

Board Officers

Sue Horn, Chair
Jack Hilbert, Vice Chair
Rachel Zenzinger, Secretary
Jackie Millet, Treasurer
Dennis McCloskey, Immediate Past Chair
Jennifer Schaufele, Executive Director

AGENDA
BOARD OF DIRECTORS
→ WEDNESDAY, JULY 17, 2013 ←
6:30 P.M.
1290 Broadway
First Floor Independence Pass Conference Room

1. 6:30 Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of New Members and Alternates
4. *Motion to Approve Agenda

PUBLIC HEARING

5. 6:35 Public Hearing on Cycle 1, 2013 proposed amendments to the 2035 Metro Vision Plan, the 2035 Metro Vision Regional Transportation Plan, and associated air quality conformity determinations
(Attachment A)
6. 6:55 Report of the Chair
 - Report on Regional Transportation Committee
7. 7:00 Report of the Executive Director
8. 7:05 Public Comment

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

***Motion Requested**

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

Disabled attendees are asked to notify DRCOG at least 48 hours in advance of the need for auxiliary aids or services.

We make life better!



CONSENT AGENDA

9. 7:45 *Move to Approve Consent Agenda
- Minutes of May 15, 2013
(Attachment B)
 - A resolution adopting the 2014/2015 Unified Planning Work Program
(Attachment C) Jennifer Schaufele, Executive Director
 - A resolution amending the 2012-2017 Transportation Improvement Program
(Attachment D) Jennifer Schaufele, Executive Director

ACTION AGENDA

10. 8:00 *Move to approve appointments and reappointments to the Metro Vision Issues Committee (MVIC) in accordance with the committee guidelines established by the Board
(Attachment E) Jennifer Schaufele, Executive Director
11. 8:05 * Move to approve a resolution replacing the requirement for an Annual Review of FasTracks with the requirement for a FasTracks SB-208 Change Report
(Attachment F) Jennifer Schaufele, Executive Director

INFORMATIONAL BRIEFINGS

12. 8:20 Annual Report on Traffic Congestion
(Attachment G) Jennifer Schaufele, Executive Director
13. 8:25 Committee Reports
- A. Report on State Transportation Advisory Committee – Beth Humenik
 - B. Report from Metro Mayors Caucus – Doug Tisdale
 - C. Report from Metro Area County Commissioners– Don Rosier
 - D. Report from Advisory Committee on Aging – Cliff Mueller
 - E. Report from Regional Air Quality Council – Joyce Thomas/Jackie Millet
 - F. Report on Metro Vision Implementation Task Force – Jim Taylor
 - G. Report on E-470 Authority – Ron Rakowsky

INFORMATIONAL ITEMS

14. Draft minutes of the June 26, 2013 Administrative Committee meeting
(Attachment H)
15. Draft summary of the June 3, 2013 Metro Vision Issues Committee meeting
(Attachment I)

INFORMATIONAL ITEMS (cont.)

- 16. Written update on key projects
(Attachment J)

- 17. Relevant clippings and other communications of interest
(Attachment K)
Included in this section of the agenda packet are news clippings which specifically mention DRCOG. Also included are selected communications that have been received about DRCOG staff members.

ADMINISTRATIVE ITEMS

- 18. **Next Meeting – August 21, 2013**
- 19. Other Matters by Members
- 20. 8:40 Adjournment

CALENDAR OF FUTURE MEETINGS

July 2013

16	Regional Transportation Committee	8:30 a.m.
17	Administrative Committee	5:30 p.m.
	Board of Directors	6:30 p.m.
19	Advisory Committee on Aging	Noon – 3 p.m.
22	Transportation Advisory Committee	1:30 p.m.

August 2013

7	Metro Vision Issues Committee	4 p.m.
16	Advisory Committee on Aging	Noon – 3 p.m.
20	Regional Transportation Committee	8:30 a.m.
21	Administrative Committee	5:30 p.m.
	Board of Directors	6:30 p.m.
26	Transportation Advisory Committee	1:30 p.m.

September 2013

4	Metro Vision Issues Committee	4 p.m.
17	Regional Transportation Committee	8:30 a.m.
18	Administrative Committee	5:30 p.m.
	Board of Directors	6:30 p.m.
20	Advisory Committee on Aging	Noon – 3 p.m.
23	Transportation Advisory Committee	1:30 p.m.

Acronym List

* Denotes DRCOG Program, Committee or Report

AAA	Area Agency on Aging	MOU	Memorandum of Understanding
AASHTO	American Association of State Highway and Transportation Officials	MPO	Metropolitan Planning Organization*
ADA	Americans with Disability Act of 1990	MSA	Metropolitan Statistical Area
AMPO	Association of Metropolitan Planning Organizations	MVIC	Metro Vision Issues Committee*
APA	American Planning Association	MVITF	Metro Vision Implementation Task Force
APCD	Air Pollution Control Division	MVPAC	Metro Vision Planning Advisory Committee
AQCC	Air Quality Control Commission	NAAQS	National Ambient Air Quality Standards
ARRA	American Recovery and Reinvestment Act	NARC	National Association of Regional Councils
BMPs	Best Management Practices	NEPA	National Environmental Policy Act
CAAA	Clean Air Act Amendments	NFRMPO	North Front Range Metropolitan Planning Organization
CAC	Citizens Advisory Committee	NFRQPA	North Front Range Water Quality Planning Association
CARO	Colorado Association of Regional Organizations	NHS	National Highway System
CBD	Central Business District	NOx	Nitrogen oxides
CCI	Colorado Counties, Inc.	NWCCOG	Northwest Colorado Council of Governments
CDPHE	Colorado Department of Public Health and Environment	O&M	Operations and Maintenance
CDOT	Colorado Department of Transportation	O ₃	Ozone
CFR	Code of Federal Regulations	PM _{2.5}	Particulates or fine dust less than 2.5 microns in size
CMAQ	Congestion Mitigation/Air Quality	PM ₁₀	Particulates or fine dust less than 10 microns in size
CMAQ	Coalition for Mobility and Air Quality	PnR	park-n-Ride
CML	Colorado Municipal League	PPACG	Pikes Peak Area Council of Governments
CMS	Congestion Management System	RAQC	Regional Air Quality Council
CO	Carbon monoxide	RFP	Request for Proposal
CWA	Clean Water Act	RFQ	Request for Qualifications
CWP	Clean Water Plan*	RMRA	Rocky Mountain Rail Authority
DBE	Disadvantaged Business Enterprise	ROD	Record of Decision
DEIS	Draft Environmental Impact Statement	ROW	Right-of-way
DMCC	Denver Metro Chamber of Commerce	RPP	Regional Priorities Program
DoLA	Colorado Department of Local Affairs and Development	RSA	Regional Statistical Area*
DOT	Department of Transportation (U.S.)	RTC	Regional Transportation Committee*
DRCOG	Denver Regional Council of Governments	RTD	Regional Transportation District
DRMAC	Denver Regional Mobility and Access Council	RTP	Regional Transportation Plan*
DUS	Denver Union Station	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
E&D	Elderly and Disabled	SB	Senate Bill
EA	Environmental Assessment	SCI	Sustainable Communities Initiative
EIS	Environmental Impact Statement	SIP	State Implementation Plan for Air Quality
EPA	Environmental Protection Agency	SOV	Single-occupant Vehicle
FAA	Federal Aviation Administration	STAC	State Transportation Advisory Committee
FCC	Federal Communications Commission	STIP	State Transportation Improvement Program
FEIS	Final Environmental Impact Statement	STP	Surface Transportation Project (STP-Metro, STP-Enhancement)
FEMA	Federal Emergency Management Agency	TAC	Transportation Advisory Committee*
FHWA	Federal Highway Administration	TAZ	Traffic Analysis Zone
FIRE	Firefighter Intra-regional Recruitment & Employment*	TCM	Transportation Control Measures
FONSI	Finding of No Significant Impact	TDM	Transportation Demand Management
FRA	Federal Railroad Administration	TEA-21	1998 Transportation Equity Act for the 21 st Century
FTA	Federal Transit Administration	TIP	Transportation Improvement Program*
FY	Fiscal Year – DRCOG (Jan. 1 to Dec. 31) (Colorado Jul. 1 to Jun. 30)	TLRC	Transportation Legislative Review Committee
GIS	Geographic Information System	TMA	Transportation Management Area
HB	House Bill	TMO/TMA	Transportation Management Organization/Transportation Management Agency
HC	Hydrocarbons	TMDL	Total Maximum Daily Load
HOT Lanes	High-occupancy Toll Lanes	TOD	Transit Oriented Development
HOV	High-occupancy Vehicle	TPR	Transportation Planning Region
HUTF	Highway Users Trust Fund	TSM	Transportation System Management
IGA	Intergovernmental Agreement	TSSIP	Traffic Signal System Improvement Program
ICMA	International City Management Association	UGB/A	Urban Growth Boundary/Area
ISDS	Individual Sewage Disposal System	UPWP	Unified Planning Work Program
IPA	Integrated Plan Assessment*	V/C	Volume-to-capacity ratio
ISTEA	Intermodal Surface Transportation Efficiency Act	VMT	Vehicle Miles of Travel
ITE	Institute of Traffic Engineers	VOC	Volatile Organic Compounds
ITS	Intelligent Transportation System	WHSRA	Western High Speed Rail Authority
JARC	Job Access/Reverse Commute	WQCC	Water Quality Control Commission
LOS	Level of Service	WQCD	Water Quality Control Division (CDPHE)
LRT	Light Rail Transit		
MAP-21	Moving Ahead for Progress in the 21st Century		
MIS	Major Investment Study		
MOA	Memorandum of Agreement		

