Denver radio talk show host Alan Berg.
Kevin is married to Harriet Novak and between them they have five children, all on their own, and four grandchildren. A choir director since high school, these days he directs one of the volunteer choirs at Mother Cabrini Shrine on Lookout Mountain. He is also an author of two true-crime books, The Silent Brotherhood about the neo-Nazi gang that murdered Berg, and The Unmasking, about a fundamentalist Christian woman who discovered her husband was a serial rapist.

Wynne Shaw

Wynne has been a Lone Tree District 1 Council Member for nearly 4 years, and has represented the City of Lone Tree as a Board Member and Vice Chair, Finance and Budget Committee for DRCOG (Denver Regional Council of Governments), Board Member of the RTC (Regional Transportation Committee), Vice Chair of the Douglas County Subregional Transportation Forum and Board Chair and past Treasurer for the Douglas County Housing Partnership. Her professional background is in Financial Services, spending her last 23 years at Charles Schwab & Co., Inc. and TIAA. She led teams and departments focused on active trading, wealth management, retirement planning, client retention, client development, financial market and pricing analysis in a fast-paced, high-growth environment. She began her career working in a small filing systems and micrographics business. She believes that volunteerism is crucial in our community and is a dedicated volunteer. She lead an active chapter of 100 women in a prominent women’s lineage and service organization, is a parliamentarian and an officer in a women’s political club.
To: Chair and Members of the DRCOG Board of Directors

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

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

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

ACTION BY OTHERS
N/A

SUMMARY
The Nominating Committee – comprised of Bob Fifer, Arvada; Aaron Brockett, Boulder; Nicholas Williams, Denver; Jim Dale, Golden; Sally Daigle, Sheridan; and Herb Atchison, Westminster – met to consider appointments for the Finance and Budget and Performance and Engagement committees. The Nominating Committee unanimously recommends the following members be appointed for two years terms:

**Finance and Budget Committee**
Deborah Mulvey, City of Castle Pines
Alison Coombs, City of Aurora

**Performance and Engagement Committee**
Joan Peck, City of Longmont

Since members of the committees serve two-year terms, the following directors must also be reappointed:

**Performance and Engagement Committee**
Herb Atchison, Westminster
Aaron Brocket, Boulder

All Board Directors that expressed interest in participating are recommended for appointment.

PREVIOUS DISCUSSIONS/ACTIONS
January 20, 2021 - solicitation for Performance & Engagement and Finance & Budget committee members

PROPOSED MOTION
Move to appoint members to the Finance and Budget and Performance and Engagement committees as proposed.
ATTACHMENTS
Proposed 2021 Committee Assignments

ADDITIONAL INFORMATION
If you need additional information, please contact Douglas W. Rex, Executive Director, at drex@drcog.org or (303) 480-6701; or Melinda Stevens, Executive Assistant, at mstevens@drcog.org or 303-480-6701.
## Proposed 2021 Committee Assignments

### Finance and Budget
- Incoming Bd. Treasurer (Chair)
- Bob Fifer
- Jeff Baker
- Jessica Sandgren
- Jim Dale
- Nicholas Williams
- Tracy Kraft-Tharpe
- Claire Levy
- George Teal
- Neal Shah
- James Kuemmerle
- Deborah Mulvey
- Alison Coombs
- Ashley Stolzmann*

### Performance and Engagement
- Incoming Bd. Secretary (Chair)
- Bud Starker
- Eva Henry
- George Lantz
- Jason Gray
- Jacob LaBure
- Randy Weil
- William Lindstedt
- John Diak
- Kevin Flynn
- Herb Atchison
- Aaron Brockett
- Joan Peck
- Ashley Stolzmann*

* DRCOG Board Chair serves as an ex-officio member of each committee
To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
303-480-6747 or drex@drcog.org

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SUBJECT
This item pertains to making an Amendment to the Articles of Association to align DRCOG’s fiscal year with the state’s fiscal year.

PROPOSED ACTION/RECOMMENDATIONS
Staff recommends approving the proposed amendments to the Articles of Association.

ACTION BY OTHERS
N/A

SUMMARY
DRCOG’s current fiscal year operates on the calendar year: January through December. In addition to our calendar fiscal year, DRCOG administers grants that operate on the federal fiscal year (October through September), the state fiscal year (July through June) and various other contract years as determined by the grantor.

Over the last several years, DRCOG has seen its funding expand dramatically on programs that operate on the state fiscal year. In 2020, more than $25,000,000 of DRCOG’s overall budget of $41,000,000 in revenues was administered on the state fiscal year. Because the state fiscal year is six months off from DRCOG’s current fiscal year, this has made budgeting and forecasting very difficult. It has also proved challenging from an audit perspective since two grant years of state funded programs will overlap one calendar year at DRCOG.

In 2019 staff researched the possibility of aligning DRCOG’s fiscal year with the state’s fiscal year. Both our external auditors, CliftonLarsonAllen (CLA), and our attorneys were consulted. In our review with them, staff was not presented with any obstacles that would prevent us from making this change. Further, in performing our due diligence it was found that several Metropolitan Planning Organizations throughout the country also operate on the state year. As a result of this research, staff has determined that aligning DRCOG’s fiscal year with the state fiscal year will likely provide greater visibility and transparency to our fiscal position throughout the year. Other benefits to be gained include staff’s ability to accurately budget and forecast, staff’s effectiveness in its administration of grant contracts, and a simplified audit process overall.

Pending action by the Board, DRCOG’s fiscal year will move to align with the state fiscal year of July 1 through June 30th, effective July 1, 2021. Staff will continue to consult with CLA throughout the process to ensure a seamless transition. An amendment to ARTICLE XV of the Articles of Association is needed to reflect this change.

PREVIOUS DISCUSSIONS/ACTIONS
- July 15, 2020 - Informational item presented to the Finance and Budget Committee
- January 20, 2021 - Informational briefing to the Board of Directors
PROPOSED MOTION
Move to amend the Articles of Association as proposed.

ATTACHMENTS
Redline Amendment to the Articles of Association

ADDITIONAL INFORMATION
If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6747 or drex@drcog.org; or Jenny Dock, Administration and Finance Director at 303-480-6707 or jdock@drcog.org.
ARTICLES OF ASSOCIATION

OF

THE DENVER REGIONAL COUNCIL OF GOVERNMENTS

As Amended _____ ____, 2021
February 15, 2017

ARTICLE I. Organization.

These Articles of Association, hereinafter referred to as the “Articles,” shall constitute the bylaws of the Denver Regional Council of Governments and shall regulate and govern the affairs of the nonprofit corporation organized pursuant to the Colorado revised Nonprofit Corporation Act, Articles 121-137 of Title 7, C.R.S., as amended, as a regional planning commission pursuant to Section 30-28-105, C.R.S., as amended, and an association of political subdivisions subject to Section 29-1-401 et seq., C.R.S., as amended, with the authority granted pursuant to intergovernmental contracting statutes at Section 29-1-201 et seq., C.R.S., as amended, known as the Denver Regional Council of Governments, hereinafter referred to as the “Council.”

ARTICLE II. Purpose of the Council.

The Council shall promote regional cooperation and coordination among local governments and between levels of governments, and shall perform regional activities, services and functions for the Region as authorized by statute. The Council shall serve as a forum where local officials work together to address the Region’s challenges. The Council shall serve as an advisory coordinating agency for investigations and studies for improvement of government and services in the Region, shall disseminate information regarding comprehensive plans and proposals for the improvement of the Region, and shall promote general public support for such plans and programs as the Council may endorse.

ARTICLE III. Definitions.

A. “Chair” means the incumbent holding the position of president of the Council. “Vice Chair” means the incumbent holding the position as vice president of the Council.

B. “Council” means the nonprofit corporation of the Denver Regional Council of Governments, with the duties and responsibilities specified by statute, which are to be carried out by the Board of Directors in accordance with the statutory authority.

C. “Board of Directors” hereinafter referred to as “Board,” means the body of designated individual member representatives of municipalities, counties and city and counties maintaining membership in the Council.

D. “Member” means a participating county, municipality, or city and county that meets the requirements for membership in the Council as specified in Article VI.
E. “Member Representative” means the local elected official, or local elected official alternate, designated in writing by the chief elected official or the governing body of a member county, municipality, or city and county to represent that member on the Board as a voting representative.

F. “Plan” means a regional plan or a comprehensive master plan for the Region as defined by statute, which Plan is currently denoted as Metro Vision.

G. “Region” means the geographic area composed of the City & County of Denver, City & County of Broomfield, and the counties of Adams, Arapahoe, Boulder, Clear Creek, Douglas, Gilpin and Jefferson, and portions of Weld County, and other counties as may be necessary in the State of Colorado.

ARTICLE IV. Declaration of Policy.

A. The Board finds and declares that the need for a Council of Governments is based on the recognition that, wherever people live in a metropolitan area, they form a single community and are bound together physically, economically and socially. It is the policy of this Council of Governments, through its members, staff, and programs, to provide local public officials with the means of reacting more effectively to the local and regional challenges of this regional community.

B. The Board finds and declares that the need for a Council of Governments is based on the recognition that:

1. Plans and decisions made by each local government with respect to land use, circulation patterns, capital improvements, and so forth, affect the welfare of neighboring jurisdictions and therefore should be coordinated on a voluntary basis; and

2. It is imperative for the regional planning process to be directly related to the elected local government decision and policymakers, the locally elected public officials.

C. The Board further finds and declares that the people within the Region have a fundamental interest in the orderly development of the Region.

D. The Board further finds and declares:

1. That the members have a positive interest in the preparation and maintenance of a Plan for the benefit of the Region and to serve as a guide to the political subdivisions and other entities within the Region;

2. That the continuing growth of the Region presents challenges that are not confined to the boundaries of any single governmental jurisdiction;

3. That the Region, by reason of its numerous governmental jurisdictions, presents special challenges of development that can be dealt with best by a regional council of governments that acts as an association of its
members and as a regional planning commission created under Section 30-28-105, C.R.S., as amended;

4. That the Region is well adapted to unified and coordinated consideration, and;

5. That in order to assure, insofar as possible, the orderly and harmonious development of the Region, and to provide for the needs of future generations, it is necessary for the people of the Region to perform regional activities and functions as defined by statute, and for the Council to serve as an advisory coordinating agency to harmonize the activities of federal, state, county and municipal agencies and special purpose governments/districts concerned with the Region, and to render assistance and service and create public interest and participation for the benefit of the Region.

ARTICLE V. Functions.

A. The Council shall promote regional coordination and cooperation through activities designed to:

1. Strengthen local governments and their individual capacities to deal with local challenges;

2. Serve as a forum to identify, study, and resolve areawide challenges;

3. Develop and formalize regional policies involving areawide challenges;

4. Promote intergovernmental cooperation through such activities as reciprocal furnishing of services, mutual aid, and parallel action as a means to resolve local as well as regional challenges;

5. Provide the organizational framework to foster effective communication and coordination among governmental bodies in the provision of functions, services, and facilities serving the Region’s local governments or their residents;

6. Serve as a vehicle for the collection and exchange of information of areawide interest;

7. Develop regional or master plans for the Region;

8. Serve as spokesperson for local governments on matters of regional and mutual concern;

9. Encourage action and implementation of regional plans and policies by local, state and federal agencies;
10. Provide, if requested, mediation in resolving conflicts between members and between members and other parties; and

11. Provide technical and general assistance to members within its staff and financial capabilities. These services are inclusive of, but not limited to, assistance designed to:

a. Identify issues and needs that are regional and beyond the realistic scope of any one local government;

b. Compile and prepare, through staff and from members, necessary information concerning the issues and needs for Board discussion and decision;

c. Debate and concur in a cooperative and coordinated regional action to meet the need or issue;

d. Implement the details of the cooperative action among affected member governments, using such devices as intergovernmental contracts and agreements, parallel ordinances or codes, joint performance of services, transfers or consolidations of functions, or special operating agencies;

e. And, in general –

   (1) arrange contracts among members on an intergovernmental basis;

   (2) publish reports and current information of regional interest;

   (3) provide advice and assistance on physical land use planning and other programs;

   (4) sponsor regional training programs;

   (5) sponsor, support, or oppose legislation on behalf of the Region and its members.

B. The Council shall maintain a regional planning program and process. In conducting such activities and functions, the Council shall:

1. Formulate goals and establish policies to guide regional planning;

2. Be responsible for developing, approving, and implementing a regional Plan through member governments;

3. Be the approving and contracting agent for all federal and state regional planning grants, as required;
4. Prepare and adopt a Plan and recommend policy for the development of the Region and the provision of services in the region. The Plan shall be based on careful and comprehensive surveys and studies of existing conditions and probable future growth and service needs of the Region. The Plan shall be made with the general purpose of guiding coordinated and harmonious development that, considering present and future needs and resources, will best promote the health, safety, and general welfare of the inhabitants of the Region.

5. Perform all planning functions incident to the exercise of the powers and duties set forth in Article XII; all plans adopted by the Board in connection therewith shall constitute portions of the Plan.

6. Exercise such other planning powers and functions as are authorized by statutes and the members.

ARTICLE VI. Membership.

A. Members. Each municipality, county, and city and county in the Region shall be eligible to be a member of the Denver Regional Council of Governments. Membership shall be contingent upon the adoption of these Articles of Association by the governing body of any such municipality, county, or city and county, and upon the payment of an annual assessment as agreed upon by the Board.

B. Member Assessment. Each member’s annual assessment is determined by the Board when adopting the annual budget.

1. Assessments will be billed as follows, and are due within ninety days of billing date:
   b. 10% or more of the Council’s total assessment – billed quarterly.
   c. All others – billed semi-annually.

2. Failure by any member to remit payment of an assessment within ninety days following billing date shall be grounds for termination of membership and such member shall be denied voting privileges and any other rights and privileges granted to members.
   a. Not less than fifteen days prior to the termination of membership, written notice shall be sent by registered mail informing the member of the pending termination and loss of privileges and requesting payment by a date certain to avoid termination.
   b. A member whose membership has been terminated pursuant to Section 2 shall be reinstated at any time during the calendar year.
in which their membership was terminated, by payment of all
assessments then currently due and owing.

C. Member Representatives. Except as provided herein, only a local elected
official of a member may be designated a member representative, and each
member representative may have a designated elected alternate, as follows:

1. One county commissioner and an alternate commissioner from each
county, designated by the board of county commissioners.

2. The mayor or one member of the governing body, and a similarly elected
alternate, of each municipality and of the City and County of Broomfield,
designated by said mayor or governing body, and

3. Two representatives of Denver:
   a. The mayor or, as the mayor’s designee, any officer, elected or
      appointed, of the City & County of Denver and an alternate
      similarly designated, and
   b. One city council member of the City and County of Denver and an
      alternate council member designated by said council or its
      president.