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
July 17, 2013	Public Hearing	5

SUBJECT

Twice a year the Board considers amendments to the currently adopted [Metro Vision Regional Transportation Plan \(2035 MVRTP\)](#). Staff will brief the Board on the second set of 2013 proposed amendments. The briefing will be followed by a public hearing on the amendments and the associated air quality conformity documents.

PROPOSED ACTION/RECOMMENDATIONS

No action at this time; this is a public hearing, but the Board will act on the proposed amendments at their August 2013 meeting.

ACTION BY OTHERS

N/A

SUMMARY

Federal transportation planning requirements mandate before regionally significant transportation projects (e.g., one or more new lane miles or a new interchange) can be constructed, they must be identified in the region's currently adopted fiscally-constrained plan (*Metro Vision Regional Transportation Plan (2035 MVRTP)*).

The proposed [amendments](#) to the current plan, 2035 MVRTP, include:

- Changing the network staging period for the construction of the segment of the North Metro Rail Line from the National Western Stock Show station to the 72nd Avenue station from 2025-2035 to 2015-2024.
- Adding a non-FasTracks-funded station, to be known as Aviation Station, on the East Rail Line at 61st Avenue and Peña Boulevard. It would open concurrently with the East Rail Line in 2016.

The [Summary Document for the Public Hearing](#) further describes each of the proposed 2035 MVRTP amendments.

Also in accordance with federal transportation planning requirements, the amended roadway and transit networks have been modeled for air quality conformity and the results were used by the state Air Pollution Control Division to calculate pollutant emissions. All pollutant emission tests were passed, as shown in the air quality conformity documents ([DRCOG CO and PM10 Conformity Determination](#) and [Denver Southern Subarea 8-hour Ozone Conformity Determination](#)).

Public Hearing on Cycle 1, 2013 proposed amendments to the 2035 Metro Vision Plan,
the 2035 Metro Vision Regional Transportation Plan, and associated air quality
conformity determinations
July 17, 2013
Page 2

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ADDITIONAL INFORMATION

For additional information, please contact Jennifer Schaufele, Executive Director, at
303-480-6701 or jschaufele@drcog.org or Jacob Riger, Transportation Planning
Coordinator at 303-480-6751 or jriger@drcog.org

ATTACH B

MINUTES
BOARD OF DIRECTORS
WEDNESDAY, MAY 15, 2013

Members/Alternates Present

Sue Horn, Chair	Town of Bennett
Elise Jones	Boulder County
Dennis McCloskey	City & County of Broomfield
Rocky Piro (Alternate)	City & County of Denver
Robin Kniech (Alternate)	City & County of Denver
Jack Hilbert	Douglas County
Connie McLain	Gilpin County
Renie Peterson (Alternate)	City of Aurora
KC Becker	City of Boulder
Anne Justen	Town of Bow Mar
Cynthia Martinez	City of Brighton
Cathy Noon	City of Centennial
Doug Tisdale	City of Cherry Hills Village
Jim Benson	City of Commerce City
Mark Gruber	Town of Erie
Joyce Thomas	City of Federal Heights
Amy Schiers	Town of Frederick
Marjorie Sloan	City of Golden
Ron Rakowsky	City of Greenwood Village
Adam Paul	City of Lakewood
Jim Taylor	City of Littleton
Jackie Millet	City of Lone Tree
Katie Witt	City of Longmont
Hank Dalton	City of Louisville
Julie Van Domelen	Town of Lyons
Ursula Morgan	Town of Mead
Joe Gierlach	Town of Nederland
Joyce Downing	City of Northglenn
John Diak	Town of Parker
Cliff Mueller	City of Sheridan
Fred Lyssy	Town of Silver Plume
Debra Williams	Town of Superior
Val Vigil	City of Thornton
Nancy McNally	City of Westminster
Joyce Jay	City of Wheat Ridge
Debra Perkins Smith	Colorado Department of Transportation
Simon Tafoya	Office of the Governor

Others Present: Jennifer Schaufele, Executive Director, Connie Garcia, Executive Assistant/Board Coordinator, DRCOG; Mac Callison, Aurora; Sharon Richardson, Federal Heights; Brad Wiesley, Lafayette; Tom Quinn, Lakewood; Phil Cernanec, Littleton; Sandy Banta, Lyons; Sandy Pennington, Superior; Beth Martinez Humenik, Gene Putman, Thornton;

Jeff Sudmeier, Rebecca White, Dan Hermann, CDOT; Danny Tomlinson, George Dibble, Tomlinson & Assoc.; and DRCOG staff.

Chair Sue Horn called the meeting to order at 6:36 p.m. Roll was called and a quorum was present.

Motion to Approve Agenda

Doug Tisdale **moved**, **seconded** by Ron Rakowsky, to approve the agenda. The motion **passed** unanimously.

Report of the Chair

- The Chair noted she wanted to let everyone know how she will be facilitating meetings. She noted she believes everyone should have an opportunity to speak, and asked that members make sure to ensure their request to speak is heard. If there is a lot of back and forth between two members, she will allow others to speak in between, and while she agrees if conversation on one topic continues for too long, the question should be called, she wants to ensure everyone has an opportunity to be heard. Mayor Horn also noted she wishes to meet with Board members one on one.
- Mayor Horn reported many good suggestions came out of the Board workshop. Staff has summarized the comments and confirmed with the breakout group leaders that the summaries were accurate. The Board Officers have discussed these summaries and have identified some tasks to focus on, for example increasing Board training opportunities. Mayor Horn noted that some ad hoc committees may be formed to work on some of the issues this year, whether or not MVIC should continue, and in what form; and a review of Board structure. She noted there are many perceptions members bring to the table, some accurate, some not. Some of these issues will be tackled by providing facts—such as how MPOs are organized, or how financial funding has been distributed over the last 10 years. A spreadsheet of how financial funding has been distributed over the last 10 years was distributed.
- The Chair asked Steve Cook of DRCOG staff to summarize the Regional Transportation Committee (RTC) meeting. Mr. Cook noted the RTC approved two items on the Board's consent agenda: TIP Project Delays, and TIP Amendments. The Committee also discussed the visioning process of roadway and rapid transit system for 2040 and the scenario analysis process. The Committee received a briefing on the Annual Congestion Report.

Report of the Executive Director

- Jennifer Schaufele reported due to a conflict with the annual Colorado Municipal League conference, the June DRCOG Board meeting will be held on June 26.
- Ms. Schaufele reported SB-127 passed. The bill adds an additional \$2 million statewide for senior programs. She thanked Colorado Legislators Guzman and Primavera, as well as Rich Mauro and Jayla Sanchez-Warren of DRCOG staff for their hard work in getting the bill passed. The funds will help offset some of the effects of sequestration on programs for seniors.
- Ms. Schaufele noted the 11x17 Strategic Plan timeline sheets at the tables have been updated. Specifically, the timeline for scenario modeling and refinement is included, and

the schedule for TIP Policy development. For TIP Policy, the Board should establish the desired outcome and ask the technical committees and staff to advise the Board on how to achieve the outcome.

- Ms. Schaufele noted annually in May the Administrative Committee is responsible for initiating the Executive Director Evaluation process. Board members will be receiving an email from Roxie Ronsen with a link to the Executive Director Evaluation tool. There will also be an attachment which includes the Executive Director's response to the evaluation criteria established by the members last year. Survey responses are due by May 31 and are confidential. Only the Administrative Committee Chair will have access to the evaluation results. Members should contact Roxie Ronsen if they need assistance.

Public comment

No member of the public provided comment.

Motion to approve consent agenda

Jack Hilbert **moved, seconded** by Dennis McCloskey, approval of the consent agenda. Items on the consent agenda included:

- Minutes of April 17, 2013
- Approval of actions proposed by DRCOG staff regarding delays of Transportation Improvement Program (TIP) projects, February 1, 2013 update
- Resolution No. 6, 2013, adoption of a resolution approving the proposed Cycle 2, 2012 wildfire amendment to the Metro Vision 2035 Plan
- Resolution No. 7, 2013, adoption of a resolution amending the 2012-2017 Transportation Improvement Program (TIP).

The motion **passed unanimously**.

Motion to revise the *Articles of Association* to (1) include RTD as a non-voting member of the Board of Directors; (2) clarify non-voting appointments made by the Governor; and (3) determine if non-voting members will be staff, appointed/elected officials, or both

Pat Cronenberger provided a brief overview of previous Board action, and briefed members on the outcome of discussions with the Governor's office related to non-voting member appointments. She reported the Governor would prefer to retain his 3 appointments, and agreed one of them should be someone from CDOT. Ron Rakowsky stated he thinks the Board should honor the Governor's wishes about retaining the 3 appointments, and similar to allowing the Governor to make those appointments, RTD should make their appointments. Dennis McCloskey noted he spoke with Phil Washington, and reported Mr. Washington is ready to appoint one of his senior staff to the Board. He also noted he thinks it's important to have all the planning partners at the table. Jim Benson asked if DRCOG has a representative on the RTD Board, and if not, could DRCOG request a seat? Ms. Schaufele noted when the Board discussed this it wasn't about reciprocity; it's about having a presence by the planning partners to benefit from their technical expertise during Board meetings. Jackie Millet agreed there is tremendous benefit from having planning partners at the table, and agrees having representation be on the staff level is appropriate.

Doug Tisdale **moved, seconded** by Joyce Downing, to adopt the article language provided as Alternative 1: *“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.”* The motion **passed unanimously**.

Motion to modify Transportation Improvement Program (TIP) policy regarding Station Area/Urban Center Studies

Brad Calvert provided information on the proposed modifications to the TIP policy regarding Station Area/Urban Center Studies. MVIC members discussed the policy modifications and recommended the changes as shown. In making the modifications recommended by MVIC, staff discovered additional global changes needed to occur to make the policy and criteria consistent with one another. Mr. Calvert noted that Thornton and Adams County staff had been contacted to make sure the changes accurately reflected the intent of the motions at MVIC. The proposed changes were highlighted in the agenda attachment.

Doug Tisdale **moved, seconded** by Dennis McCloskey, to approve TIP policy changes with all modifications shown in the Project Eligibility Rules and Evaluation Criteria. The motion **passed unanimously**.

Motion to direct staff to initiate scenario modeling

Steve Cook and Brad Calvert provided information about the scenarios recommended by MVIC and refined by the Metro Vision Planning Advisory Committee (MVPAC) and Transportation Advisory Committee (TAC). The modified scenarios were distributed to members. The recommended factor refinements from the MVPAC meeting held this morning were shown in bold in the handout. Steve Cook noted the handout is a simplification of the table included in the agenda packet. Jennifer Schaufele noted she attended the MVPAC meeting, and stated the intent of the table is to clarify the categories and make the wording more consistent. Elise Jones asked if there were any recommendations made by MVPAC that were not brought forward. Jennifer Schaufele noted that Will Toor had asked for the parking cost increase to be put back in the scenario; however there was no consensus about this issue, so staff did not include that factor. Other factors were discussed for possible inclusion in future scenarios. Dennis McCloskey asked if the 260 mile UGB/A figure includes infill. Steve Cook noted it is an additional 260 miles of development, and may include infill.

Elise Jones **moved, seconded** by Val Vigil, to accept the staff recommended scenarios for modeling. The motion **passed** with 1 opposed.

Motion to adopt the 2013-2014 Strategic Plan

Jennifer Schaufele and Pat Cronenberger briefly discussed the Strategic Plan. Ms. Schaufele noted it includes the regular work of the council, and incorporates items identified at the Board workshop in February.

Doug Tisdale **moved, seconded** by Ursula Morgan, to adopt the *2013-2014 Strategic Plan* as submitted. The motion **passed unanimously**.

Legislative Wrap-up

Rich Mauro noted all the bills supported by the Board passed, while those opposed by the Board did not pass. Rich Mauro recognized George Dibble for his work this session. Two transportation-related bills—SB 27 (RTD Parking) and SB 48 (HUTF funds for transit)—passed and have been signed by the Governor. Two Aging related bills—SB 127 (additional dollars for Older Coloradans Fund) and SB 111 (mandatory reporting of abuse of at-risk adults) also passed and will be signed by the Governor. A one-time additional \$2 million for the Older Coloradans Fund was also garnered from the Joint Budget Committee. Jim Taylor asked if the ombudsmen are included in those who must report suspected abuse. Rich Mauro stated they are not, due to confidentiality issues.

Regional Transportation Planning Implications of MAP-21

Steve Cook provided a brief introduction of this presentation. Debra Perkins-Smith noted MAP-21 is a 4 year program, with funding for 2 years. Staff posed the following questions for Ms. Perkins-Smith to address:

How soon will the MAP-21 based “targets” directly impact CDOT and DRCOG?

Ms. Perkins-Smith noted tht rulemaking, which defines measures and targets, hasn't started yet. MAP-21 is performance-based planning, and is outcome driven. In the Act, there are 7 goal areas that must be addressed, with performance measures and targets identified for each: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. Rulemaking won't be finished until after 2015, however CDOT is proceeding with proposed targets and measures. Once rulemaking is complete, the state must set targets within 1 year, and MPOs must set targets within 180 days after that. A draft asset management plan is expected to be available in December. CDOT is commenting during the rulemaking process. The American Association of State Highway and Transportation Officials (AASHTO) has six subcommittees that are setting targets, and CDOT is participating in that effort. CDOT and DRCOG can also provide comments on the rulemaking once something is released. The Transportation Commission is also being educated on the measures. CDOT is starting a new Statewide Plan process, and feels this is a good time to incorporate the new measures. She noted if rulemaking comes out with something other than what they have developed, they can make revisions at that time.

What about the other goal areas of MAP-21, besides asset management (safety, reliability performance, freight movement, and economic vitality)?

Ms. Perkins-Smith noted CDOT started with asset management (infrastructure condition) in part because they had to update the plan. The other goal areas are being addressed with the Commission. She mentioned staff is working on a greenhouse gas model, which must be identified to address the environmental sustainability goal.

Will FHWA really take away, or cause us to lose funds, if targets are not met?

The Act says corrective actions must be identified. This could be a plan, or FHWA direction to move money to meet the targets.

Report on the Sustainable Communities Initiative (SCI)

Paul Aldretti reported on major accomplishments of the SCI over the past few months:

- contracts with subcontractors are finalized;
- the two Committees (Metro Vision Planning Advisory Committee and Citizens Advisory Committee) are underway;
- completed a detailed process map and timeline to track all corridor planning activities;
- formed an East Corridor Work Group and Corridor Stakeholder Committee;
- a contractor has been selected for the West Corridor Catalytic Project; and
- a full consortium meeting was held on March 22.

Clarifying match commitments is an ongoing process. Planning activities are being initiated in the Gold and Northwest Corridors. In June an East Corridor Transit Academy will be held, with Academies for the Gold Corridor scheduled for the fall and the Northwest Corridor in the spring of 2014. The OAKS (Outcomes Assessment and Knowledge Sharing) is moving forward and will capture the successes and best practices so Denver and the metro area as well as other areas can learn from this process and use it for the future. Moving forward additional communications, networking and peer exchange opportunities will be explored.