D. Term of Office. Member representatives shall serve until replaced, but shall
hold such office and have Board privileges only during their terms as local
elected officials, or an appointed official, if applicable, in the case of the
alternate for the mayor of the City and County of Denver.

E. Non-voting Membership. The State of Colorado shall have three (3) non-voting
members on the Board, appointed by the Governor, one of which shall be a
representative of the Colorado Department of Transportation (either the
Executive Director or a member of senior management). The Regional
Transportation District shall have one non-voting member on the Board, to be
appointed by the General Manager of the organization. The General Manager
may appoint themselves to the Board, or they may designate a member of their
senior staff.

F. Vacancies. Any vacancy shall be filled in the same manner as is provided for
the original designation.

G. Receipt of Documents. Each member representative shall receive notice and
minutes of meetings, a copy of each report and any other information or
material issued by the Council.

H. Other Membership Categories. The Council may establish other categories of
membership appropriate to carrying out the provisions of this Article.
ARTICLE VII. **Board Officers.**

A. **Number and Title of Board Officers.** The officers shall be Chair, Vice Chair, Secretary, Treasurer, and Immediate Past Chair, all of whom shall be member representatives, and the Executive Director.

B. **Duties of 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. The Chair shall serve as presiding officer of the Board of Directors meetings and shall serve as a member of either the Finance & Budget Committee or the Performance & Engagement 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. The Vice Chair shall serve as the presiding officer of all Board work sessions and shall serve as a member of either the Finance & Budget Committee or the Performance & Engagement Committee. If there is no Immediate Past Chair, the Vice Chair shall 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. The Secretary shall 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. The Treasurer shall 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 shall 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.

C. **Election of Board Officers.**

1. **Officer and Terms.** The Vice Chair, Secretary, and Treasurer shall be elected by the Board at the February meeting of each year. Except as
provided in Article VII D.4, the incumbent holding the position of Vice
Chair shall automatically assume the position of Chair. However, if the
Vice Chair is unable to assume the position of Chair, the Board shall
elect a Chair at the applicable February meeting. A notice of election of
officers shall appear on the agenda. Each officer shall serve a one-year
term, or until the next election of officers and his/her successor is
elected, so long as the jurisdiction he/she represents is a member of the
Council, and he/she remains that member’s official member
representative on the Board.

2. **Nominating Committee for Board Officers.**

   a. At the January meeting of each year, the Nominating Committee
      shall present to the Board nominations for Board officers to be
      elected at the February meeting.

   b. Board officer nominations may be made from the floor, provided
      that the consent of each nominee is obtained in advance.

D. **Board Officer Vacancies.** If the Chair, Vice Chair, Secretary or Treasurer
resigns or ceases to be a member representative, a vacancy shall exist and
shall be filled for the remainder of the term by:

1. Appointment by a majority of the remaining Board officers of a member
   representative to fill the vacancy; or

2. Referral of the vacancy to the Nominating Committee to present to the
   Board at least one nominee to fill the vacancy if called for by a majority of
   the remaining Board officers. No later than the meeting held on the
   month following the month in which the Nominating Committee was
   referred the vacancy, the Nominating Committee shall present to the
   Board at least one nominee for an officer to be elected by the Board at
   that meeting to fill such vacancy.

3. Nominations may be made from the floor, provided that the consent of
   each nominee is obtained in advance.

4. In the event the remaining Board officers appoint the incumbent Vice
   Chair to fill a vacancy in the position of Chair pursuant to D.1 of this
   Article VII, the Vice Chair so appointed shall serve the remainder of the
   term for such vacancy and shall thereafter automatically retain the
   position of Chair for an additional one-year term, subject to other
   requirements for holding such position.

E. **Executive Committee.** The incumbent Board officers shall constitute the
Executive Committee of the Council. The Executive Committee shall be the
primary executive leadership of the Council, providing leadership to the Board
and guidance to the Executive Director. The Executive Committee has no policy
making authority. The Executive Committee helps set Board meeting agendas;
provides guidance on resolution of conflicts; provides process guidance, receives updates from and assures the progress of committees of the Council, and takes action on complaints of violations of the rules of conduct for member representatives as adopted by the Board from time to time.

ARTICLE VIII. Finance & Budget Committee.

A. Membership on the Finance & Budget Committee. The administrative business of the Council concerning finances, contracts and related matters shall be managed by a Finance & Budget Committee. The Committee membership shall not exceed more than one-quarter of the total membership of the Board. Members of the Finance & Budget Committee shall be appointed by the Board upon recommendation of the Nominating Committee.

B. Finance & Budget Committee Officers. The incumbent Treasurer of the Council shall serve as chair of the Finance & Budget Committee. The vice chair of the Committee shall be elected by the Committee at its first meeting following election of Board officers and to serve until the next election of officers.

C. Powers and Duties. The following powers and duties are vested in the Finance & Budget Committee:

1. To review contracts, grants and expenditures and authorize the expenditure of funds and the entering into contracts, within the parameters of the Council budget.

2. To execute official instruments of the Council.

3. To review and recommend to the Board the budget as provided in Article XV.

4. To review the Council’s audited financial statements with the Council’s auditor, and to undertake, oversee and/or review other organization audits.

5. To receive and review other financial reports and provide regular updates to the Board.

6. To compensate member representatives for expenses incurred in attending to the proper business of the Council.

7. To exercise such other powers, duties, and functions as may be authorized by the Board.

D. Meetings of the Finance & Budget Committee. The Finance & Budget Committee shall meet every month and may hold special meetings at the call of its chair or by request of at least three member representatives on
the Finance & Budget Committee. The Committee chair, in consultation with the Executive Director, may cancel a meeting if there are no action items for the Committee’s consideration. Members of the Finance & Budget Committee may attend meetings of the Committee by telephone in accordance with written policies adopted by the Committee, which policies shall define the circumstances under which attendance by telephone shall be permitted.

E. Quorum. A quorum for the transaction of Finance & Budget Committee business shall be one-third (1/3) of its members, plus one.

F. Voting. A majority of those present and voting shall decide any question brought before the meeting. The Finance & Budget Committee chair shall vote as a member of the Committee. A Committee member’s designated alternate on the Board may attend meetings of the Committee and participate in deliberations, at the discretion of the chair, but may only vote in the absence of the member.

ARTICLE IX. Performance & Engagement Committee.

A. Membership on the Performance & Engagement Committee. The administrative business of the Council concerning the performance and evaluation of the Executive Director, the oversight of onboarding of new Board members and related matters shall be managed by a Performance & Engagement Committee. The Committee membership shall not exceed more than one-quarter of the total membership of the Board, plus the Board Chair who shall be an ex officio, voting member of the Committee. The Board Chair’s attendance at meetings is at the Chair’s discretion. Members of the Performance & Engagement Committee shall be appointed by the Board upon recommendation of the Nominating Committee.

B. Performance & Engagement Committee Officers. The incumbent Secretary of the Council shall serve as chair of the Performance & Engagement Committee. The vice chair of the Committee shall be elected by the Committee at its first meeting following election of Board officers and to serve until the next election of officers.

C. Powers and Duties. The following powers and duties are vested in the Performance & Engagement Committee:

1. To develop the process for recruitment of the Executive Director.

2. To recommend appointment of the Executive Director to the Board.

3. To execute an employment contract with the Executive Director, within the parameters of the Council budget.
4. To develop the process for, and execute and document the annual performance evaluation for the Executive Director, including approval and execution of amendments to the Executive Director employment contract in connection therewith, within the parameters of the Council budget.

5. To hold quarterly meetings with the Executive Director to provide performance feedback to the Executive Director.

6. To recommend to the Board, as needed, policies and procedures for the effective administration of the Executive Director.

7. To provide oversight of onboarding programs for new Board appointees.

8. To implement and review Board structure and governance decisions.

9. To plan the annual Board workshop.

10. Review results of any Board Assessments and recommend improvements.

11. To receive and review reports related to the business of the Committee and provide regular updates to the Board.

12. To review and make recommendations to the Board regarding the rules of conduct for member representatives.

13. Through a panel of the Committee, to review and make recommendations to the Executive Committee of the Council regarding complaints of violations of the rules of conduct for member representatives as adopted by the Board from time to time, in accordance with the following:

   a. The vice chair of the Committee, along with two members of the Committee selected by the vice chair, shall comprise a review panel to review any written complaint of a violation. If the complaint concerns the vice chair or the vice chair is unavailable, the chair of the Committee shall select three members of Committee, excluding the vice chair, who shall comprise the review panel. Upon completion of its review, the panel shall provide a recommendation to the Executive Committee for its review and action, which recommendation may include, without limitation, issuing a letter of reprimand, reporting the matter to the designating governing body or elected official, with or without a request that the member representative be replaced, or adopting a finding of no violation.
b. The panel’s review shall be in accordance with rules and procedures adopted by the Board from time to time.

14. To exercise such other powers, duties, and functions as may be authorized by the Board.

D. Meetings of the Performance & Engagement Committee. The Performance & Engagement Committee shall meet every month and may hold special meetings at the call of its chair or by request of at least three member representatives on the Performance & Engagement Committee. The Committee chair, in consultation with the Executive Director, may cancel a meeting if there are no action items for the Committee’s consideration. Members of the Performance & Engagement Committee may attend meetings of the Committee by telephone in accordance with written policies adopted by the Committee, which policies shall define the circumstances under which attendance by telephone shall be permitted.

E. Quorum. A quorum for the transaction of Performance & Engagement Committee business shall be one-third (1/3) of its members, plus one, not including the ex-officio Board chair.

F. Voting. A majority of those present and voting shall decide any question brought before the meeting. The Performance & Engagement Committee chair shall vote as a member of the Committee. A Committee member’s designated alternate on the Board may attend meetings of the Committee and participate in deliberations, at the discretion of the chair, but may only vote in the absence of the member.

ARTICLE X. Nominating Committee.

A. Membership on the Nominating Committee. The Nominating Committee shall be appointed in November of each year and consist of member representatives herein designated:

1. The Immediate Past Chair of the Board (or the Vice Chair if there is no Immediate Past Chair);

2. One Board member representing the City and County of Denver;

3. One member selected by the Performance & Engagement Committee, except that in the initial establishment of the Nominating Committee, such member shall be selected by the Board;

4. One member selected by the Finance & Budget Committee, except that in the initial establishment of the Nominating Committee, such member shall be selected by the Board;
5. One member selected by the Board; and

6. One member selected by the Board Chair.

B. **Member Qualifications.**

1. Members of the Nominating Committee shall have served not less than one year on the Board before being eligible to serve on the Nominating Committee.

2. No more than one Board officer and no more than one member from the City and County of Denver may serve on the Nominating Committee.

3. A designated alternate may not serve on the Nominating Committee.

4. In the appointment of the Nominating Committee, consideration shall be given to providing representation of a broad cross-section of the Board, taking into account community size, geographic location, the rate of growth, county and municipality, rural and suburban and other factors.

5. If a vacancy arises on the Nominating Committee, the person or entity that selected the departing member shall select a replacement.

C. **Nominating Committee Officers.** At its first meeting upon annual appointment of its members, the Nominating Committee shall elect its chair and vice chair.

D. **Powers and Duties.** The following powers and duties are vested in the Nominating Committee:

1. To make recommendations regarding nominations for Board officers and Board officer vacancies as provided in these Articles. A Nominating Committee member may not be a nominee for Board officer.

2. To recommend member representatives for appointment by the Board to the Finance & Budget Committee and the Performance & Engagement Committee. Such appointments shall be made in accordance with the following procedures and requirements:

   a. The combined membership of the two Committees shall include the following:
(1) One member representative who is designated as the member representative to the Board of each elected board of county commissioners and each city council, provided each such county and city contains a population of 120,000 or more as estimated by the U.S. Census, the Council, or the State Demographer;

(2) The Mayor or, as the Mayor’s designee, any elected or appointed officer of the City and County of Denver who is designated as the member representative to the Board;

(3) One Denver City Council member who is designated as the member representative to the Board;

(4) The Immediate Past Chair of the Board; and

(5) Other member representatives to the Board not included in (1), (2), (3) or (4) of this section, up to the maximum permitted membership.

b. The Nominating Committee shall recommend to the Board candidates for appointment to the Finance & Budget Committee and candidates for appointment to the Performance & Engagement Committee. In addition to the recommendations of the Nominating Committee, nominations for membership to the Committees may be made from the floor, provided that the consent of each nominee is obtained in advance. No individual shall be a member of the two Committees at the same time, except the Board Chair, who may serve on both committees at the same time.

c. Consideration shall be given to member representatives’ requests to be appointed to a particular Committee, and to providing representation of a broad cross-section of the Board, taking into account community size, geographic location, the rate of growth, county and municipality, rural and suburban and other factors.

d. The City and County of Denver shall have one representative on each Committee.

e. Committee members shall be appointed to two-year terms, except that in the initial establishment of the Committees the Board shall appoint one half of the members of each Committee to an initial one-year term so as to achieve staggered terms. Terms extend until Board appointment of
successors, provided no term is thereby shortened by more than 30 days. A Committee member may seek re-appointment at the expiration of his or her term, but the Board shall have no obligation to re-appoint any member to successive terms.

f. Committee members are eligible to serve so long as the jurisdiction he/she represents is a member of the Council, and he/she remains that member’s official member representative on the Board.

g. Membership on the Finance & Budget Committee and the Performance & Engagement Committee shall be designated to the member’s jurisdiction. Therefore, if a member appointed to a Committee is no longer able to serve, membership on the Committee shall transfer to the succeeding member representative of that jurisdiction on the Board, for the remainder of the term of the Committee appointment.

3. To make recommendations to the Board for appointment to fill any vacancy on the Finance & Budget Committee and the Performance & Engagement Committee, which vacancy shall be filled in accordance with the requirements herein.

E. Meetings of the Nominating Committee. The Nominating Committee shall meet as needed to exercise the powers and duties vested herein in the Committee. The Nominating Committee may hold meetings at the call of its chair or by request of at least two of its members.

F. Quorum. A quorum for the transaction of Nominating Committee business shall be all six (6) of its members.

G. Voting. A majority of those present and voting shall decide any question brought before the meeting.

ARTICLE XI. Meetings of the Board.

A. Frequency. The Board shall meet at least quarterly and may hold special meetings at the call of the Chair, or by request of at least three member representatives.

B. Notice. Notice of meetings shall be given by E-mail, fax or telephone, made at least two days in advance of the meeting, or by first class mail, post-marked at least five days in advance of the meeting.

C. Agenda. Any member representative shall have the right to request of the officers the addition of any matter to the agenda of any Board
meeting fifteen days in advance of the meeting, or by consent of a majority of the member representatives at the meeting.

D. **Record of Meetings.** The Board shall keep records of all its meetings. The meeting records shall be public records available for inspection by any interested person at reasonable times during regular office hours.

E. **Open Meetings.** All meetings of the Board and committees of the Council shall be open to the public, except as provided otherwise by state statutes.