Committee Reports

- State Transportation Advisory Committee (STAC) – Beth Humenik reported CDOT staff announced the projects that will be submitted by CDOT for TIGER grant funding: one in Pueblo, one in Colorado Springs, and the Eisenhower Tunnel project. CDOT did not submit the US-6 Wadsworth to Federal project as they felt it was too large. They discussed program distribution, the 2014 ballot project list, and the Statewide Plan. CDOT staff discussed methods the state will use for allocation of long range funds for the 2040 Statewide Plan and respective regional plans. Commissioner Barbara Kirkmeyer of Weld County and others expressed strong concerns that CDOT and the Transportation Commission are avoiding the regional planning process with the new MAP-21 procedures. Staff stated the reason for the change is because of MAP-21 requirements. RAMP projects were discussed. Some suggested the official list should show whether a project is in the current TIP/STIP and whether projects were part of the 7th Pot funding list. The rural TPRs expressed concern that CDOT and the Commission will not spend enough RAMP dollars on resurfacing low-volume rural roads. The Commission doesn't want to spend a lot of money resurfacing these roads when high-volume urban highways are in rough shape. CDOT presented early results from the high speed rail consultant report. Some concern was expressed about the ridership numbers; members felt they were too high. Debra Perkins-Smith noted the vote by STAC on the TIGER grant projects was unanimous.
- Metro Mayors Caucus – The Metro Mayors Caucus did not meet. Their next meeting is scheduled for Wednesday, June 5. Mayor Tisdale noted a proclamation and plaque honoring Paul Ryan will be presented.
- Metro Area County Commissioners (MACC) – Jack Hilbert reported the Commissioners met in Boulder County. They received a report from Health and Human Services, a report on MPACT64, and discussed economic development activities.
- Aging Advisory Committee – Cliff Mueller reported the Aging Advisory Committee forwarded funding recommendations for 2013-2015 service contracts.
- Regional Air Quality Council – Joyce Thomas reported the RAQC received a presentation from Lakewood Mayor Bob Murphy about Lakewood's planning efforts to prepare for the

opening of the West Line; an overview of the RAMP program by Debra Perkins-Smith; and discussed legislation of interest. They received updates from Charge Ahead Colorado and a presentation on the Mow Down Pollution lawnmower change-out.

- Metro Vision Implementation Task Force – Jim Taylor noted the group will meet later this month. He reported Tri-County Health is under contract for phase 2 of the Boomer Bond project.
- E-470 Authority – Jackie Millet reported the E-470 Authority received a clean 2012 audit. They received a report on the Colorado State Title and Registration (CSTAR) system; which will place a hold on vehicle registration renewals for those who owe tolls.

Next meeting – June 26, 2013

Other Matters by members

- Steve Cook distributed a list of DRCOG-area regionally significant projects from the RAMP list.
- Jackie Millet congratulated the City of Centennial on their 2013 Live Work Play award.

Adjournment

The meeting adjourned at 8:32 p.m.

Sue Horn, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Jennifer Schaufele, Executive Director

ATTACH C

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
July 17, 2013	Consent	9

SUBJECT

This action concerns adoption of the 2-year planning activities to be undertaken by DRCOG staff and consultants.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the draft FY2014-FY2015 Unified Planning Work Program (UPWP), the federally-mandated document describing the 2-year planning activities of DRCOG staff and consultants. .

ACTION BY OTHERS

- The TAC (Transportation Advisory Committee) recommended approval June 24.
- The RTC (Regional Transportation Committee) will provide a recommendation July 16.

SUMMARY

The draft [FY2014-FY2015 Unified Planning Work Program for the Denver Region](#) outlines activities to be conducted from October 1, 2013 through September 30, 2015. The UPWP was prepared with input from CDOT, RTD, and member government staff and includes major planning activities performed by these entities.

Key activities include:

- Development, adoption, and implementation of the *Metro Vision 2040 Plan*
- Preparation and adoption of the *2040 Metro Vision Regional Transportation Plan*
- Development and adoption of the *2016-2021 Transportation Improvement Program*
- Incorporation of MAP-21 rulemaking outcomes

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to approve a resolution adopting the [FY2014-FY2015 Unified Planning Work Program for the Denver Region](#).

ATTACHMENT

Draft resolution

ADDITIONAL INFORMATION

For additional information, please contact Jennifer Schaufele at 303-480-6701 or jschaufele@drcoq.org or Todd Cottrell, Senior Transportation Planner 303-480-6737 or tcottrell@drcoq.org

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____, 2013

A RESOLUTION TO ADOPT THE *FY2014-2015 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 Denver Transportation Management Area; and

WHEREAS, the U.S. Department of Transportation requires that the Metropolitan Planning Organization prepare a two-year Unified Planning Work Program describing all urban transportation and transportation-related activities anticipated within the region, regardless of funding sources and documenting work to be performed with planning assistance under Section 5303 of Title 49 and Section 2134 of Title 23 of the U.S. Code; and

WHEREAS, a Unified Planning Work Program for transportation planning in the Denver region for FY2014-2015 has been prepared by the Denver Regional Council of Governments in cooperation with the Colorado Department of Transportation and the Regional Transportation District.

NOW, THEREFORE, BE IT RESOLVED that the Denver Regional Council of Governments hereby adopts the attached *FY2014-2015 Unified Planning Work Program for Transportation Planning in the Denver Region.*

RESOLVED, PASSED AND ADOPTED this _____ day of _____, 2013 at Denver, Colorado.

Sue Horn, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Jennifer Schaufele, Executive Director

ATTACH D

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
July 17, 2013	Consent	9

SUBJECT

This action is related to making routine amendments to the adopted Transportation Improvement Program (TIP). Typically, these amendments involve the deletion and addition of projects or adjustments to existing projects and do not impact other projects in the TIP.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed amendments. They comply with the Board adopted [TIP Preparation Policy](#) and do not impact other projects in the TIP.

ACTION BY OTHERS

- Transportation Advisory Committee recommended approval on June 24.
- Regional Transportation Committee will provide a recommendation on July 16.

SUMMARY

Projects to be amended are listed in the [tables](#), along with specific details and the reasons for the amendment.

The proposed policy amendments to the [2012-2017 Transportation Improvement Program](#) have been found to conform with the State Implementation Plan for Air Quality.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to approve a resolution adopting the June 2013 amendments to the *2012-2017 Transportation Improvement Program (TIP)*.

ATTACHMENT

Draft resolution

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director 303-480-6701 or jschaufele@drcog.org or Todd Cottrell, Senior Transportation Planner at 303-480-6737 or tcottrell@drcog.org.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____, 2013

A RESOLUTION AMENDING THE 2012-2017 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 2012-2017 was adopted by the Board of Directors on March 16, 2011; and

WHEREAS, it is necessary to amend the 2012-2017 Transportation Improvement Program; and

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

NOW, THEREFORE, BE IT RESOLVED that the Denver Regional Council of Governments hereby amends the 2012-2017 Transportation Improvement Program.

BE IT FURTHER RESOLVED that the Denver Regional Council of Governments hereby determines that this amendment to the 2012-2017 Transportation Improvement Program conforms to the State Implementation Plan for Air Quality.

RESOLVED, PASSED AND ADOPTED this ____ day of _____, 2013 at Denver, Colorado.

Sue Horn, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Jennifer Schaufele, Executive Director

ATTACHE

To: Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
July 17, 2013	Action Agenda	10

SUBJECT

Appointments/reappointments to MVIC (Metro Vision Issues Committee) occur annually, with members serving 2-year staggered terms. Approval of the proposed list establishes the membership for 2013/2014.

PROPOSED ACTION/RECOMMENDATIONS

The Board Chair and staff recommend the proposed appointments/reappointments be approved as presented.

ACTION BY OTHERS

N/A

SUMMARY

In May 2001 the Board approved the makeup and membership of the Metro Vision Issues Committee.

MVIC is comprised of up to 28 Board members and alternates and represents a cross-section of the membership per the [MVIC committee description](#).

MVIC members completing their first 2-year term were considered for reappointment and new MVIC members were considered based on the criteria and committee description as well as their expression of interest in serving.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to approve the appointments/reappointments to MVIC.

ATTACHMENTS

List of proposed appointments/reappointments

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director at 303-480-6701 or jschafuele@drcoq.org or Pat Cronenberger, Board and Legislative Liaison at 303-480-6727 or pcronenberger@drcoq.org.