F. **General Board of Directors Procedural Provision.**

1. **Quorum.** A quorum for the transaction of Board business shall be one-third (1/3) of the member representatives.

2. **Voting.**

   a. **Regular.** Only member representatives or alternates shall have voting privileges. Such privileges shall be exercised personally and voting by proxy is not permitted. The vote of a majority of the member representatives present and voting shall decide any question except as otherwise provided in these Articles. The Chair shall vote as a member representative.

   b. **Weighted.**

      (1) Upon the specific request of any member representative, whether seconded or not, a weighted vote must be taken in compliance with the weighted vote resolution in effect at the time of the request.

      (2) **Denver Allotment.** In any weighted vote, the Mayor of the City and County of Denver, or the Mayor’s alternate, is authorized to cast two-thirds (2/3) of the total vote allotted to the City and County of Denver and the member representative designated by the City Council of the City and County of Denver or its President is authorized to cast one-third (1/3) of the total vote allotted to the City and County of Denver.

      (3) **Plans and Articles of Association.** Adoption and amendment of plans pursuant to statute and amending the Articles of Association shall be accomplished without the use of the weighted voting system.
c. **Plan Adoption and Amendment.** An affirmative vote of a majority of member representatives shall be required for the adoption or amendment of the Plan, or portion thereof, in accordance with Article XII.

d. **Amendment of Articles of Association.** An affirmative vote of a majority of member representatives shall be required for the amendment of these Articles, in accordance with Article XVI.

e. **Positions Taken on Ballot Measures and Legislative Issues.**

   (1) An affirmative vote of a majority of member representatives shall be required to adopt a resolution taking a position on any ballot measure.

   (2) An affirmative vote of two-thirds (2/3) of members present and voting shall be required to take a position on any legislative issue.

f. **Mail Vote.** The Chair shall, on the Chair’s own initiative, or when so directed by the Board, declare that action on any motion or resolution, including plan adoption or amendment and amendment of the Articles of Association, shall be taken by certified mail vote of member representatives or their alternates, or if neither has been appointed by a member, its chief elected official may vote instead. Certified mail votes shall be returned by the next regular Board meeting, and any action becomes effective on the date the Chair certifies the results to the Board.

3. **Rules of Order.** Except as otherwise required by these Articles, the rules of order of the Council shall be in accordance with the latest edition of Robert’s Rules of Order, Revised.

**ARTICLE XII. Powers and Duties.**

A. **Regional Plan.** The Council shall prepare, maintain and regularly review and revise a Plan for the Region. In preparing, maintaining, reviewing and revising the Plan, the Council shall seek to harmonize the master or general comprehensive plans of municipalities, counties, cities and counties, and other public and private agencies within or adjacent to the Region. The Council shall seek the cooperation and advice of municipalities, counties, cities and counties, state and federal agencies, organizations and individuals interested in the functions of the Council. The Plan may consist of such plans, elements and provisions as required or authorized by statute or the members.
B. **Plan Adoption.** The Board may adopt the Plan or portions thereof, or amendments or additions thereto, by a majority vote of member representatives. Adoption of the Plan or portions thereof shall be preceded by notice and public hearing as required by statute. Action by the Board on the Plan or any amendments thereof shall be recorded in the minutes of the Board meeting and as otherwise required by statute.

C. **Certification of Plan.** To the extent required by statute, the Council shall certify copies of the adopted Plan, or portion thereof, or amendment or addition thereto, to the board of county commissioners and planning commission of each county and the governing body and planning commission of each municipality lying wholly or partly within the Region.

D. **Review of Local Plan Referrals.** The Council shall review all matters referred to it in accordance with law. The Council may review local laws, procedures, policies, and developments, including any new or changed land use plans, zoning codes, sign codes, urban renewal projects, proposed public facilities, or other planning functions that clearly affect two or more local governmental units, or that affect the Region as a whole, or that are subjects of primary responsibility for the Council. Within thirty days after receipt of any referred case, the Council shall report to the concerned commission or body. An extension of time may be mutually agreed upon.

E. **Metropolitan Planning Organization.** As may be authorized or required by federal and state law, the Council shall serve as the metropolitan planning agency (MPO) for the area and shall exercise such powers and perform such functions as are required or authorized by statute in connection therewith.

F. **Area Agency on Aging.** As may be authorized or required by federal and state law, the Council shall serve as the Area Agency on Aging (AAA) for such planning and service areas as are designated to it, and shall exercise such powers and perform such functions as are required or authorized by statute in connection therewith. The Council shall be the approving and contracting agent for distribution of Older Americans Act funds and other aging services federal and state funds and grants, as authorized.

G. **Other Activities, Services and Functions.** The Council shall undertake and perform such other activities, services or functions as are authorized to it by its members or as are designated to it by federal or state law, consistent with its purposes and in service and support of its member governments.

H. **Committees.** The standing committees of the Council shall consist of the Executive Committee, the Nominating Committee, the Finance & Budget Committee and the Performance & Engagement Committee, as established in these Articles. The Board may establish other committees
of the Board and advisory committees to the Board as necessary, and
the Chair of the Board, except as otherwise provided by the Board, shall
appoint the membership of these committees.

I. **Cooperation with Others.** The Council may promote and encourage
regional understanding and cooperation through sponsorship and
participation in public or private meetings, through publications, or
through any other medium. The Council may offer its facilities and
services to assist in the solution and mediation of issues involving two or
more political jurisdictions.

J. **Functional Review.** The Council may study and review the nature, scope,
and organization under which the functions of the Council may best be
carried on, and report to federal, state, and local jurisdictions, and
agencies thereof, on ways to improve proposals concerning legislation,
regulations, and other actions taken for the effectuation of the provisions
of these Articles.

K. **Coordination of Research.** The Council may make recommendations to
legislative bodies, planning commissions, and other organizations and
agencies within the Region for the coordination of research, collection of
data, improvement of standards, or any other matter related to the
activities of the Council.

L. **Contracts.** The Council may contract for any service necessary or
convenient for carrying out the purposes of the Council.

M. **Real Property.** As provided in the Council’s Articles of Incorporation, the
Council shall have all the powers granted to nonprofit corporations by
Articles 121 through 137 of Title 7, C.R.S., as amended, but the Board
reserves final approval of the acquisition and disposition of real property.

**ARTICLE XIII. Council Executive Director.**

A. The Board after receiving a recommendation of the Performance &
Engagement Committee and by the affirmative vote of a majority of member
representatives shall appoint an Executive Director hereinafter referred to
as the “Director,” who shall serve at the pleasure of the Board. The
Performance & Engagement Committee shall develop the process for, and
execute and document an annual performance evaluation for the Executive
Director.

B. The Director shall be the Chief Administrative Officer and authorized
recording officer of the Council. The Director shall administer and
execute all other functions and duties determined by the Board, including
but not limited to the following:

1. Appointment, removal, compensation and establishment of the
number and duties of the Council staff;
2. Establish and implement policies and procedures for the efficient administration of personnel matters;

3. Serve, or designate personnel to serve, as recording secretary of the Council and be responsible for preparing and maintaining all records and information required by law to be kept by nonprofit corporations, including those records required to be kept by Section 7-136-101, C.R.S., and for authenticating the records of the Council;

4. Designate personnel to provide staff services to committees; and

5. Serve as registered agent for the Council and register as such with the Colorado Secretary of State.

ARTICLE XIV. Filing of Local Reports.

To facilitate planning and development of the Region, all legislative bodies, planning agencies, and others within the Region are requested to file with the Council all public plans, maps, reports, regulations and other documents, as well as amendments and revisions thereto, that clearly affect two or more local government units, or that affect the Region as a whole, or that are subjects or primary responsibility for the Council.


A. Budget Submission to the Finance & Budget Committee. Each year, no later than the regular April October meeting of the Finance & Budget Committee, the Director shall submit an estimate of the budget required for the operation of the Council during the ensuing fiscal calendar year.

B. Budget Approval by the Board. Each year, no later than the regular May November meeting of the Board, the budget recommended by the Finance & Budget Committee shall be presented for approval by the Board. The funds required from each member in the Region shall be apportioned as determined by the Board in the approved budget.

C. Contract and Other Funds. The Council is specifically empowered to contract or otherwise participate in and to accept grants, funds, gifts, or services from any federal, state, or local government or its agencies or instrumentality thereof, and from private and civic sources, and to expend funds received therefrom, under provisions as may be required of and agreed on by the Council, in connection with any program or purpose for which the Council exists.

D. Records and Audit. The Council shall arrange for a systematic and continuous recordation of its financial affairs and transactions and shall obtain an annual audit of its financial transactions and expenditures.
ARTICLE XVI. **Adoption and Amendment of Articles of Association.**

A. The Articles shall become effective upon their adoption by the boards of county commissioners, and the governing body of any municipality or city and county within or adjacent to the Region desiring to participate in the Council activities.

B. These Articles may be amended at any regular meeting of the Board by an affirmative vote of a majority of the member representatives, provided that at least one week’s notice in writing be given to all member representatives setting forth such amendment. These Articles may also be amended by an affirmative vote of a majority of member representatives obtained through a certified mail vote in accordance with Article XI, F.2.f when so directed by the Board or on the initiative of the Board Chair.
AMENDMENT HISTORY

- AMENDED July 18, 1967. Quorum changed from 1/2 to 1/3.
- AMENDED April 15, 1968. (Effective July 1, 1968) Name changed to “Denver Regional Council of Governments”
- AMENDED December 17, 1968. Changed election date to first meeting in year. Added municipal representation of Executive Committee.
- AMENDED March 25, 1970. Provided for membership on Executive Committee by either the mayor of the City and County of Denver or the deputy mayor.
- AMENDED May 16, 1973. Incorporated a section regarding members which are delinquent in payment of annual assessments.
- AMENDED January 16, 1974. Included the Counties of Clear Creek, Douglas and Gilpin on the Executive Committee, provided each such county contained a population of 120,000 or more.
- AMENDED June 18, 1974. Clarified the section on officers and their election, and provided for a nominating committee for election of officers each year.
- AMENDED January 19, 1977. Added three non-voting members, to be named by the Governor, to the full Board as outlined in the Metropolitan Planning Organization Memorandum of Agreement.
- AMENDED August 3, 1977. (through mail ballot) Increase the membership on the DRCOG Executive Committee from 6 to 8 by adding the Vice Chairman and Secretary-Treasurer of the Board to the Executive Committee membership.
- AMENDED December 19, 1979. Made the Immediate Past Chairman of the Board an officer of the Board, and by virtue of being a Board officer, the Immediate Past
Chairman would also be a member of the Executive Committee. This increased the Board officers from 4 to 5 and the Executive Committee from 8 to 9.

- **AMENDED December 16, 1981.** Changed the name of the policymaking body from “Council” to “Board of Directors”; Provided definitions of Council, Board of Directors, member, and member representative; Provided for Executive Committee alternates; Provided clarification and modification of certain agency procedures; and made extensive editorial changes.

- **AMENDED June 22, 1983.** Changed the structure of DRCOG from an unincorporated association to a nonprofit corporation, designated officers of the corporation, and provided for Board approval of real property transactions.

- **AMENDED March 19, 1986.** Changed to provide for election of Executive Committee officers at the first meeting following election of Board officers.

- **AMENDED February 15, 1989.** Expanded Executive Committee membership from 9 to 12 members with the three new members elected by the Board; provided for Board designation of a member representative of a county or a municipality to the Executive Committee in instances where the officers of the Board are already included as members of that Committee.

- **AMENDED July 17, 1991.** Provided the Mayor of Denver with a designee and an alternate to the Board; added a process for filling Executive Committee vacancies; changed the Mayor of Denver’s alternate on the Executive Committee from the Deputy Mayor to the Mayor’s designated representative to the Board; clarified the powers and duties of the Executive Committee regarding personnel matters and the Executive Director; revised the process for certification of adopted plans; and made extensive editorial changes to conform to statutory language.

- **AMENDED June 17, 1998.** Made technical changes in accordance with the newly adopted Colorado Revised Nonprofit Corporation Act regarding notice of meetings, termination of membership, and responsibilities for record keeping.

- **AMENDED July 21, 1999.** Revised to provide membership on the Executive Committee for counties with 120,000 or more estimated by either the U.S. Census, the Council or the state demographer.

- **AMENDED April 18, 2001.** Revised to change the Executive Committee name to Administrative Committee and provide membership on the Administrative Committee for each county and city containing a population of 120,000 or more.

- **AMENDED January 15, 2003.** Revised to split the Board Officer position of Secretary-Treasurer, creating the positions of Secretary and Treasurer, thus expanding the Administrative Committee membership, and to recognize the City and County of Broomfield.
• AMENDED February 19, 2003. Revised Board and Administrative Committee officer terms and revised Administrative Committee quorum.

• AMENDED November 19, 2008. Added voting requirements for taking positions on ballot measures and legislative issues.

• AMENDED May 20, 2009. Editorial revisions addressing superfluous and/or outdated items, items requiring clarification and/or elaboration, and items requiring updating as a result of the inclusion of Southwest Weld County communities.

• AMENDED July 21, 2010. Amended Section VII.C.1., to revise the procedure for election of Chair, and VII.C.2, to revise the number of members of the nominating committee.

• AMENDED April 20, 2011. Amended Section X, to remove reference to Water Quality Planning and reorder following lettered sections. Amended Section XIII, to revise the month that the budget will be provided to the Administrative Committee and Board for approval.

• AMENDED January 18, 2012. Amended Article VIII D to add language related to telephonic participation at Administrative Committee meetings.

• AMENDED May 15, 2013. Amended Article VI.E, to stipulate that the State of Colorado shall have three (3) non-voting members on the Board, appointed by the Governor, one of which shall be a representative of the Colorado Department of Transportation (either the Executive Director or a member of senior management), and the Regional Transportation District shall have one non-voting member on the Board, to be appointed by the General Manager of the organization. The General Manager may appoint themselves to the Board, or they may designate a member of their senior staff.

• AMENDED July 16, 2014. Amended Article VII C.1 and add VII D.3 to address a vacancy at Chair created when a Chair resigns mid-term. The amendment allows the incumbent Vice Chair to be appointed to serve the remainder of the term vacated, as well as serving their own full-year term.

• AMENDED March 16, 2016. Amended to reflect committee structure changes as recommended by the Structure and Governance group. Formalize the Board Officers as an Executive Committee; split the Administrative Committee into two new committees: Finance and Budget and Performance and Engagement; and revising the membership of the Nominating Committee to add two permanent members: Board Immediate Past Chair and a representative of the City and County of Denver, and defines how the remaining members of the Nominating Committee will be selected.

• AMENDED September 21, 2016. Amended to reflect additional modifications/clarifications to membership and duties of the Finance and Budget Committee and Performance and Engagement Committee. Adding the Board Chair as
an ex-officio voting member of the Performance and Engagement Committee, and clarifying responsibilities of the Performance and Engagement Committee regarding performance evaluation and contract amendments for the Executive Director.