METRO VISION ISSUES COMMITTEE
MEMBERSHIP AND TERMS
AS OF ____, 2013

Adams County

Eva Henry – 1st 2-year term ends 5/15
Val Vigil – 2nd 2-year term ends 5/14
Sue Horn – Board Officer (required per MVIC Committee Description)
Sharon Richardson – 2nd 2-year term ends 5/15
Jim Benson – 1st 2-year term ends 5/14 (can remain until 05/16)

Arapahoe County

Nancy Sharpe – 1st 2-year term ends 5/14
Cathy Noon – 2nd 2-year term ends 5/15
Phil Cernanec – 1st 2-year term ends 5/15
Bob Roth – 1st 2-year term ends 5/15

Boulder County

Elise Jones – 1st 2-year term ends 5/15
Suzanne Jones – 1st 2-year term ends 5/15
Hank Dalton – 1st 2-year term ends 5/14

Broomfield

Dennis McCloskey – Board Officer (required per MVIC Committee Description)

Clear Creek County

Tim Mauck – 2nd 2-year term ends 5/15

Denver

Robin Kniech – 1st 2-year term ends 5/14
Rocky Piro – 1st 2-year term ends 5/15

Douglas County

Jack Hilbert – Board Officer (required per MVIC Committee Description)
Jackie Millet – Board Officer (required per MVIC Committee Description)

Jefferson County

Don Rosier – 2nd 2-year term ends 5/15
Rachel Zenzinger – Board Officer (required per MVIC Committee Description)
Marjorie Sloan – 2nd 2-year term ends 5/15
Adam Paul – 1st 2-year term ends 5/15
Todd Riddle – 1st 2-year term ends 5/15

Weld County

Mark Gruber – 1st 2-year term ends 5/15

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
July 17, 2013	Action	11

SUBJECT

This agenda item modifies how the Board fulfills its FasTracks SB-208 responsibilities.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends replacing the FasTracks annual review process with the requirement RTD submit a “FasTracks SB-208 Change Report” whenever it proposes significant modifications, e.g., funding, alignment or technology changes. This recommendation adjusts the timing, not the scale, of the review and helps DRCOG respond as changes occur.

ACTION BY OTHERS

N/A

SUMMARY

DRCOG reviews the status of FasTracks according to two directives: One directive, State Senate Bill 1990-208 (SB-208), codified in Colorado Revised Statutes [32-9-107.7](#), requires DRCOG to approve the method of financing and technology of FasTracks prior to RTD initiating construction. The second directive, established by the Board in April 2004, ([Resolutions Nos. 8-18, 2004](#)) requires an annual FasTracks review to identify major changes and to determine if further SB 208 action is needed.

FasTracks' current status is very different from that in 2004. Approximately 70 percent of the FasTracks program is currently under construction or completed. Given this, DRCOG staff believes the annual review process may no longer be the most effective way for DRCOG to perform its SB-208-required review functions.

DRCOG staff proposes to change the timing, not the scale, of the review process to occur as needed to be more nimble and responsive to specific changes, funding sources, or environmental actions as they occur.

This item will be on the August 2013 RTC agenda. Should RTC fail to concur with the DRCOG Board's action tonight, this item will be readdressed by the Board at a future meeting.

PREVIOUS DISCUSSIONS/ACTIONS

See links in Summary section for DRCOG discussion/actions.

DRCOG staff has discussed this with RTD and they support this proposal.

PROPOSED MOTION

Move to approve a resolution replacing the requirement for an Annual Review of FasTracks with the requirement for a FasTracks SB-208 Change Report.

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org or Jacob Riger, Transportation Planning Coordinator at 303 480-6751 or jriger@drcog.org.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____, 2013

A RESOLUTION REPLACING THE REQUIREMENT FOR AN ANNUAL REVIEW OF
FASTRACKS WITH THE REQUIREMENT FOR A FASTRACKS SB-208 CHANGE REPORT.

WHEREAS, Senate Bill 90-208 (32-9-107.7 CRS), enacted by the Colorado General Assembly, requires the Metropolitan Planning Organization (MPO) to approve the specific technology and method of financing of regional fixed guideway mass transit projects proposed by the Regional Transportation District (RTD) before any action relating to construction may take place; and

WHEREAS, the Denver Regional Council of Governments (DRCOG) is the Metropolitan Planning Organization for the Denver region and is responsible for the operation and maintenance of a continuing, comprehensive transportation planning process, including the preparation and adoption of transportation plans and programs; and

WHEREAS, the Denver Regional Council of Governments Board of Directors (hereafter "Board of Directors") established a process for the review of regional fixed guideway mass transit projects including specific criteria to be used in evaluating such projects; and

WHEREAS, the Regional Transportation District submitted the FasTracks Plan system to DRCOG for its review and approval pursuant to section 32-9-107.7 CRS; and

WHEREAS, the Board of Directors, on April 21, 2004, approved each component part and corridor of the FasTracks Plan, as well as the system as a whole in resolution number 18, 2004, pursuant to section 32-9-107.7 CRS; and

WHEREAS, the Board of Directors' approval of the RTD FasTracks Plan on April 21, 2004 was subject to a number of understandings, which include the conduct of an annual review through the MPO process to identify any substantial changes in various elements of the FasTracks Plan and determine if further SB-208 action is required; and

WHEREAS, the motivation in 2004 for the annual review process was the recognition that major changes would likely occur to FasTracks since corridor planning was in the early stages and construction was years away; and

WHEREAS, because the FasTracks program is now approximately 70 percent completed or under construction, the pre-scheduled annual review process is not an effective way for DRCOG to perform its SB-208-required review functions; and

WHEREAS, a more time sensitive SB-208 review process better fits FasTracks' current circumstances and responds to changes or funding opportunities as they occur.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Denver Regional Council of Governments hereby replaces the requirement for an annual review of FasTracks with the requirement for a FasTracks SB-208 Change Report, subject to the following understandings:

A RESOLUTION REPLACING THE REQUIREMENT FOR AN ANNUAL REVIEW OF
FASTRACKS WITH THE REQUIREMENT FOR A FASTRACKS SB-208 CHANGE REPORT.

Resolution No. _____, 2013

Page 2

1. RTD will submit a SB-208 Change Report whenever it proposes significant changes to any of the following items and the DRCOG Board of Directors will determine if the changes are substantial and require further SB-208 action:
 - Project definition/scope
 - Financial Plan addressing FasTracks costs and revenue sources
 - Implementation schedule
 - Operating characteristics
 - Level of bus service
2. DRCOG staff will recommend to the Board if an independent financial consultant should be retained as part of DRCOG's review of RTD's SB-208 Change Report.
3. If the FasTracks SB-208 Change Report triggers the need for an amendment to the Fiscally Constrained Regional Transportation Plan (RTP), it can be processed concurrently with the SB-208 review or following it.
4. RTP amendment requests submitted by RTD shall provide sufficient information for DRCOG to amend the RTP appropriately and demonstrate air quality conformity. Additionally, RTD shall provide a Financial Plan demonstrating the financial viability of the FasTracks system through the RTP's planning period to address RTP fiscal constraint.
5. The RTD Board shall approve RTP amendment requests and financial plans prior to submittal to DRCOG.
6. RTD will notify DRCOG of significant changes to planned bus service as defined in the Chapter VI of Review of the RTD FasTracks Plan Final Report, dated April 21, 2004, and included in subsequent annual RTD reports and related DRCOG approvals, prior to such changes being implemented.

BE IT FURTHER RESOLVED that this action supersedes all prior DRCOG-adopted resolutions concerning FasTracks annual review procedures.

RESOLVED, PASSED AND ADOPTED this _____ day of _____, 2013 at Denver, Colorado.

Sue Horn, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Jennifer Schaufele, Executive Director

ATTACH G

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
July 17, 2013	Information	12

SUBJECT

Oral briefing by staff on the annual traffic congestion report.

PROPOSED ACTION/RECOMMENDATIONS

This item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

The [2012 Annual Report on Traffic Congestion in the Denver Region](#) contains several key sections:

- Updates to regional congestion and vehicle miles traveled (VMT) measures, noting that both remain little changed from the previous year
- Map of key congested locations within the Denver Region
- Summary of the relationship between traffic congestion and commercial vehicles

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org or Steve Cook, Acting Director, Transportation Planning & Operations at 303-480-6749 or scook@drcog.org.

ATTACH H

MINUTES
ADMINISTRATIVE COMMITTEE
Wednesday, June 26, 2013

Present:

Jack Hilbert, Chair	Douglas County
Rachel Zenzinger	Arvada
Sue Horn	Bennett
KC Becker	Boulder
Elise Jones	Boulder County
Dennis McCloskey	Broomfield
Doug Tisdale	Cherry Hills Village
Chris Nevitt	Denver
Rocky Piro	Denver
Ron Rakowsky	Greenwood Village
Adam Paul	Lakewood
Jackie Millet	Lone Tree
Katie Witt	Longmont

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

Chair Jack Hilbert called the meeting to order at 5:45 p.m. with a quorum present.

Motion to Adopt the Consent Agenda

Ron Rakowsky **moved, seconded** by Doug Tisdale, to adopt the consent agenda. The motion **passed unanimously**. Items on the consent agenda included:

- Minutes of May 15, 2013
- Resolution No. 11, 2013 authorizing the Executive Director to negotiate and execute a contract amendment with Amélie Company to include additional advertising and promotional campaigns
- Resolution No. 12, 2013 authorizing the Executive Director to negotiate and execute a contract with Ride Amigos for online trip planning and ridematching software
- Resolution No. 13, 2013 establishing the Denver Regional Council of Governments Firefighter Intraregional Recruitment and Employment (FIRE) program policies and the authority of the FIRE Advisory Committee

Report of the Executive Director

No report was given.