- AMENDED February 15, 2017. Amended to reflect addition of language related to establishing a conduct policy for Board Directors and a process for receiving and processing complaints related to the policy.

- AMENDED __________, 2020. Amended to revise the month the budget will be presented to the Finance & Budget Committee and Board to accommodate change in DRCOG’s fiscal year from a calendar year to the State fiscal year (July – June).
To: Chair and Members of the Board of Directors

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

Meeting Date | Agenda Category | Agenda Item #
-------------|----------------|-------------
February 17, 2021 | Action | 11

SUBJECT
This item concerns Board approval of the Draft 2021 Policy Statement on State Legislative Issues.

PROPOSED ACTION/RECOMMENDATIONS
Approval of 2021 Policy Statement on State Legislative Issues

ACTION BY OTHERS
N/A

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

The Draft 2021 Policy Statement on State Legislative Issues was provided to Board members for review in the January Board packet. Staff recommends the proposed changes to update the policy on aging funding and to update the policy on transportation safety.

Action to approve the document will be requested at the February Board meeting. Board members may make additional changes at that time.

PREVIOUS DISCUSSIONS/ACTIONS
N/A

PROPOSED MOTION
Approve 2021 Policy Statement on State Legislative Issues

ATTACHMENTS
Draft 2021 Policy Statement on State Legislative Issues (with track changes)

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

This paper outlines the key state policy issues of the Denver Regional Council of Governments (DRCOG). It identifies policy positions intended to inform the General Assembly, state executive branch officials and others as they develop and implement state policy on these issues. This policy statement guides positions and actions taken by the DRCOG Board, its staff and members during the 2019 state legislative session.

DRCOG is a membership organization of local elected officials representing 48 municipalities and nine counties in the Denver metro area. Under federal law, DRCOG serves as the metropolitan planning organization (MPO) coordinating transportation planning with air quality goals and serves as the Area Agency on Aging in eight counties to aid the 60-plus population. Under state statutes DRCOG, as the regional planning commission, prepares and adopts a regional plan for the metro area and has regional responsibility for oversight of transit projects and certain state-sponsored and private toll-road projects.

REGIONAL PLANNING & DEVELOPMENT

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

Metro Vision fulfills DRCOG’s statutory duty to make and adopt a regional plan for the physical development of the region’s territory. The plan remains advisory for a local jurisdiction unless its planning commission chooses to adopt it as its official advisory plan under Colorado Revised Statutes 30-28-106(2). The current Metro Vision plan was most recently adopted by DRCOG’s board of directors on April 18, 2018.

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

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

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

Metro Vision establishes 14 interrelated aspirational outcomes, which describe a future that DRCOG, local governments and its partners will work toward together. DRCOG may support or oppose legislative proposals based on their potential to impact the region’s ability to achieve these outcomes and the associated performance measures, targets and action elements.

These Metro Vision outcomes are as follows:

Outcomes – An efficient and predictable development pattern

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

Outcomes – A connected multimodal region
- The regional transportation system is well-connected and serves all modes of travel.
- The transportation system is safe, reliable and well-maintained.

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

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

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

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

Transit-oriented development

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

Local land use authority and planning

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

Private property rights

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

**Planning data and technical support**

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

**Housing**

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

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

**TRANSPORTATION PLANNING**

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

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

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

**Role of the MPO**

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

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

- transportation planning that is coordinated between DRCOG, CDOT, RTD and 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 them on equal footing with CDOT and applicable regional transit agencies in selecting projects to be funded to ensure that local, regional and state transportation needs are met in a coordinated and cooperative manner
- legislation that reinforces collaboration between state and regional transportation agencies and recognizes their respective roles, responsibilities and interests
- legislation to ensure that representation on the Transportation Commission reflects approximately equal populations based on the most recent population census

**Transportation financing**

Colorado and the Denver metro area face serious funding shortages for meeting their transportation needs. Regional and statewide analyses show existing revenue sources are inadequate to maintain current infrastructure, let alone address congestion, provide multimodal options desired by the public, address needs in agricultural and energy-impacted areas, and ensure safe travel throughout the state. The region’s long-term economic vitality requires a built environment that includes effective and convenient transportation options. Colorado and the metro area need a revenue system that is reliable and sufficient to maintain the existing transportation system in good condition and to invest in the system to keep pace with
population growth. Thus, enhancements to existing revenue sources and the enactment of new revenue sources are necessary.

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

- Increase funding for transportation to preserve the system, address congestion and safety, and provide multi-modal options for people of all ages, incomes and abilities.
- Reduce or eliminate off-the-top appropriations from the Highway Users Tax Fund.
- Consider alternative revenue and financing mechanisms, such as road usage charges, and, under certain circumstances, tolling and congestion pricing of existing roadways.
- Provide an appropriate share of new or increased revenues back to local governments.
- Consider the effects of land use decisions on transportation infrastructure needs.
- Protect and expand the authority of regions to implement regional financing tools.
- Where appropriate, support the use of managed lanes, including tolled express lanes, to help drivers reliably anticipate travel time on major corridors in the Denver metropolitan area. Retain the requirement that any road, highway or tolled lane within or affecting the Denver metro area be reviewed and approved by the DRCOG board for inclusion in the fiscally constrained regional transportation plan. Ensure toll receipts remain in the regional highway system that is being tolled.
- Allow toll receipts to be used for multimodal improvements and accumulated for system reconstruction.
- Allocate federal and state funds to achieve funding equity statewide based on justified needs (system preservation, congestion and multimodal options) and contribution to overall revenues.
- Re-examine state formulas and procedures to ensure an adequate amount of federal and state funds are made available to urbanized and metropolitan areas to relieve congestion, increase safety, and achieve and maintain air quality standards.
- Consider revising the responsibilities for maintenance and supervision of the non-National Highway System portions of the current state highway system, subject to the condition that any devolution to local governments be accompanied by the funding necessary to avoid unfunded mandates and pursuant to review by, and consent of, affected local and regional agencies.

**Multimodal transportation**

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

**Coordination of regional and statewide transportation efforts**

The DRCOG area generates a significant number of trips throughout the state of Colorado. At the same time, residents from throughout Colorado travel to, and through, the metro area. Coordination of transportation planning and funding efforts between DRCOG and neighboring councils of governments, transportation planning regions and coalitions, especially in the primary north-south (Interstate 25) and east-west (Interstate 70) corridors will provide mobility and economic benefits not just for the DRCOG region but for the entire state. Regional consensus through the existing planning processes is critical for defining large-scale projects in the state’s major transportation corridors, establishing their priorities, and broadening the base for their funding. **DRCOG supports regional and statewide efforts to enhance consensus-building among partners 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.

Advanced mobility

Rapidly changing technology is revolutionizing transportation mobility. From dockless scooters and e-bikes (electric bicycles) to the potential for connected and automated vehicles, the transportation sector is undergoing a rapid and uncharted evolution toward mobility on demand and mobility as a service. In 2018, DRCOG participated in Mobility Choice Blueprint – a one-of-a-kind planning and funding partnership among CDOT, DRCOG, RTD and the Denver Metro Chamber of Commerce to help the Denver region identify how to best prepare for the era of advanced mobility. Through the Mobility Choice Blueprint process, DRCOG has identified leadership opportunities in the areas of advanced mobility governance and data management. As the MPO, DRCOG coordinates the region’s transportation planning process among DRCOG, CDOT and RTD. Advanced mobility represents a natural extension of DRCOG’s MPO role as the region implements and expands the Mobility Choice Blueprint process.

Similarly the cooperative and collaborative data management essential to the region’s successful integration of new and emerging transportation technologies will be facilitated by DRCOG’s experience leading the Denver Regional Data Consortium and creating or serving as a or repository of numerous land use, transportation, traffic, GIS and other data sets. DRCOG encourages the General Assembly and state agencies to support efforts to provide local governments with planning tools, technical assistance and the other resources necessary to prepare for new and emerging transportation technologies.

Transportation demand management

Transportation demand management programs, projects and services can help reduce congestion and improve air quality by decreasing the amount of automobile traffic during high-demand periods.

DRCOG sees transportation demand management as an important element of the region’s long-range growth management and transportation planning strategy. DRCOG supports the following principles and programs to promote transportation demand management efforts

- a coordinated regionwide effort (Way to Go) to promote and encourage adoption of non-single-occupant-vehicle (non-SOV) travel options
- active transportation to encourage healthier travel choices, including bicycling and walking
- transit
- telecommuting, flextime and other changes to normal work patterns to avoid peak traffic conditions
- carpooling, vanpooling and other forms of ridesharing including the underlying technologies to facilitate matches
- encouraging parents to use carpools for taking students to school and infrastructure that facilitates these transportation options
- non-automobile infrastructure investments by the state, counties and cities
- employer promotion of alternative mode use by employees
- coordination of transportation alternatives wherever traffic congestion occurs, such as at schools, large retail shopping centers and in connection with sporting or cultural events or major transportation infrastructure construction
- incentives to individuals who use alternative modes
Safe and effective management of the transportation system

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

DRCOG’s board-adopted “Taking Action on Regional Vision Zero” Metro Vision plan establishes a goal to eliminate traffic deaths and severe injuries in the transportation system with a proactive, preventive approach includes a safety performance measure to reduce the number of traffic fatalities to fewer than 100 annually by 2040. The board will consider investments through the Transportation Improvement Program to improve the safety and security of the transportation system.

DRCOG supports efforts to improve the safety of the traveling public – drivers, transit riders, pedestrians and bicyclists. DRCOG supports to increase transportation funding to create a reliable, dedicated funding stream for safety projects; require motorcycle drivers and passengers to wear helmets; and maintain ability to use safety cameras as an enforcement technique, including red-light running and speeding. Educational, enforcement and engineering approaches that enhance safety to reduce crashes, serious injuries and fatalities. These include approaches to optimize the multimodal transportation system to improve the safe and reliable flow of people and goods such as incident management, safety education and awareness, driver safety measures and other measures proved to enhance safety.

Transportation for older adults and vulnerable populations

Access to transportation is critical for older adults and individuals with disabilities, low incomes, veterans and other vulnerable populations. Transportation allows them to obtain health care, food and to maintain and increase social, family and other life-sustaining relationships. DRCOG promotes the concept of regional cooperation and coordination among counties and local service providers to most effectively use the limited resources available for transportation for older adults and other vulnerable populations. DRCOG supports the following:

- a system that:
  - ensures more and better service is provided to older adults and vulnerable populations
  - reduces administrative and service duplication
  - increases coordination among funding sources, providers, jurisdictions and trips
- efficiently uses taxpayer dollars to provide life-sustaining mobility
- increased state funding for general and Medicaid transportation services for older adults and other vulnerable populations

OLDER ADULTS & INDIVIDUALS WITH DISABILITIES

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

**Planning and delivery of services**

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

- state legislative and regulatory provisions reinforcing collaboration between the state and area agencies on aging and respecting their respective roles and interests, consistent with state and federal laws.
- collaboration and partnerships to better meet the service needs of older adults consistent with DRCOG’s responsibilities as an Area Agency on Aging and an ADRC.
- collaboration in the exploration of partnerships to provide access to area agency on aging services through public and private health insurance benefits that would be coordinated with the area agencies on aging across the state to provide cost effective community-based services.
- the establishment of local wellness funds, which are locally controlled pools of funds created to support community well-being and clinical prevention efforts that improve health outcomes and reduce the cost of health care.

**Funding**

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

- increased funding for programs and exploration of programs providing services to older adults, individuals with disabilities, veterans and their caregivers, especially services that support individuals continuing to live independently in their homes and communities, including efforts to improve data collection and analysis of cost effectiveness.
- efforts to use state funds for programs that provide prescription drugs more efficiently and effectively, including efforts to increase pricing transparency and reduce the costs of purchasing such prescription drugs to enable associated programs to better serve their growing caseloads
- increasing the appropriations to the State Funding for Senior Services line item in the Long Bill. This includes increasing the continuing appropriation to the Older Coloradans Cash Fund, as well as any additional state general fund monies that might become available. DRCOG specifically supports a stable, long-term funding source that increases to meet the growing need for services, which would provide a level of funding certainty that would improve yearly program planning for needed services.
- action by the General Assembly to fully fund the required share to match federal funds available to the state through the Older Americans Act, including the National Family Caregiver Support Program, so as not to require an increase in the required local share. Such state or local shares or matches should not be required to come from existing program funds. **Similarly, increases in federal funding should not be offset with reductions in state funds.**
• distributing State Funding for Senior Services monies, including the Older Coloradans Cash Fund, using the existing structure created to administer Older Americans Act funds. DRCOG also supports the equitable distribution of federal and state funds to area agencies on aging based on the needs and contribution of each region.

• re-examination of state procedures and distribution formulas for federal and state funds to ensure adequate funds are available to urbanized areas to meet the needs of older adults

Long-term care

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

Housing

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

• increased funding and regulatory changes that improve the availability of supportive services, while maintaining consumer protections for clients and family caregivers
• property tax relief to help reduce a tax liability that especially burdens low-income seniors and older adults on fixed incomes
• policies, programs and services that preserve existing affordable housing stock, promote access to a variety of housing options in diverse geographic locations, and provide consumer protections that enable older adults and individuals with disabilities to age in place

Driver safety and older adults

As individuals age, their ability to drive safely may diminish. However, DRCOG is concerned that addressing this issue solely based on age imposes undue hardships on older residents who can drive safely. When older residents are not allowed to drive, the availability of transportation for medical appointments, grocery shopping and social activities is essential for seniors to maintain independence. DRCOG supports functional assessments of driving ability rather than age cut-off as the basis for imposing limitations on driving by individuals. DRCOG supports adequate funding for providing transportation services for the elderly and individuals with disabilities

ENVIRONMENT

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

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

**Water supply**

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

- collaborative efforts among local governments, water providers and other stakeholders to promote water conservation
- data collection and research to increase understanding of the link between land development and water demand, and best practices to promote the efficient use of water resources across the region
- water resource planning, management and development within the existing constitutional framework and pursuant to the basin roundtables process established in the Colorado Water for the 21st Century Act (HB 05-1177), in which interbasin compacts are negotiated for the equitable distribution of the state’s waters
- water reuse as one component in efforts to meet water supply needs and thus supports efforts to facilitate the reuse of water consistent with Colorado’s constitutional water rights system
- policies and practices that, consistent with local government authority, protect Colorado’s water resources
- the development of Colorado’s Water Plan that emphasizes conservation, storage, drought mitigation and streamlining of the regulatory processes, aligns the state’s various water efforts and provides a benchmark for future collaboration in addressing Colorado’s water supply needs

**Open space**

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

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

**INTERGOVERNMENTAL RELATIONS**

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

**Shared services**

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

**State-regional relations**

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

**Regional service delivery**

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

**DRCOG urges the state, when making funding and programmatic decisions, including creating new programs or changing existing programs, to consider the following principles:**

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

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

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SPECIAL CONSIDERATION

This item concerns Board approval of the Draft 2021 Policy Statement on Federal Legislative Issues.

PROPOSED ACTION/RECOMMENDATIONS

Approval of 2021 Policy Statement on Federal Legislative Issues

ACTION BY OTHERS

N/A

SUMMARY

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

The Draft 2021 Policy Statement on Federal Legislative Issues was provided to Board members for review in the January Board packet. The aging section has been updated to reflect the reauthorization of the Older Americans Act and lessons learned from the COVID-19 pandemic.

Staff also received a request to add the following to the transportation section (Page 10): "Support federal funding for the Front Range Passenger Rail project through a direct appropriation or increased funding to the National Railroad Passenger Corporation (Amtrak) for the project."

Action to approve the document will be requested at the February Board meeting. Board members may make additional changes at that time.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Approve 2021 Policy Statement on Federal Legislative Issues

ATTACHMENTS

Draft 2021 Policy Statement on Federal Legislative Issues (with track changes)

ADDITIONAL INFORMATION

Should you have any questions regarding the draft policy statement, please contact Douglas W. Rex, Executive Director, at (303) 480-6701, or drex@drcog.org; or Rich Mauro, Senior Policy and Legislative Analyst, at (303) 480-6778 or rmauro@drcog.org.
POLICY STATEMENT ON FEDERAL LEGISLATIVE ISSUES 2021

INTRODUCTION

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

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

REGIONAL PLANNING

Comprehensive planning and land use. Although comprehensive planning and land use are primarily matters for local determination and regional coordination, the federal government can play a supportive role in encouraging local and regional efforts through funding, technical assistance and other incentives. DRCOG’s Metro Vision plan represents a shared regional vision for creating sustainable, livable communities that allow people of all ages, incomes and abilities to succeed. Metro Vision further recognizes that the success of the region’s visionary plan requires the coordinated efforts of local, state and federal governments; the business community; and other planning partners, including philanthropic and not-for-profit organizations.

Metro Vision guides DRCOG’s work and establishes shared expectations with our region’s many and various planning partners. The plan outlines broad outcomes, objectives and initiatives established by the DRCOG Board to make life better for the region’s residents. Achieving Metro Vision goals requires coordinated investment in a wide range of planning and implementation activities that transcend traditional funding categories. DRCOG supports those efforts that help the region achieve the shared outcomes described in Metro Vision and encourages federal entities to align their policies and investment decisions to advance regionally determined objectives where appropriate.

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

Outcomes: Efficient and predictable development pattern

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

Outcomes: A connected multimodal region

• The regional transportation system is well-connected and serves all modes of travel.
• The transportation system is safe, reliable and well-maintained.
Outcomes: A safe and resilient built and natural environment

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

Outcomes: Healthy, inclusive and livable communities

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

Outcomes: A vibrant regional economy

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

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

• DRCOG supports improving the coordination of housing, community development, transportation, energy, and environmental policy in the United States; coordinating federal policies and investments to promote sustainable development; and encouraging comprehensive regional planning for livable communities.
• DRCOG supports federal policies and investments that help local governments and the private sector develop successful urban centers, including transit station areas.
• DRCOG supports federal funding, regulatory support and other incentives to bolster local and regional efforts to increase the supply of affordable housing, including housing suitable for fixed-income older adults. Additionally, DRCOG supports effective means to create and maintain supportive services for residents in affordable housing communities.
• DRCOG supports efforts to promote affordable housing options by:
  • Promoting policies and programs that support the creation and maintenance of an adequate supply of affordable rental and ownership options integrated with the community to meet the needs of people of all ages, incomes, and abilities. This should include expansion of the Low-Income Housing Tax Credit, a critical tool for supporting private investment in the production and preservation of affordable housing in the state of Colorado and throughout the country, and efforts to strengthen communities through investments in transportation, economic opportunities, education, health services and other amenities that promote opportunity.
  • Ensuring that renters and homeowners (including manufactured-home owners) have appropriate protections from discrimination and displacement. Policies should emphasize the rights of residents and minimize disparities in treatment under the law, while balancing the rights of property owners.
  • Ensuring that policies, programs and other actions that affect land use and housing support the private and public sectors in providing a variety of housing sizes and types for people of all ages, incomes and abilities.
  • Federal agencies and elected officials should respect and support local and regional plans and land use authority. This includes ensuring funding decisions and the siting of federal and other facilities are consistent with those plans and respect local and regional land use authority. Federal agencies and elected officials also should ensure maximum local and regional participation in those decisions.
  • The federal government should protect open space, including natural habitats, by fully funding the land conservation, preservation and infrastructure improvement trust fund programs and providing
new incentives for land conservation and outdoor recreation opportunities.

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

OLDER ADULTS

Older Americans Act reauthorization and implementation

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

Congress reauthorized the Older Americans Act in 2016, and the act was set to expire in 2019. Although the act was not reauthorized, it remains in effect through a continuing resolution passed by Congress. Reauthorization will be a top priority for 2020. Since the last full reauthorization (2006-2016), the challenges to communities, states and the nation presented by the aging of the population have continued to accelerate across the U.S. but particularly in Colorado.

This critical national issue has continued to put pressure on services, especially the need for more tailored in-home and community-based services, the need for more focused prevention programs, the need for consumer advocacy in long-term care facilities, and increased support for family caregivers. After nearly ten years of advocacy leadership by DRCOG and all members of the Colorado Congressional delegation, the 2020 These issues were not addressed in any substantive way in the 2016 reauthorization. The 2016 reauthorization also only partially addressed the funding imbalances in the existing Older Americans Act funding formula. The so-called “hold harmless” provision now will be phased out with Colorado (and DRCOG) already seeing significantly adjusted increases in funding. It is critical for older adults across the DRCOG area to not have these federal funds offset by reductions in state funding as significant backlogs in providing services currently exist and DRCOG is being asked to provide unprecedented levels of support to older adults in response to COVID-19. Coming reauthorization offers a prime opportunity to modernize and reshape aging services in the U.S. and rebalance the allocation of Older Americans Act funds to the states. Accordingly, DRCOG further adopts the following principles for reauthorization of the Older Americans Act.

Eliminate obsolete funding provisions in the Older Americans Act

DRCOG has expressed concerns that the current funding formula for the Older Americans Act is outdated and unfair, particularly to states with fast-growing older adult populations. The Older Americans Act funding formula generally allocates federal funds to states based on the proportion of older adults in each state. However, the full reauthorization in 2006 included a modified “hold harmless” provision to prevent slow-growing states from falling below their fiscal year 2006 funding levels. The population data used in the funding formula 2006 formula also used population numbers from the 2000 Census, which quickly became outdated after the 2010 Census. Although the data was updated in the full reauthorization that passed in 2016, it will need to be updated again after the 2020 Census. Using the most up-to-date population numbers is critical so that all states receive the full distribution to which they are entitled under the Act. This combination of obsolete data and the hold harmless provision caused Colorado to lose more funding than any other state, during both the annual appropriations as well as in the sequestration cuts in 2012.

The full reauthorization only included a small change to the funding formula in the direction of fairness. All nine members of the Colorado congressional delegation in a bipartisan manner have sent multiple communications to House and Senate leadership and the administration urging them to ensure the next reauthorization of the Older.
Americans Act treats all seniors fairly by eliminating the hold harmless provision. DRCOG appreciates the continued support of the Colorado delegation for this issue.

Encourage meaningful coordination with other systems and programs

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

• Require states, area agencies on aging, Medicaid long-term care agencies and other relevant entities to continue efforts to better coordinate regional and statewide planning of services and programs for seniors.

• Coordinate all federal programs and planning processes that serve older adults, such as Older Americans Act, Medicaid, Fixing America’s Surface Transportation (FAST) Act and Section 202 housing programs.

• Establish new policy and program guidelines to improve coordination and optimize all public and private benefits, services and resources aimed at promoting elder economic security.

• Remove institutional barriers to the coordination of elderly and disabled transportation services by providing the flexibility to allow trips for elderly and non-elderly disabled persons and for meal, medical and personal services to be served by the same provider using a combination of U.S. Department of Health and Human Services and U.S. Department of Transportation funding.

• Avoid shifting the cost burden from cash-strapped programs such as Medicaid to the Older Americans Act programs, simply to bail out those programs.

• Strengthen the collaboration between the area agencies on aging and federal, state and local governments with community-based organizations and national organizations that work with diverse older adults by providing resources, including funding research, programs and training to more effectively respond to changing demographics and target services to those most in need.

Establish a federal services identification database for senior services

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

Maximize flexibility in use of Older Americans Act funds

Most federal funding provided to state and local entities under the federal Older Americans Act is specifically earmarked to particular services. Although all of the Older Americans Act-funded services, such as meals and transportation, are critically important, the area agencies on aging, local governments and service providers are in the best position to assess the specific needs in the local areas. **Funding flexibility to meet local needs has been particularly important to the success of the Aging Network in Colorado in responding to the COVID-19 pandemic.** Increased flexibility in the use of program funds would allow area agencies on aging to better meet the needs of older adults.

• Simplify rules and regulations to allow better coordination of senior services thus enabling area agencies on aging and service providers to more efficiently and effectively use federal funds to address local priorities. This could include the consolidation of certain funding categories to improve administration of the affected programs. For example, the Title III C-1 congregate meal and Title III C-2 home-delivered meal programs could be merged.

• Create flexibility in state- and federally specified allotments of Older Americans Act funds allowing area agencies on aging to use regional priorities to determine funding distributions at the local level, consistent with the goals of the act.
• Set required local match at 10 percent and required state match at 5 percent across all programs of the Older Americans Act. Currently, required local and state funding match percentages vary widely. For example, state/local match for the National Family Caregiver Support Program is 25 percent, while the Nutrition and Supportive Services Programs require a 15 percent state/local match. In some cases, states can completely opt out of providing a state match, as with the National Family Caregiver Support Program.

• Congress and the administration should, in consultation with the states and area agencies on aging, implement the lessons learned from the experience with the pandemic on an ongoing basis.

**Fund aging-related planning for local communities**

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

**Increase federal funding for Older Americans Act programs**

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

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

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

• A balanced approach to addressing the nation’s budget deficits and long-term debt.
• Any approach must protect those older adults in greatest social and economic need by fairly balancing increased revenues and targeted spending reductions and taking no actions that increase economic vulnerability or poverty.
• Significant annual increases in the overall funding for the Older Americans Act programs, which are necessary to catch up with the lag in historical funding. DRCOG supports the position of the National Association of Area Agencies on Aging, which is advocating total funding for Older Americans Act be increased to at least the inflation- and population-adjusted 2010 levels to restore the service capacity of Older Americans Act programs, with special attention to Title III B Supportive Services, Title III E National Family Caregiver Support Program and Title VII State Long-Term Care Ombudsman program, as these programs have had no relief from the sequester.
• Future authorized appropriations at levels adequate to fund all identified needs but at least commensurate with the rates of growth in inflation and the economically and socially needy older
population. Congress also should change budget rules to allow credit for discretionary programs that save money in mandatory programs.

- In general, priority for funding should be given to those Older Americans Act programs and services that:
  - emphasize assisting clients to live in their homes as long and as independently as possible
  - support evidence-based health and wellness programs
  - bridge the gap between community services and health care through programs that promote care transitions and care coordination and encourage community-based service delivery models, including broader experimentation with Accountable Health Communities to integrate social needs in the delivery of health services
  - increase the funding for family caregiver support services (including training, respite care, counseling, and information and assistance) and the continued distribution of these monies through area agencies on aging, which are important to address the growing needs of families who provide extensive care to their loved ones.
  - increase funding for Long-Term Care Ombudsman programs, which are necessary to improve the ability to respond to complaints and safeguard residents' rights

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

As part of the Older Americans Act reauthorization, as well as other federal programs like Medicare Advantage Plans, Congress has allowed for area agencies on aging, outside of the OAA, to engage in private pay, integrated care and other arrangements to expand services. Congress and the administration should incentivize such activities, including funding demonstration projects and evaluations of the benefits of community-based services in improving health care outcomes and reducing care costs should allow for and incentivize citizens and insurance companies to purchase private insurance benefits that would be coordinated with the AAAs across the country to provide low-cost senior services such as Meals on Wheels and trips to the doctor’s office.

**Long-term care facility quality of care**

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

- Federal regulations designed to ensure the quality of care in long-term care facilities are not fully enforced, largely due to inadequate staffing levels in state enforcement agencies. There also are several actions that could be added to the regulations to improve enforcement. These include increased inspections and penalties on long-term care facilities failing to comply with regulations. DRCOG supports such improved enforcement of long-term care regulations and an increase in funding for enforcement actions.

- Most complaints investigated by DRCOG ombudsmen are traceable to staffing issues in the long-term care facilities. The inability to maintain adequate staffing is a critical concern that negatively impacts long-term care facility quality of service. DRCOG supports federal legislation, policies and programs to improve the quality of service in long-term care facilities, including setting minimum staffing levels and providing financial and technical assistance for the recruitment, training and retention of long-term care facility employees.

- Nursing home transparency is an ongoing issue in advocacy for the rights of residents. Occasionally
legislation has been proposed to enhance families’ access to information about the quality of care in nursing homes and improve the government’s ability to ensure quality care and a better-trained staff in those facilities. DRCOG supports legislation that includes stronger disclosure of ownership and control of facilities, better oversight of quality of care indicators, improved consumer information, and an enhanced complaint and penalty process.

**Fund the Elder Justice Act**

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

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

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

**Other health and community services**

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

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

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

- **Prescription medication.** Older adults typically require more medication than younger people. Even with the adoption of a prescription drug benefit under Medicare, the high cost of prescription medication will continue to be a financial hardship for many older adults and federal programs. **DRCOG supports increased prescription drug pricing transparency.**

- **DRCOG supports revisions to the Medicare Part D prescription drug benefit to simplify the application process and coverage offered, as well as cap out-of-pocket costs and address the gaps in coverage to provide a more comprehensive prescription medication benefit for all beneficiaries.**

- **DRCOG supports allowing the federal government to negotiate prescription drug prices for patients using Medicare, Medicaid and other federal programs to lower cost to these critical federal**
programs.