EXECUTIVE SESSION

At 5:48 p.m. it was moved and seconded to go into Executive Session for discussion of a personnel matter. Chair Jack Hilbert was present and presided over the Executive Session. The Executive Session concluded at 7:30 p.m. and returned to open session.

Doug Tisdale **moved, seconded** by Chris Nevitt, to accept the summary report as provided and the proposed recommendations as presented. There was discussion.

It was noted that items will be added to the improvement plan, to be discussed between the Executive Director and the Chair. It was further noted that a written document will be produced to be used at the six month review.

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

Doug Tisdale **moved, seconded** by Chris Nevitt, that the Chair of the Administrative Committee form a committee of no more than 3 of those present, including the Chair, to consult with legal counsel to clean up language in the DRCOG Articles of Association related to the employee review process for those employees whose performance is evaluated by the Administrative Committee. The motion **passed** with 1 opposed.

Other issues identified by members to be discussed are the methodology of evaluation of the Executive Director, and the structure of DRCOG. It was noted that the discussion of DRCOG's structure should be conducted by the entire Board. The Administrative Committee will put together a process for reviewing the structure to bring to the full Board of Directors.

The meeting adjourned at 7:47 p.m.

Jack Hilbert, Chair
Administrative Committee
Denver Regional Council of Governments

ATTEST:

Jennifer Schaufele, Executive Director

ATTACH I

SUMMARY OF METRO VISION ISSUES COMMITTEE MEETING

June 5, 2013

MVIC Members Present: Rachel Zenzinger – Arvada; Nancy Sharpe – Arapahoe County; Sue Horn – Bennett; KC Becker – Boulder; Dennis McCloskey – Broomfield; Robin Kniech – Denver; Jack Hilbert – Douglas County; Sharon Richardson – Federal Heights; Marjorie Sloan – Golden; Ron Rakowsky – Greenwood Village; Don Rosier – Jefferson County; Jim Taylor – Littleton; Jackie Millet – Lone Tree; Katie Witt – Longmont; Hank Dalton – Louisville; Val Vigil – Thornton.

Others present: Mac Callison – Aurora; Suzanne Jones – Boulder; Art Griffith, Joe Fowler – Douglas County; Travis Greiman – Centennial; Phil Cernanec – Littleton; Darin Stavish, Jeff Sudmeier – CDOT; Jim Brady – Wilson Co.; and DRCOG staff.

Call to Order

The meeting was called to order at 4:05 p.m.; a quorum was present.

Public Comment

Julie McKay, Boulder County transportation planner, provided input on the RAMP eligible project process. She noted that Boulder County is supportive of participation in the program, and encouraged continued discussion of the implications of the program in the Denver region. She noted that they are supportive of funding of projects in the fiscally constrained Regional Transportation Plan (RTP), and that CDOT should provide additional information and assurances about the implications of the RAMP program on the fiscally constrained RTP.

Summary of May 1, 2013 Meeting

The summary was accepted as written.

Motion to recommend DRCOG input to the Colorado Department of Transportation (CDOT) on Responsible Acceleration of Maintenance and Partnership (RAMP)-eligible projects

Jennifer Schaufele noted that a copy of the RAMP-eligible projects as published by CDOT was distributed. DRCOG staff recommends that input to CDOT should convey support for projects in the fiscally constrained RTP; projects that are not regionally significant (no action required by DRCOG Board to amend into the RTP); and projects that are regionally significant that are not currently in the RTP but are consistent with the policies in the RTP. Ms. Schaufele noted that members have a couple of opportunities to weigh in on consistency. She further noted that staff feels that all projects on the list are consistent with the policies in the RTP.

Jim Taylor asked if CDOT selects projects for funding that are not currently in the fiscally constrained RTP, will the process to amend the RTP be streamlined. Ms. Schaufele noted that staff is ready to begin the process to amend the projects into the RTP as soon as a decision is made.

Jack Hilbert distributed a figure showing the Denver region transportation investment decision process and a sample of a project submittal.

Jack Hilbert **moved, seconded** by Dennis McCloskey to send a letter to CDOT that includes (1) the list of RAMP-eligible projects in the RTP, (2) the list of all other RAMP-eligible projects which are not regionally significant, (3) the list of all RAMP-eligible projects NOT in the RTP and (4) the 14 policies from the

RTP. The letter should explain the Board fully supports projects on lists 1 and 2 and any projects on list 3 that are consistent with the 14 policies from the RTP. When the final list is distributed by CDOT DRCOG will expedite amending the projects into the RTP if they are not already included. There was discussion.

Members expressed that the process to amend the projects should be simplified and expedited as much as possible. Some expressed continued concern with amending new projects in to the RTP and what effect it would have on projects already in the fiscally constrained Plan. Staff noted that CDOT and FHWA have assured us that fiscal constraint will not be an issue.

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

Motion to recommend how the Board will provide input regarding an MPACT64 project list for the sole purpose of polling

Jennifer Schaufele noted that several organizations throughout the state have been meeting to discuss transportation funding, known as MPACT64. CDOT is interested in conducting a poll of the public in August 2013 to determine their willingness to increase the sales tax to fund transportation projects. CDOT has asked DRCOG to provide input into establishing a project list from the Denver metro region. It is appropriate for DRCOG to participate in this process. As the Metropolitan Planning Organization (MPO), DRCOG must act on and include all regionally significant projects in DRCOG's fiscally constrained RTP before they can be built, regardless of the project funding source. Staff believes that it is important to obtain the Board's input on the project polling list, and the Board's agreement on a list of projects for inclusion in the Blue Book if the initiative moves forward for voter approval. Staff suggests that all the pre-vetted lists (those in the adopted RTP and Metro Vision, as well as the regionally significant RAMP projects not included in the RTP or Metro Vision) be combined. The Board (with each member government identifying its top 20-25 projects) could then select its top 20-25 projects based on scoring to submit for polling.

KC Becker noted that she has concern with voting on a list of projects, as each jurisdiction would vote for their own project. She also noted that there may be a theme selected for the polling, such as safety or maintenance. Sue Horn noted that CDOT and the poll sponsors will be determining what goes on the list, and agreed that the Board should not be spending a lot of time putting together a list. Jack Hilbert noted that his understanding of the way the polling will work is to figure the level of support for various funding areas, such as transit, maintenance, safety, etc., and the project list will be determined accordingly. Robin Kniech noted that every jurisdiction in the metro area is represented on the MTD. She further clarified that CDOT will not be conducting the polling. There is a set of business interests that have come to the jurisdictions for their input. Ms. Kniech noted this is a political process of what kinds of projects will encourage people to reach into their pockets and fund transportation projects, much the way they supported a new funding stream for transit. She noted that she didn't want to cede the regional goals, but allow CDOT to propose a list of significant, recognizable projects for the MTD to examine and select projects to be polled. DRCOG would have an opportunity to provide input on the list, to ensure that projects on the list meet the region's goals. Ms. Schaufele noted that this is different from CDOT's request of her. Ms. Kniech noted that CDOT hasn't been at the MPACT64 meetings, and can't speak to what CDOT is asking. She stated that input from

DRCOG is important, but did not feel that DRCOG voting on a list of 25 projects is a very good or appropriate way of giving input.

Jackie Millet asked what the timeline is for providing input to CDOT. Ms. Schaufele noted that Debra Perkins-Smith asked for a list of projects soon, as polling is scheduled to begin in August. Jackie Millet noted that Lone Tree Mayor Jim Gunning is expecting DRCOG to provide a list. Jennifer Schaufele noted that perhaps some clarification is needed on what is expected of DRCOG. Sue Horn noted that there isn't enough time to vote on projects. She stated it was her understanding from the last MTD meeting that CDOT is going to compile the list, and they are in fact expecting to receive a list from DRCOG, as they have from other MPOs and TPRs around the state. Marjorie Sloan noted that she thinks CDOT already has DRCOG's project list. She further noted that it's her understanding that there will be an "A" and a "B" list.

Sue Horn **moved, seconded** by Jim Taylor, to send the list as combined by staff to CDOT with no prioritization. There was discussion.

Val Vigil noted that he assumes that all the MPOs and TPRs are sending unprioritized lists forward for consideration. Jim Taylor noted he agreed with allowing CDOT to pick the projects that fit their criteria for the poll. KC Becker noted she agreed.