- **DRCOG also encourages the federal government to provide additional funding for area agencies on aging to provide public education, counseling and enrollment assistance for citizens about the Medicare drug program.**

- **Patients’ rights.** Enforceable federal protections in areas including access to care, quality assurance, patient information, grievances and appeals, the doctor-patient relationship and physician treatment decisions are necessary to ensure that quality health care and other services are available to all. **DRCOG supports legislation to protect consumers in managed care plans and other health coverage.**

- **Housing.** The ability to afford to live in a residence independently is a concern of older adults, especially those on fixed incomes. As the Denver metro area has grown and developed, the shortage of affordable housing has become an even more important concern. **DRCOG supports policies and programs designed to support older adults, especially those of low- and moderate-income, and persons with disabilities to live independently in the residence of their choice. This includes policies and programs to:**
  - Encourage the delivery of home- and community-based supportive services to assist older people and persons with disabilities in maintaining independence and actively engaging in their community.
  - Improve home design to promote independence and aging in place, including home modification and repair, appropriate design features in new and rehabilitated housing (through principles such as universal design, visitability, inclusive home design and energy efficiency), and the use of innovative home products.
  - Ensure that policies and funding for housing assistance and preservation programs continue to support residents who choose to remain in their homes as they age and that low- and moderate-income households have access to well-designed, safe, decent, affordable and accessible housing integrated throughout well-designed communities.
  - Promote financial security of housing assets to support the availability of affordable homeownership options, safeguard home equity and promote the innovative use of housing assets to maintain and improve the independence and quality of life of older people.

**TRANSPORTATION**

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

**Funding**

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)-authorized National Surface Transportation Policy and Revenue Study Commission, which released a congressionally mandated report in January of 2008, called for interim investments of at least $225 billion annually over the next 50 years at all levels of government. The February 2009 report of the National Surface Transportation Infrastructure Financing Commission set up under SAFETEA-LU estimated we need to invest at least $200 billion per year at all levels of government to maintain and improve our highways and transit systems. The FAST Act did not meaningfully increase transportation revenues nor provide anywhere near these levels of investment.

DRCOG supported the Fixing America’s Surface Transportation (FAST) Act. However, while the FAST Act provided funding stability and delivery of long-term capital projects, the reauthorization falls short of needed investment in the nation’s infrastructure and did not address a number of other important issues. DRCOG supports the funding principles adopted by the National Surface Transportation Infrastructure Financing Commission, which includes developing a funding and financing framework that:
• Supports a goal of enhancing mobility and accessibility for users of the transportation system,
• Generates sufficient resources to meet national investment needs on a sustainable basis with the aim of closing the funding gap,
• Causes users and all beneficiaries to bear the full cost of using the transportation system to the greatest extent possible,
• Encourages efficient investment in the transportation system,
• Incorporates equity considerations, including but not limited to geography, equity across income groups, population growth, and revenue generation, and
• Synchronizes with other broad public policy objectives (and may include energy independence, environmental protection, and workforce housing).

As Congress and the U.S. Department of Transportation consider additional transportation issues and rulemaking for FAST Act and proposals for infrastructure investment that may come from the new administration, DRCOG will evaluate each for consistency with the following policies.

• DRCOG supports an energy-efficient, environmentally sustainable, multimodal transportation system that ensures America’s economic competitiveness and supports livable communities for its residents.
• DRCOG supports providing additional transportation revenues to accomplish this vision.
• 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).
• Continue and expand funding for transportation projects that improve air quality.
• If the Congress brings back earmarking or modifies any discretionary programs, a number of safeguards should be included: ensure transparency of the earmarking process; fully fund each phase of an earmarked project (no partial funding earmarks should be approved); do not reduce formula funds that would affect projects already in an approved Transportation Improvement Program.
• Provide full-year appropriations at the start of the federal fiscal year to the level of the authorization. Limit the use of short-term continuing resolutions and rescissions. These tactics reduce the flow of or cut into formula funds and negatively impact fiscal constraint, responsible planning, implementation of federal requirements and project continuity.

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

**Short-term**

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

**Long-term**

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

- A national public education program, and
- A national pilot program.

Multimodal solutions

Addressing the nation’s transportation challenges requires investment in a comprehensive, multifaceted approach. The nation will need to implement multimodal alternatives to provide congestion relief, improve air quality, reduce household transportation costs and increase independence for people unable to drive because of age, income or ability. DRCOG’s Metro Vision plan includes targets for reducing vehicle miles traveled and greenhouse gas emissions per capita, traffic fatalities, traffic congestion and single-occupant vehicle mode share.

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

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

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

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

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

Support federal funding for the Front Range Passenger Rail project through a direct appropriation or increased funding to the National Railroad Passenger Corporation (Amtrak) for the project.

Continue to provide federal funding for the FasTracks corridors (over time this could include corridors that have had to be removed from the fiscally constrained regional transportation plan).

Clarify with regard to transit-oriented developments that up to a half-mile from an existing or proposed transit station, parking and transportation infrastructure, transit-oriented development planning, land acquisition and a project or program that supports compact, mixed-use, mixed-income, bicycle/pedestrian friendly development are eligible for federal transportation funding and require that this clarification be incorporated in funding program decisions, and work to identify additional sources of funding.

Incorporate the Partnership for Sustainable Communities’ livability principles into federal policy and investment decisions.
• Improve transportation services for older adults and individuals with disabilities by giving states added flexibility in utilizing their federal funds; enhancing the planning and coordination process; providing technical assistance; and promoting innovative community programs.

• Designate the “Rocky Mountain Corridor” (from Cheyenne, Wyoming, through Colorado to Albuquerque, New Mexico, and the Interstate 70 corridor from Denver International Airport to the Utah border) and the Western Regional Alliance high-speed rail network (to provide high-speed rail connections between Denver, Salt Lake City, Reno, Las Vegas, and Phoenix) as High-Speed Rail Corridors. This action would identify them as having potential for high-speed rail activity and enable these corridors to receive federal funds that might become available for corridor studies of high-speed rail options, development of plans for high-speed rail infrastructure, construction of high-speed rail facilities and highway/rail grade crossing safety improvements.

Metropolitan mobility

Metropolitan areas account for 85.7 percent of the U.S. population and more than 90 percent of employment, income, and production of goods and services (source: U.S. Conference of Mayors, Jan. 20, 2016). Growing congestion and reduced travel reliability, along with deteriorating infrastructure, threaten the ability of regions and the nation to compete globally. Metropolitan areas must play a stronger role in the nation’s transportation programs, both in the authority to direct investment and demonstrate accountability for the system’s performance.

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

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

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

Energy efficiency and environmental sustainability

Transportation plays a key role in achieving energy independence and addressing some of the nation’s environmental concerns. In the United States today, more than 60 percent of every barrel of oil is used by the transportation sector, and transportation sources accounted for 26 percent of total U.S. greenhouse gas emissions in 2016 (source: U.S. Environmental Protection Agency website). The competitiveness of our economy, the health of our citizens and the strength of our
national security depend on reducing our reliance on and consumption of fossil fuels. **DRCOG supports strategies to reduce fossil fuel use and greenhouse gas emissions by the transportation sector.**

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

**Project delivery and planning**

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

**DRCOG supports the following policies that promote efficiency, stability and reliability of funding, project delivery and planning:**

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

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

- The metropolitan planning process establishes a cooperative, continuous and comprehensive framework for making transportation investment decisions in metropolitan areas. In many cases, MPOs provide the only regional, multimodal transportation plans that link transportation to land use, growth and air quality. Through the MPO process, local governments, in cooperation and collaboration with state and local transit operators, determine the best mix of transportation investments to meet the long-term transportation needs of a metropolitan area. This important role must be strengthened to make metropolitan transportation planning successful.
- The FAST Act requires adequate regional financial forecasts be developed with the cooperation and collaboration of the state, MPO and public transit agency for use in preparing transportation plans. However, “collaboration, cooperation and consultation” are poorly defined in the context of developing such financial forecasts. States are given wide discretion in how and when those estimates of revenues are to be provided and allowing for various interpretations of the regulations. **DRCOG supports:**
- Expanding regulations to require all three entities (DRCOG, the Regional Transportation District and
the Colorado Department of Transportation) to agree upon procedures governing the projection of future revenue estimates.

• Requiring all three agencies to agree upon distribution of estimated revenues.
• Establishing an external appeals process to the U.S. Department of Transportation if there is disagreement among the parties regarding estimate procedures and revenues.
• The FAST Act similarly requires cooperative project selection and prioritization for the 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 Department of Transportation and local transit agency, requiring the three entities to cooperatively establish a process for addressing project cost overruns.
  • Requiring revenue suballocation to transportation management areas (MPOs representing populations greater than 200,000) to be based on the total population within the MPO boundary.
  • Establishing a population-based air quality severity formula for suballocating Congestion Mitigation and Air Quality funds within a state and requiring suballocation of Congestion Mitigation and Air Quality funds to non-attainment MPOs representing populations greater than 200,000 on the basis of the total populations within the MPO boundary.
• DRCOG views transportation demand management principles and practices as increasingly important elements of the region’s long-range transportation planning strategy.

ENVIRONMENT

Water conservation. Water is a particularly scarce resource in the Denver region and the western United States, and a key consideration in planning for future growth and development. Recognizing this fact, the DRCOG Board of Directors added a water conservation element to Metro Vision, the Denver region’s long-range plan for growth. The element calls on the region to maximize the wise use of limited water resources through efficient land development and other strategies, and establishes a goal of reducing regional per capita water consumption. DRCOG therefore supports federal policies and investments that contribute to local and regional water conservation 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 to be increased to assist responsible parties in meeting the expanding responsibilities that accompany implementation of a watershed planning and management approach.
• Infrastructure funding. Colorado and the nation are at a critical juncture regarding water and
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 cleanup delays have occurred in our region and elsewhere while parties litigate over responsibility. DRCOG supports federal funding for cleanup activities. DRCOG supports legislation and regulations encouraging parties that have had no prior ownership or responsibility for a site to clean up the site by granting them liability protections under several environmental statutes, including the Superfund law. DRCOG also supports limiting liability when a party has complied with applicable environmental laws at the time of disposal to further the goal of timely and cost-effective cleanup of Superfund sites.

- **Community participation.** Local governments often face significant community and neighborhood concerns regarding contaminated sites. Public involvement in the assessment, planning and cleanup for such sites is an important aspect of efforts to bring these sites to a safe condition. Provisions that assist local governments in establishing and funding formal mechanisms for citizens to participate in the cleanup and land-use decision-making process are appropriate and necessary.

- **Funding for cleanup.** DRCOG is concerned that the federal government not reduce its commitment to assist with clean-up and redevelopment of these sites. DRCOG supports the creation of new mechanisms to fund cleanup to the extent they are sufficient to make significant progress toward the act's goals. Allocation of cleanup costs among responsible parties should be according to the proportion of contamination caused by each.

- **Health risk criteria.** The safety and health of populations exposed to pollution associated with Superfund sites is a primary concern related to potential redevelopment. Health risk-based criteria are necessary to guide these efforts. These criteria must reflect the intended reuse of a site and the risks to special populations including children, the elderly and those already disproportionately exposed to pollution. Risk-based standards specific to Superfund clean-up are needed to promote redevelopment of contaminated sites while protecting human health and the environment.

- **Brownfields.** Redevelopment of brownfields is important for economic development and environmental and public health and safety in many areas within the Denver region. This is a specific issue related to CERCLA that is of particular significance and should be pursued separately, if inaction on the Superfund reauthorization continues. There are approximately 250 brownfields, former industrial and commercial sites, in both urban and rural areas throughout the Denver region. The redevelopment of brownfields is consistent with 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.
To: Chair and Members of the DRCOG Board of Directors

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

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<td>February 17, 2021</td>
<td>Informational Briefing</td>
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SUBJECT
Advanced Mobility Partnership (AMP) annual update

PROPOSED ACTION/RECOMMENDATIONS
N/A

ACTION BY OTHERS
N/A

SUMMARY
The Advanced Mobility Partnership (AMP) was created in late 2019.¹ This partnership was established to support the implementation of the Mobility Choice Blueprint.² Staff from the partner agencies at DRCOG, CDOT, RTD and the Denver Metro Chamber of Commerce have been working alongside stakeholders to begin work on priority tactical actions.³

DRCOG staff will provide an update of AMP work to date.

PREVIOUS DISCUSSIONS/ACTIONS
N/A

PROPOSED MOTION
N/A

ATTACHMENT
Staff Presentation

ADDITIONAL INFORMATION
If you need additional information, please contact Douglas W. Rex, Executive Director, at drex@drcog.org or (303) 480-6701; or Emily Lindsey, Transportation Technology Strategist, at 303-480-5626 or elindsey@drcog.org.

¹ https://advancedmobilitypartnership.org  
² https://advancedmobilitypartnership.org/resource_tax_1/mobility-choice-blueprint/  
³ https://advancedmobilitypartnership.org/resource_tax_1/general-resources/
Annual Update to the DRCOG Board of Directors
February 17, 2021
Mobility Choice Blueprint

1. Collaborative
2. Integrated
3. Regional
Our metropolitan region employs a full array of flexible technology and services to maximize safety and access to mobility choices connecting people of all ages, incomes, and abilities to jobs, recreation, healthcare, amenities, and other daily activities, enhancing and protecting our quality of life now and in the future.
Regional Collaboration

System Optimization

Shared Mobility

Data Security and Sharing

Mobility Electrification

Driverless Vehicle Preparation

New Transportation Funding
Mobility Choice Blueprint (MCB) to the Advanced Mobility Partnership (AMP)

MCB was a collaborative, integrated and regional approach that established a vision and identified tactical actions to proactively plan for transportation technology.

AMP was established in late 2019 for partner agencies and stakeholders to coordinate, collaborate and advance transportation technology in the Denver region in support of the Mobility Choice Blueprint (2019).
AMP was established for **partner agencies** and **stakeholders** to **coordinate, collaborate** and **advance transportation technology** in the Denver region in support of the **Mobility Choice Blueprint** (2019).

Supportive of the AMP, there are two groups to support this mission:

- Executive Committee
- Working Group
General Structure

AMP Executive Committee

Executive Leadership of:

- RTD
- CDOT
- DRCOG
- Denver Metro Chamber of Commerce
- UTAC representative

The AMP Executive Committee determines priorities, forwards policy-level recommendations to the appropriate policy group and directs the AMP Working Group.

AMP Working Group

- Voting members:
  - RTD
  - CDOT
  - DRCOG
  - Denver Metro Chamber of Commerce
  - UTAC representative

- Advisors/ad hoc:
  - local governments
  - TAC representative
  - RTO representative
  - NREL
  - businesses
  - Colorado Smart Cities Alliance
  - others

The AMP Working Group identifies technical and policy issues, researches or solicits solutions, identifies priorities, prepares recommendations, coordinates activities and tracks progress.

Consultation

DRCOG Board of Directors

Regional Transportation District Board

Colorado Department of Transportation Commission

RTD issues

CDOT issues

DRCOG issues

DRCOG Regional Transportation Committee

DRCOG Transportation Advisory Committee

Regional Transportation Operations Working Group

Other entities
Initial Activities

2020
Identify and assemble partners

Identify Working Group **stakeholders**

Conduct initial **outreach and engagement**

Build the **AMP Working Group** network – public and private sector members including partners from organizations like:

- University Transportation Alliance of Colorado
- National Renewable Energy Lab
- DRCOG TAC and RTO reps
- Smart Commute Metro North
- Colorado Smart Cities Alliance
- Ford
- ITS America
- Ride Report
- EasyMile
- Downtown Denver Partnership
- HDR
- E-470 Public Highway Authority
- Parsons
- Federal Highway Administration
- CoPIRG
- Mobility Next
- Populus
- Panasonic
- Regional Air Quality Council
  …and many local governments, including:
- City and County of Denver
- City of Lakewood
- City of Westminster
- City of Centennial
- City of Aurora
- City of Arvada
- City of Golden
- City of Centennial
- City of Lone Tree
- Boulder County
- Douglas County
Build a website
Prioritize the tactical actions
Shared Mobility
- Develop a universal mobility app for trip planning and payment.
- Implement curbside management standards.
- Pilot neighborhood-scale mobility hubs.

System Operations
- Implement transit priority on all major bus corridors.
- Implement smart traffic signal control technology on all major regional arterial corridors.
- Pilot integrated corridor management on ten arterial corridors.
- Coordinate traffic management center systems and operations.

Data and Data Sharing
- Establish a regional mobility data platform.
- Establish data sharing requirements for private sector roadway users.
Develop work plans and next steps

Establish multi-agency, cross-jurisdictional steering committee

Deep Dive: explore tactical actions in our focus area – use MCB info!

Define key terms from the tactical actions for the purpose of these conversations

Estimate resources (staff, funding) needed for each activity – activities might include specific outcomes

Identify activities that support each tactical action (likely will include visioning/planning framework development as first activity)

Discuss key elements that should guide the identification of activities for each tactical action

Prioritize activities, identify next steps

Develop recommended next steps with each focus area Steering Committee

Finalize recommended next steps for AMP Working Group review
At September 2020 AMP Executive Committee meeting, partner agency staff presented AMP Working Group recommendation on next steps.

These are also available in a document, outlining next steps by priority tactical action.

While many initial activities require little investment other than staff time, many of these activities will require investment in the long run.
Other items:

- Initiate work on **priority tactical actions by focus area**
- Working Group continues to serve as a **monthly forum for coordination, briefings and discussion** on transportation technology-related efforts in and around the Denver region and has covered topics like:

  - DRCOG Regional Transportation Operations and Technology Set-Aside
  - CDOT Statewide Electrification Efforts
  - DRCOG Shared Micromobility Efforts
  - Colorado Energy Office Can Do Colorado e-Bike Pilot Program
  - RTD Emerging MaaS Strategy and MOD/MaaS Partnerships
  - CDOT Statewide Micromobility Guide
  - EasyMile Autonomous Transit Connection Project
  - Colorado Smart Cities Alliance Mobility Evolution Initiative
  - Data and Data Sharing Partner Agency Efforts
Interested in participating or learning more?

Reach out to Emily at elindsey@drcog.org
To: Chair and Members of the Board of Directors

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

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<td>February 17, 2021</td>
<td>Informational Item</td>
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**SUBJECT**
February administrative modifications to the *2020-2023 Transportation Improvement Program*.

**PROPOSED ACTION/RECOMMENDATIONS**
No action requested. This item is for information.

**ACTIONS BY OTHERS**
N/A

**SUMMARY**
Per the DRCOG Board-adopted 2020-2023 TIP Policy, administrative modifications to the 2020-2023 TIP are reviewed and processed by staff. Administrative modifications represent revisions to TIP projects that do not require formal action by the DRCOG Board.

After the Board is informed of the administrative modifications, the TIP adjustments are processed and posted on the DRCOG 2020-2023 TIP web page. Then they are emailed to the TIP Notification List, which includes members of the Transportation Advisory Committee, the Regional Transportation Committee, TIP project sponsors, staff of various federal and state agencies, and other interested parties.

The February 2021 administrative modifications are listed and described in the attachment. Highlighted items in the attachment depict project revisions.

**PREVIOUS DISCUSSIONS/ACTIONS**
N/A

**PROPOSED MOTION**
N/A

**ATTACHMENT**
2020-2023 TIP Administrative Modifications (February 2021)

**ADDITIONAL INFORMATION**
If you need additional information, please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or drex@drcog.org; or Todd Cottrell, Senior Planner, at (303) 480-6737 or tcottrell@drcog.org.
To: TIP Notification List

From: Douglas W. Rex, Executive Director

Subject: February 2021 Administrative Modifications to the 2020-2023 Transportation Improvement Program

Date: February 17, 2021

SUMMARY

• Per the DRCOG Board-adopted 2020-2023 TIP Policy, Administrative Modifications to the 2020-2023 TIP are reviewed and processed by staff before presented to the DRCOG Board as an informational item. They are then emailed to the TIP Notification List, and posted on the DRCOG 2020-2023 TIP web page. Administrative Modifications represent minor changes to TIP projects not defined as “regionally significant changes” for air quality conformity findings, or per CDOT definition.

• The TIP Notification List includes the members of the DRCOG Transportation Advisory Committee, the Regional Transportation Committee, TIP project sponsors, staffs of various federal and state agencies, and other interested parties. If you wish to be removed from the TIP Notification List, please contact Todd Cottrell at (303) 480-6737 or via e-mail at tcottrell@drcog.org.

• The projects included through this set of Administrative Modifications are listed below. The attached describes these modifications, with highlighted items depicting project revisions.

PROJECTS TO BE MODIFIED

• 2012-107: Enhanced Mobility for Elderly and Disabled (FTA 5310)
  o Add new pool project and adjust existing pool projects

• New Project: I-70 Corridor: West Metro Bridges
  o New project

• New Project: Region 1 Mobility Hub Pool
  o New pool

• New Project: Autonomous Route Optimization Software
  o New project
2012-107: Add one new pool project and adjust funds and scopes on nine existing pool projects to reflect only FY 21 funds. Overall cost increases by $393,000

Existing

Title: Enhanced Mobility for Elderly and Disabled (FTA 5310)
Project Type: Transit Operational Improvements

Funds will be used for Mobility Management and activities such as purchase of vans and operating assistance for door-to-door service for the elderly and disabled.

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All pool project funding depicts federal and/or state funding only.
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</tr>
<tr>
<td>Via</td>
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<td>$168</td>
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<td>Via</td>
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<td>$418</td>
<td>SRC</td>
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<tr>
<td>Senior Resource Center</td>
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<td>$248</td>
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<td>SRC</td>
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<td>Mobility Management (FY19 Large Urban)</td>
<td>$250</td>
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<tr>
<td>Douglas County</td>
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<td>Continuum of Colorado</td>
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<tr>
<td>Continuum of Colorado</td>
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<td>Continuum of Colorado</td>
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<td>Easter Seals</td>
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<table>
<thead>
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<th>Amounts in $1,000s</th>
<th>Prior Funding</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>Future Funding</th>
<th>Total Funding</th>
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<tr>
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<td>$1,313</td>
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<td>$4,667</td>
<td>$2,643</td>
<td>$2,250</td>
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</tr>
</tbody>
</table>
**New Project:** Add new project for the design of 3 bridges along the western I-70 corridor

**Title:** I-70 Corridor: West Metro Bridges  
**Project Type:** Bridge  
**Sponsor:** CDOT Region 1

**Project Scope:** Design for approximately 3 future bridge reconstruction projects along the I-70 corridor. Specific bridge locations to be determined at a later date.

**Affected Municipality(ies):** Arvada, Denver, Golden, Lakeside, Wheat Ridge  
**Affected County(ies):** Denver, Jefferson

<table>
<thead>
<tr>
<th>Performance Measures</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge Condition</td>
<td>☑</td>
</tr>
<tr>
<td>Congestion</td>
<td></td>
</tr>
<tr>
<td>Freight Reliability</td>
<td></td>
</tr>
<tr>
<td>Pavement Condition</td>
<td>☑</td>
</tr>
<tr>
<td>Safety</td>
<td></td>
</tr>
<tr>
<td>Transit Assets</td>
<td></td>
</tr>
<tr>
<td>Transit Safety</td>
<td></td>
</tr>
<tr>
<td>Travel Time Reliability</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Amounts in $1,000s</th>
<th>Prior Funding</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>Future Funding</th>
<th>Total Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>State (SB267)</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$1,800</td>
</tr>
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</table>
New Project: Add pool for the construction of mobility hubs on and along interstates in CDOT Region 1

**Title:** Region 1 Mobility Hub Pool

**TIP-ID:** Request

**STIP-ID:**

**Project Type:** Multimodal

**Open to Public:**

**Sponsor:** CDOT Region 1

**Project Scope**

Construct mobility hubs on or along interstates in Region 1

**Affected County(ies)**

Regional

**Performance Measures**

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

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

<table>
<thead>
<tr>
<th>Facility Name</th>
<th>Start-At and End-At</th>
<th>Cost (1,000s)</th>
<th>Facility Name</th>
<th>Start-At and End-At</th>
<th>Cost (1,000s)</th>
<th>Start-At and End-At</th>
<th>Cost (1,000s)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
<td></td>
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<tr>
<td></td>
<td>Prior Funding</td>
<td>FY20</td>
<td>FY21</td>
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<td></td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td></td>
<td>Amounts in $1,000s</td>
<td></td>
<td></td>
<td></td>
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<td>$0</td>
<td>$0</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$2,000</td>
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</table>
**New Project:** Add new project for the development of route optimization software for on-demand, accessible transportation

**Title:** Autonomous Route Optimization Software

**Project Type:** Transit Operational Improvements

**Sponsor:** Boulder

**Project Scope**
Develop autonomous route optimization software to provide on-demand, wheelchair-accessible transportation to older adults, people with disabilities, and low-income individuals.

<table>
<thead>
<tr>
<th>Affected Municipality(ies)</th>
<th>Affected County(ies)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boulder</td>
<td>Boulder</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Performance Measures</th>
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</thead>
<tbody>
<tr>
<td>Bridge Condition</td>
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</tr>
<tr>
<td>Congestion</td>
<td>☐</td>
</tr>
<tr>
<td>Freight Reliability</td>
<td>☒</td>
</tr>
<tr>
<td>Pavement Condition</td>
<td>☐</td>
</tr>
<tr>
<td>Safety</td>
<td>☐</td>
</tr>
<tr>
<td>Transit Assets</td>
<td>☒</td>
</tr>
<tr>
<td>Transit Safety</td>
<td>☐</td>
</tr>
<tr>
<td>Travel Time Reliability</td>
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</table>

<table>
<thead>
<tr>
<th>Amounts in $1,000s</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>Future Funding</th>
<th>Total Funding</th>
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<td>$0</td>
<td>$0</td>
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<td>$280</td>
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</tbody>
</table>
To: Chair and Members of the Board of Directors  
From: Douglas W. Rex, Executive Director  
303 480-6701 or drex@drcog.org  

<table>
<thead>
<tr>
<th>Meeting Date</th>
<th>Agenda Category</th>
<th>Agenda Item #</th>
</tr>
</thead>
<tbody>
<tr>
<td>February 17, 2021</td>
<td>Informational Item</td>
<td>16</td>
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</table>

**SUBJECT**  
Metro Vision performance measure 2019 status update

**PROPOSED ACTION/RECOMMENDATIONS**  
No action is requested. This item is for information only.

**ACTION BY OTHERS**  
N/A

**SUMMARY**  

**Background**  
The DRCOG Board of Directors unanimously adopted Metro Vision, the region’s aspirational plan for the future, in January 2017. The plan includes 16 performance measures. Each measure includes 1) a baseline observation and 2) a 2040 target. The performance measures help track the region’s progress toward the shared outcomes identified in Metro Vision (see page 10):

“Measures help to verify whether the shared actions of planning partners, including local governments, are moving the region toward desired outcomes. Measures are not intended to judge the performance of individual jurisdictions or projects.”

**2019 measure status**  
The attached staff presentation provides 2019 observations of performance measure data. Metro Vision performance measures rely on regularly updated data from reliable sources.

The region is on track or ahead of schedule to meet eight of the 16 targets for 2040; the region is behind schedule on seven measures. Staff is unable to make a status determination on one measure due to lack of data from a third-party source.

<table>
<thead>
<tr>
<th>Ahead of schedule</th>
<th>On track</th>
<th>Behind schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Measures ahead of pace</td>
<td>Measures on pace</td>
<td>Urban center housing</td>
</tr>
<tr>
<td>needed to achieve 2040</td>
<td>needed to achieve 2040</td>
<td></td>
</tr>
<tr>
<td>target</td>
<td>target</td>
<td></td>
</tr>
<tr>
<td>Travel time variation</td>
<td>Regional population-weighted density</td>
<td></td>
</tr>
<tr>
<td>Daily person delay per capita</td>
<td>Protected open space</td>
<td></td>
</tr>
<tr>
<td>Housing in high-risk hazard areas</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional employment</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Housing near high-frequency or rapid transit</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional employment</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employment near high-frequency or rapid transit</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The table above lists the measures that are ahead of schedule, on track, and behind schedule for the year 2040.
Measures behind pace needed to achieve 2040 target

<table>
<thead>
<tr>
<th>Urban center employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-single-occupant vehicle travel</td>
</tr>
<tr>
<td>Vehicle miles traveled per capita</td>
</tr>
<tr>
<td>Traffic fatalities</td>
</tr>
<tr>
<td>Surface transportation greenhouse gas emissions per capita</td>
</tr>
<tr>
<td>Employment in high-risk hazard areas</td>
</tr>
</tbody>
</table>

**No determination**

Measures with data limitations preventing status determination

Residents living in locations affordable to the typical household (housing + transportation costs)

Please note that more information on the status of these measures will be posted on the Metro Vision website, replacing last year’s status report: [https://metrovision.drcog.org/in_practice/performance_measures](https://metrovision.drcog.org/in_practice/performance_measures).

**Desire for more information on 2020**

To provide uniform coverage across the region for performance measurement, DRCOG relies on a variety of data sources that may lag for collection, compilation, standardization or other unique reasons. Data reflecting the effects of the pandemic and resulting stay-at-home orders on these measures is not immediately available.

However, per *Metro Vision* (p. 18), “DRCOG will continue to research and share data and information that may illustrate progress toward shared outcomes.” Please continue to look for more information about the effect of COVID-19 in the Denver Region Data Brief series.