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

Metro Vision 2040 – Housing and Economic Development

Brad Calvert noted that at the DRCOG Board workshop, members identified both housing and economic development as key points of emphasis to be explored during the Metro Vision 2040 update. He noted that the Sustainable Communities Initiative (SCI) funds an assessment of how effectively people are connected to jobs, schools, and other amenities. This information will be input for the Board as it considers integrating housing and economic development into Metro Vision 2040. Information was included in the agenda materials related to the HUD Fair Housing and Equity Assessment, which lists required and suggested components.

Members discussed various topics for consideration, including diversity of housing, demographics of households, linkage between planners and economic development, location of new housing and the ability to maintain the location of workforce housing related to transit. There was discussion of whether or not the goal of locating 50 percent of new employment in urban centers is realistic.

Other Matters

No other matters were discussed.

Next Meeting

The next meeting is scheduled for July 3, 2013.

Adjournment

The meeting adjourned at 5:47 p.m.

To: Chair and Members of the Board of Directors

From: Jennifer Schaufele, Executive Director

Meeting Date	Agenda Category	Agenda Item #
July 17, 2013	Informational Item	16

SUBJECT

Written update by staff on key projects: Metro Vision 2040, Metro Vision 2035 Implementation, travel and land use modeling, Sustainable Communities Initiative.

Written reports are provided each month and a briefing on key work is provided every two months.

PROPOSED ACTION/RECOMMENDATIONS

This item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

Metro Vision 2040

- The Metro Vision Planning Advisory Committee (MVPAC) meets monthly and most recently has focused on proposing criteria to assess Station Area/Urban Centers studies; scenario analysis; local government outreach; and, additional regional planning topics.
- The Citizens' Advisory Committee (CAC) has covered the following topics: background and information on DRCOG and the Metro Vision plan, stakeholder engagement, and a review of housing, economic development, and scenario planning.
- A joint meeting of the MVPAC and the TAC (Transportation Advisory Committee) is scheduled for July 29, 2013 to discuss and provide recommendations for any adjustments to the base and alternative scenario analysis. Additional scenarios may also be recommended at that meeting.
- Staff continues gathering and analyzing data on key Metro Vision topics including aging populations, at-risk populations, mode share, commercial and residential density, housing distribution, workforce and jobs distribution, walkability, school dropout rates, urban center performance, and more.
- Request for Proposals (RFPs) to hire consulting expertise on housing, economic development, and general planning assistance were released June 21, 2013.

Metro Vision 2035 Implementation

- The Metro Vision Implementation Task Force Steering Group met on May 28, 2013. Staff provided updates on the Boomer Bond, Coordinated Land Use and Economic Development, and the Transportation Station project. Consultant, Economic Planning Systems (EPS), was present to provide a general overview on the status of their work on the Construction Defects project.

Sustainable Communities Initiative (SCI)

- DRCOG staff is focusing on obtaining committed match by all consortium partners.
- East Corridor - The East Corridor Working Group met July 10 and will be creating a draft Corridor Vision and Goals. The East Corridor Stakeholder Committee met June 25 and will provide feedback to the Working Group on the vision and goals.
- Gold Corridor - The Gold Corridor Working Group met July 2 and reviewed detailed background research conducted by SCI contractor, Reconnecting America with input from the participating jurisdictions. At its next meeting on August 6, the Working Group will review the jurisdictions' station area plans. The Gold Corridor Stakeholder Committee met for the first time June 18 and will provide feedback to the Working Group throughout the process.
- Northwest Corridor Working Group – A letter of inquiry for Working Group participants was sent the week of June 24. The Working Group's first meeting is targeted for mid-September. Staff will coordinate with the Working Group to garner participants on the Northwest Corridor Stakeholder Committee.
- SCI contractor Transit Alliance is actively recruiting members for the September East Corridor Academy. A Metro Vision Citizens Academy will take place in late September, the Gold Corridor Academy is scheduled for Thursday evenings in October; and the Northwest Corridor Academy is tentatively scheduled for February 2014.
- SCI contractor, University of Colorado Denver, has identified five station areas to be assessed for the Outcomes and Knowledge Sharing (OAKS) research work: two stations along the southwest line, two along the southeast line, and one central corridor station (Englewood, Arapahoe, Alameda, Littleton - Mineral, Louisiana Pearl).
- More detailed background information on the SCI is available [here](#).

Land use and travel model

- DRCOG staff continues to work with Urban Analytics on the development of the land use model. This work is ahead of schedule and an initial version of the model will be ready to present to the DRCOG Board of Directors in fall 2013.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ADDITIONAL INFORMATION

Metro Vision 2040 and Modeling Update

July 17, 2013

Page 3

If you need additional information, please contact:

Jennifer Schaufele, Executive Director at 303.480.6701 or jschaufele@drcog.org or Teri Whitmore, Director, Regional Planning and Operations at 303-480-6763 or twhitmore@drcog.org.

Centennial Center Park wins Live Work Play award

May 5, 2013

By Tom

The Villager

DRCOG ties park to 'livable communities'

Centennial Center Park is the winner of the *Denver Regional Council of Governments'* People's Choice Live Work Play award. The park was one of 10 finalists nominated.

The award honors outstanding places, events and projects that have moved the region's long-range plan forward by supporting and contributing to livable communities.

"The city is honored to have Centennial Center Park recognized as the Live Work Play People's

- See more at: <http://www.villagerpublishing.com/centennial-center-park-wins-live-work-play-award/#sthash.mqCeOSRS.dpuf>

Spotlight on Innovation: DRCOG's Denver Regional Care Connection

May 8, 2013
By Cortney Green
CIVHC

The *Denver Regional Council of Governments (DRCOG)* received Colorado's first Community-based Care Transitions (CCTP) Grant from the CMS Innovation Center. CCTP is a program enacted by the Accountable Care Act to pilot care transitions programs. Just over 100 pilots are being funded for three years, with the potential to receive an additional two years of funding.

Area Agencies on Aging (AAA) were given special consideration due to their critical roles as community hubs. DRCOG is the Denver region's AAA serving eight counties and their transitions program, Denver Regional Care Connection (DRCC), focuses on reducing readmissions for Medicare beneficiaries with sepsis, pneumonia, heart failure, and chronic obstructive pulmonary disease.

In addition to these diagnoses, the patient will also have a discharge disposition to home either with or without home health services. The initiative will use Dr. Eric Coleman's Care Transitions Intervention model and patient needs will be determined using the Patient Activation Measure (PAM). As part of the care transitions process, coaching begins during hospitalization and continues after discharge. The coaching is designed to engage the patient and/or the family in care, facilitate medication self-management, ensure adequate medical follow-up, and to establish alert and responses systems for when red flags occur. The DRCC will be further supported by care management through in-home assessments of existing and needed supports as well as nutrition, personal care, and transportation services based on each patient's PAM score.

The DRRC will begin with two hospitals, Presbyterian/St. Luke's and St. Joseph's, and one care transitions coach, and will build from this foundation. The transitions process begins when hospital rounds trigger a referral to DRCOG's coach. The coach visits the patient after payer verification, diagnosis verification, and the patient has given consent for the coach to visit.

During the meeting with the patient, the coach verifies that the patient is not part of an Accountable Care Organization and screens for the program by completing the Patient Activation Measure. Once the patient is determined to be eligible for the DRCC, DRCOG obtains written consent to participate and proceeds with implementing Dr. Coleman's Care Transitions Intervention.

Based on previous evidence outcomes in Colorado, national evidence for the proposed interventions, and DRCOG's own root-cause analysis, there are several expectations for the outcomes of the DRRC. DRCOG is anticipating increased patient activation, reduced readmission and admission rates, and decreased Medicare costs within the community. If the

program achieves a 20 percent reduction in readmissions during their first three years, they will be eligible for additional funding.

Colorado has been awarded two CCTP awards, the second to the Upper Arkansas Area Council of Governments, which will focus on the medically underserved in small communities. CIVHC will continue to track the progress of the DRCC in addition to other care transitions initiatives and interventions across the state through the multi-stakeholder Healthy Transitions Colorado umbrella campaign. Healthy Transitions Colorado will launch on July 8, 2013, and will provide a resource hub and best practice sharing platform for care transitions initiatives across the state.

City park dubbed ‘People’s Choice’

May 10, 2013

By Deborah Grigsby

Our Colorado News

Centennial Center Park, the first city-owned and -developed public park in Centennial, has received the **Denver Regional Council of Governments’** People’s Choice Live Work Play award.