**PREVIOUS DISCUSSIONS/ACTIONS**

| May 20, 2020 – Metro Vision performance measure 2018 status update |
| May 15, 2019 – Amendments to Metro Vision (amending baseline and target for protected open space, housing in high-risk hazard areas and person delay) |
| October 17, 2018 – Metro Vision performance measure status update |
| April 18, 2018 – Amendments to Metro Vision (amending baseline and target for housing and employment near high-frequency or rapid transit) |

**PROPOSED MOTION**

N/A

**ATTACHMENT**

1. Staff presentation
2. Link: Metro Vision measure documentation

**ADDITIONAL INFORMATION**

If you need additional information please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or drex@drcog.org; or Brad Calvert, Director, Regional Planning and Development, at (303) 480-6839 or bpcalvert@drcog.org; or Andy Taylor, Manager, Regional Planning at (303) 480-5636 or ataylor@drcog.org.
METRO VISION
PERFORMANCE MEASURES

Status Update

Andy Taylor
Manager, Regional Planning
How will we know if we are achieving the results we want?
Metro Vision measures:

1. help to **verify whether the shared actions** of planning partners, including local governments, **are moving the region toward desired outcomes**

2. are **not intended to judge the performance of individual jurisdictions or projects**
Three quick disclaimers:

1. Path between 2014 and 2040 not likely to be a straight line

2. Limited observations $\rightarrow$ limited ability to extrapolate

3. All observations are pre-pandemic
<table>
<thead>
<tr>
<th>Status</th>
<th>Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ahead of schedule</td>
<td>Travel time variation, Person delay, Housing in high-risk hazard areas, Regional employment, Housing near high-frequency or rapid transit, Employment near high-frequency or rapid transit</td>
</tr>
<tr>
<td>On track</td>
<td>Regional population-weighted density, Protected open space</td>
</tr>
<tr>
<td>Behind schedule</td>
<td>Urban center housing, Urban center employment, Non-single-occupant vehicle travel, Vehicle miles traveled, Traffic fatalities, Surface transportation greenhouse gas emissions, Employment in high-risk hazard areas</td>
</tr>
<tr>
<td>No determination</td>
<td>Residents living in locations affordable to the typical household (housing + transportation costs)</td>
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</table>
## Measure status

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<td>Baseline</td>
<td>1</td>
</tr>
<tr>
<td>Year 2</td>
<td>2</td>
</tr>
<tr>
<td>Year 3</td>
<td>3</td>
</tr>
<tr>
<td>…</td>
<td>…</td>
</tr>
<tr>
<td>2040 Target</td>
<td>50</td>
</tr>
</tbody>
</table>
Behind schedule

<table>
<thead>
<tr>
<th>Year</th>
<th>Observation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>10.0%</td>
</tr>
<tr>
<td>2015</td>
<td>10.2%</td>
</tr>
<tr>
<td>2016</td>
<td>10.7%</td>
</tr>
<tr>
<td>2017</td>
<td>10.4%</td>
</tr>
<tr>
<td>2018</td>
<td>11.7%</td>
</tr>
<tr>
<td>2019</td>
<td>11.6%</td>
</tr>
<tr>
<td>…</td>
<td>…</td>
</tr>
<tr>
<td>2040 Target</td>
<td>25.0%</td>
</tr>
</tbody>
</table>

Share (%) of total housing units in urban centers

Back to “Metro Vision performance measure status”
### URBAN CENTER EMPLOYMENT

#### Behind schedule

<table>
<thead>
<tr>
<th>Year</th>
<th>Observation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014*</td>
<td>37.0%</td>
</tr>
<tr>
<td>2015*</td>
<td>36.8%</td>
</tr>
<tr>
<td>2016*</td>
<td>36.5%</td>
</tr>
<tr>
<td>2017*</td>
<td>35.8%</td>
</tr>
<tr>
<td>2018*</td>
<td>37.3%</td>
</tr>
<tr>
<td>2019</td>
<td>37.8%</td>
</tr>
<tr>
<td>...</td>
<td>...</td>
</tr>
<tr>
<td>2040 Target</td>
<td>50.0%</td>
</tr>
</tbody>
</table>

* - updated share using new employment data standard

---

**Share (%) of total employment in urban centers**

![Chart showing share of employment in urban centers from 2010 to 2040]

Back to “Metro Vision performance measure status”
REGIONAL POPULATION-WEIGHTED DENSITY

On track

<table>
<thead>
<tr>
<th>Year</th>
<th>Observation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014*</td>
<td>4,850</td>
</tr>
<tr>
<td>2015*</td>
<td>4,930</td>
</tr>
<tr>
<td>2016*</td>
<td>4,980</td>
</tr>
<tr>
<td>2017*</td>
<td>5,022</td>
</tr>
<tr>
<td>2018*</td>
<td>5,063</td>
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<tr>
<td>2019*</td>
<td>5,087</td>
</tr>
<tr>
<td>...</td>
<td>...</td>
</tr>
<tr>
<td>2040 Target</td>
<td>6,060 (25% increase)</td>
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</table>

* - reflects five-year window of survey data ending in year shown

Back to “Metro Vision performance measure status”
NON-SINGLE-OCCUPANT VEHICLE TRAVEL

<table>
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<tr>
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<tbody>
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<td>2014*</td>
<td>25.1%</td>
</tr>
<tr>
<td>2015*</td>
<td>24.8%</td>
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<tr>
<td>2016*</td>
<td>25.1%</td>
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<tr>
<td>2017*</td>
<td>25.3%</td>
</tr>
<tr>
<td>2018*</td>
<td>25.2%</td>
</tr>
<tr>
<td>2019*</td>
<td>25.7%</td>
</tr>
<tr>
<td>…</td>
<td>…</td>
</tr>
<tr>
<td>2040 Target</td>
<td>35.0%</td>
</tr>
</tbody>
</table>

* - reflects five-year window of survey data ending in year shown

Behind schedule

Back to “Metro Vision performance measure status”
### VEHICLE MILES TRAVELED (VMT)

#### Behind schedule

<table>
<thead>
<tr>
<th>Year</th>
<th>Observation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>25.2</td>
</tr>
<tr>
<td></td>
<td>...</td>
</tr>
<tr>
<td>2014</td>
<td>24.5</td>
</tr>
<tr>
<td>2015</td>
<td>25.0</td>
</tr>
<tr>
<td>2016</td>
<td>25.5</td>
</tr>
<tr>
<td>2017</td>
<td>25.6</td>
</tr>
<tr>
<td>2018</td>
<td>25.7</td>
</tr>
<tr>
<td>2019</td>
<td>25.4</td>
</tr>
<tr>
<td>2040 Target</td>
<td>10% decrease</td>
</tr>
</tbody>
</table>

Back to “Metro Vision performance measure status”
## TRAVEL TIME VARIATION

### Ahead of schedule

<table>
<thead>
<tr>
<th>Year</th>
<th>Observation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>1.22</td>
</tr>
<tr>
<td>2015</td>
<td>1.24</td>
</tr>
<tr>
<td>2016</td>
<td>1.21</td>
</tr>
<tr>
<td>2017</td>
<td>1.22</td>
</tr>
<tr>
<td>2018</td>
<td>1.22</td>
</tr>
<tr>
<td>2019</td>
<td>1.22</td>
</tr>
<tr>
<td>…</td>
<td>…</td>
</tr>
<tr>
<td>2040 Target</td>
<td>Less than 1.30</td>
</tr>
</tbody>
</table>

### Average ratio of peak period to off-peak travel time

- **2010**
- **2015**
- **2020**
- **2025**
- **2030**
- **2035**
- **2040**

Back to “Metro Vision performance measure status”
### PERSON DELAY

#### Ahead of schedule

<table>
<thead>
<tr>
<th>Year</th>
<th>Observation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>5.7</td>
</tr>
<tr>
<td>2017</td>
<td>6.3</td>
</tr>
<tr>
<td>2018</td>
<td>5.8</td>
</tr>
<tr>
<td>2019</td>
<td>5.8</td>
</tr>
<tr>
<td>…</td>
<td>…</td>
</tr>
<tr>
<td>2040 Target</td>
<td>Less than 10</td>
</tr>
</tbody>
</table>

**Graph:**

- **X-axis:** Year (2010, 2015, 2020, 2025, 2030, 2035, 2040)
- **Y-axis:** Minutes delay per capita per day (0, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10)

**Legend:**
- Blue dots and line indicating data trend from 2010 to 2020.
- Orange squares indicating data points from 2010 to 2015.

**Note:**
- The data shows a trend of minutes delay per capita per day from 2010 to 2040, with a target of less than 10 minutes by 2040.
## Traffic Fatalities

### Behind Schedule

<table>
<thead>
<tr>
<th>Year</th>
<th>Observation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>185</td>
</tr>
<tr>
<td>2015</td>
<td>238</td>
</tr>
<tr>
<td>2016</td>
<td>282</td>
</tr>
<tr>
<td>2017</td>
<td>266</td>
</tr>
<tr>
<td>2018</td>
<td>242</td>
</tr>
<tr>
<td>2019</td>
<td>270</td>
</tr>
<tr>
<td>…</td>
<td>…</td>
</tr>
<tr>
<td>2040 Target</td>
<td>Less than 100</td>
</tr>
</tbody>
</table>

### Graph

![Graph showing traffic fatalities from 1980 to 2040](image)

- **1980** to **2000**: Data points indicating a declining trend in fatalities.
- **2010** to **2040**: Projections with a target of less than 100 fatalities by 2040.

---

*Back to “Metro Vision performance measure status”*
## SURFACE TRANSPORTATION GREENHOUSE GAS

### Behind schedule

<table>
<thead>
<tr>
<th>Year</th>
<th>Observation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>26.1</td>
</tr>
<tr>
<td>2015</td>
<td>25.2</td>
</tr>
<tr>
<td>…</td>
<td>…</td>
</tr>
<tr>
<td>2040 Target</td>
<td>60% decrease</td>
</tr>
</tbody>
</table>

**2018 model run**

**Year Observation**
- 2010: 26.1
- 2015: 25.2
- 2040 Target: 60% decrease

- Pounds of carbon dioxide equivalent GHG emissions per capita per day

Back to “Metro Vision performance measure status”
### PROTECTED OPEN SPACE

**On track**

<table>
<thead>
<tr>
<th>Year</th>
<th>Observation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>1,724</td>
</tr>
<tr>
<td>2015</td>
<td>1,737</td>
</tr>
<tr>
<td>2016</td>
<td>1,743</td>
</tr>
<tr>
<td>2017</td>
<td>1,750</td>
</tr>
<tr>
<td>2018</td>
<td>1,763</td>
</tr>
<tr>
<td>2019</td>
<td>1,768</td>
</tr>
<tr>
<td>…</td>
<td>…</td>
</tr>
<tr>
<td>2040 Target</td>
<td>1,980</td>
</tr>
</tbody>
</table>

Back to “Metro Vision performance measure status”
## Ahead of schedule

<table>
<thead>
<tr>
<th>Year</th>
<th>Observation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>1.07%</td>
</tr>
<tr>
<td>2015</td>
<td>1.03%</td>
</tr>
<tr>
<td>2016</td>
<td>1.07%</td>
</tr>
<tr>
<td>2017</td>
<td>0.93%</td>
</tr>
<tr>
<td>2018</td>
<td>0.94%</td>
</tr>
<tr>
<td>2019</td>
<td>0.92%</td>
</tr>
<tr>
<td>…</td>
<td>…</td>
</tr>
<tr>
<td>2040 Target</td>
<td>Less than 1.0%</td>
</tr>
</tbody>
</table>

![Graph showing the share (%) of total housing units](image)

Back to “Metro Vision performance measure status”
## EMPLOYMENT IN HIGH-RISK HAZARD AREAS

### Behind schedule

<table>
<thead>
<tr>
<th>Year</th>
<th>Observation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014*</td>
<td>2.91%</td>
</tr>
<tr>
<td>2015*</td>
<td>3.05%</td>
</tr>
<tr>
<td>2016*</td>
<td>3.04%</td>
</tr>
<tr>
<td>2017*</td>
<td>2.89%</td>
</tr>
<tr>
<td>2018*</td>
<td>2.86%</td>
</tr>
<tr>
<td>2019</td>
<td>3.02%</td>
</tr>
<tr>
<td>…</td>
<td>…</td>
</tr>
<tr>
<td>2040 Target</td>
<td>Less than 2.5%</td>
</tr>
</tbody>
</table>

* - updated share using new employment data standard

Back to “Metro Vision performance measure status”
### HOUSING + TRANSPORTATION COSTS

#### No determination

<table>
<thead>
<tr>
<th>Year</th>
<th>Observation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>41%</td>
</tr>
<tr>
<td>2015</td>
<td>44%</td>
</tr>
<tr>
<td>...</td>
<td>...</td>
</tr>
<tr>
<td>2040 Target</td>
<td>50%</td>
</tr>
</tbody>
</table>

The chart illustrates the share (%) of population living in areas with housing and transportation affordable to the typical household.

Back to “Metro Vision performance measure status”
### Ahead of schedule

<table>
<thead>
<tr>
<th>Year</th>
<th>Observation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>1.87</td>
</tr>
<tr>
<td>2015</td>
<td>1.94</td>
</tr>
<tr>
<td>2016</td>
<td>1.99</td>
</tr>
<tr>
<td>2017</td>
<td>2.03</td>
</tr>
<tr>
<td>2018</td>
<td>2.09</td>
</tr>
<tr>
<td>2019</td>
<td>2.14</td>
</tr>
<tr>
<td>…</td>
<td>…</td>
</tr>
<tr>
<td>2040 Target</td>
<td>2.68</td>
</tr>
</tbody>
</table>

#### Metro Vision performance measure status
**HOUSING NEAR TRANSIT**

**Ahead of schedule**

<table>
<thead>
<tr>
<th>Year</th>
<th>Observation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>14.0%</td>
</tr>
<tr>
<td>2015</td>
<td>13.8%</td>
</tr>
<tr>
<td>2016</td>
<td>16.1%</td>
</tr>
<tr>
<td>2017</td>
<td>16.2%</td>
</tr>
<tr>
<td>2018</td>
<td>16.5%</td>
</tr>
<tr>
<td>2019</td>
<td>17.3%</td>
</tr>
<tr>
<td>…</td>
<td>…</td>
</tr>
<tr>
<td>2040 Target</td>
<td>20.0%</td>
</tr>
</tbody>
</table>

- Share (%) of total housing units near high frequency or rapid transit

Back to “Metro Vision performance measure status”
### EMPLOYMENT NEAR TRANSIT

#### Ahead of schedule

<table>
<thead>
<tr>
<th>Year</th>
<th>Observation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014*</td>
<td>32.7%</td>
</tr>
<tr>
<td>2015*</td>
<td>32.3%</td>
</tr>
<tr>
<td>2016*</td>
<td>35.4%</td>
</tr>
<tr>
<td>2017*</td>
<td>35.8%</td>
</tr>
<tr>
<td>2018*</td>
<td>36.1%</td>
</tr>
<tr>
<td>2019</td>
<td>37.5%</td>
</tr>
<tr>
<td>…</td>
<td>…</td>
</tr>
<tr>
<td>2040 Target</td>
<td>45.0%</td>
</tr>
</tbody>
</table>

* - updated share using new employment data standard

![Graph showing share (% of total employment near high frequency or rapid transit)](image-url)

Back to “Metro Vision performance measure status”
QUESTIONS?

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