The 11-acre open space was one of 10 finalists nominated for the regional award honoring those places, events and projects that support and contribute to livable communities.

“The city is honored to have Centennial Center Park recognized as the Live Work Play People’s Choice Award amongst the other exceptional finalists in the metro area,” said Mayor Pro Tem Stephanie Piko. “The success of Centennial’s first city-owned park has seen amazing use from people all over the metro area and truly exemplifies why Centennial is such a great place to live, work and play.”

Centennial Center Park opened April 27, 2012. The city says it has seen thousands of visitors from across the Denver metro area and hosted more than 200 private events.

It also played host to the city’s Summer Olympics celebration, which honored Colorado athletes returning from the 2012 London Games.

In fact, the city notes in its statement that usage of the park during its first year was so high, more than 200 additional parking spaces were required.

“This place is certainly a favorite in my book,” said Andie Acree, who frequents the park with her 4-year-old son, Tyler. “The layout is great and I really like all the educational aspects; they keep us both engaged.”

Many of the materials used in the park’s construction were found locally. The surface of the playground consists of a poured-in-place rubber surfacing, which is made of recycled materials that provide a safe, clean, attractive and ADA-accessible environment for children.

Funding for the \$5.3 million public park came from a variety of sources, including Great Outdoors Colorado; Colorado Waste Tire Program; CenCON, which is an umbrella organization of 53 homeowner organizations and civic organizations; the Centennial Rotary Club; and numerous community partners.

Cimarron project competes for funds

May 16, 2013

By Garrison Wells

The Gazette

Arapahoe County wants funds to improve the Interstate 25 and Arapahoe Road interchange. Pueblo County wants work done at two intersections on U.S. 50, and Denver wants to rehab RTD's Civic Center Station.

The \$95 million Cimarron Street/Interstate 25 Interchange project has plenty of competition in its quest for Colorado Department of Transportation funds.

Altogether, the transportation department received 247 pre-applications in the first round vying for \$1.5 billion over five years - that's \$300 million a year - under Responsible Acceleration of Maintenance and Partnerships (RAMP), according to a news release. The program allows the department to advance funds for highway projects statewide.

Everybody wants a share.

Deadline for pre-applications, a review of the basic eligibility of the project, was May 1. Applicants that pass muster will be notified May 31.

For projects that move forward, the next step is more detailed applications that are due July 1. Projects submitted by the Pikes Peak Area Council of Governments included the widening of Colorado 21 (Powers Boulevard), the Old Ranch Road interchange on Colorado 21, the Fillmore Street interchange, U.S. 24/Garrett Road intersection improvements and U.S. 24/Judge Orr Road intersection improvements.

Craig Casper, transportation director at PPACG, did the math.

In all, he said there are \$3.4 billion in requests from every region in the state and about \$650 million available between RAMP and other state funds.

The **Denver Regional Council of Governments** is the biggest competitor to the Cimarron project.

Indeed, two of the DRCOG projects could easily eat up every dime of the available money - completion of the Colorado 470 loop and high occupancy toll lanes for I-25.

"DRCOG has some really big projects," Casper said.

The transportation department, he noted, "is going to be cognizant that every planning region gets a project."

That's good news for Cimarron and two other local projects, Casper said.

Cimarron "is a project that's been a priority in the state. It's on a strategic corridor that's been designated by the Transportation Commission and approved by voters. I think it's got a really good shot."

Two other projects that he said might get funded are the Fillmore interchange and widening of Powers Boulevard. Both were marked by the state as improvements that would help generate economic recovery.

"I think we have a pretty good shot at getting them all funded," Casper said.

Denver Regional Bike to Work Day Website Live; Registration Open for June 26 Event

As the rest of the nation celebrates Bike to Work Day on May 17, the Denver region prepares for Colorado Bike to Work Day on June 26, the fourth Wednesday in Colorado Bike Month. The Denver Regional Council of Governments (DRCOG) spearheads this event in the nine-county metro area.

May16, 2013
PRWEB

As the rest of the nation celebrates Bike Month in May and Bike to Work Day this Friday, the **Denver Regional Council of Governments (DRCOG)** reminds Denver-area commuters that Coloradans are taking a different path. Although the nation celebrates Bike Month in May, the May 1 snowstorm is a clear reminder why the state legislature has declared June as Colorado Bike Month, with Bike to Work Day taking place the fourth Wednesday—June 26 this year.

With the successful launch of a brand-new website to promote the event and track registrations, DRCOG encourages would-be bike commuters to sign up at <http://www.biketowork2013.org>. Colorado is making great strides in making the ride smoother for those who choose to use two-wheeled transportation: it climbed two places in the League of American Bicyclists Bike-Friendly States list to number two this year from number four last year. Colorado now boasts two of four of the League's platinum-rated cities (Boulder and Fort Collins), and Walkscore just ranked Denver the third-most bikeable large city in the U.S. in its new Bikescore ratings.

“Bike to Work Day is a key metro area event for many reasons,” noted DRCOG Executive Director Jennifer Schaufele. “Having the support of so many other riders, the breakfast stations and the fun atmosphere help push people over the psychological hurdle of biking for reasons other than recreation. When people pledge to participate by registering on the regional website, it provides data that supports policy-making efforts. And it supports two goals our local governments have set forward as key in our long-range plan for growth and development, Metro Vision: lowering single-occupant vehicle (SOV) trips to work from 74 percent to 65 percent, and reducing daily vehicle miles traveled (VMT) per capita by 10 percent.”

Registration also enters bicycle commuters into a drawing for prizes: sponsors will be providing concert and sporting tickets, gift certificates for restaurants, athletic gear and more. Visitors to <http://www.biketowork2013.org> will also find resources for route planning, a map showing breakfast and bike home stations and group rides, information on bike-related events throughout the region and details on ordering the popular event t-shirt. DRCOG's Way to Go program plans

the annual Bike to Work Day event for the Denver region with assistance from a team of public and private partners including 9News, CDOT, Comcast, Denver B-Cycle, IKEA, Kaiser Permanente, Larkburger, Noodles & Company, RTD and Yay! In the more than 15 years since its inception, the Denver region's Bike to Work Day has grown to the second-largest event of its kind in the nation, with nearly 27,000 riders participating in 2012.

Traffic fatalities: Revved-up data needed, but it could cost millions

May 27, 2013
By Joey Bunch
The Denver Post

While Colorado's traffic planners are painfully aware that traffic fatalities among pedestrians and cyclists are up, finding the money to collect the kinds of detail-rich data helpful in preventing the accidents remains elusive.

A statewide listening tour is in the works on the problem this summer. But even a top decision-maker leading the conversations doesn't expect much help from cash-strapped state coffers. Colorado's total traffic deaths have tumbled 44 percent since 2002, but deaths of pedestrians are up 9.8 percent and cyclist deaths are up 44 percent.

More recently, auto-pedestrian collisions in Denver for the first four months of this year have risen almost 35 percent since the same period in 2010, and hit-and-run cases in the city this year are up 55 percent over each of the previous four years.

Law enforcement, traffic planners and politicians are looking at ways to respond — and looking more than ever for data to provide insight into causes that could identify a path to solutions. Rollie Heath, chairman of the state Senate's Transportation Committee, said if good data helps planners prevent traffic deaths, "that's a conversation worth having."

But when it comes to paying for it, that's a different conversation.

"We're not adequately funding basic repairs on some of our roads," said the Boulder Democrat.

"And we've got a lot of needs for the funds we have."

The data-sharing systems can cost millions of dollars across multiple agencies. And coordinating the effort can be difficult.

Federal grants are available for some of the costs. Colorado already draws about \$500,000 each year from federal grants for record-keeping that could be used for the kind of all-digital systems that Minnesota and 13 other states use.

A National Highway Traffic Safety Administration study in June 2010 found states that have switched to electronic records submissions had realized savings, charged a fee for reports and worked with universities and private contractors to eliminate or significantly offset the cost of the switch.

The investment in more timely records and a streamlined process has paid off, said Kathleen Haney, research, evaluation and traffic records manager for the Minnesota Department of Public Safety, "It's hard to plan for the future when you're using data from too far in the past," she said.

"It's hard to address a problem that's going on right now with old data."

The public will have a chance to tell Heath and 19 other members of House and Senate transportation committees whether data should be a spending priority during lawmakers' "listening tour" on transportation issues this summer.

The tour begins July 16 at the Capitol in Denver, before moving to northern Colorado July 23 to July 25, then to southern and western Colorado in August and September, respectively.

Federal and local transportation experts already have said that simplifying and expediting the availability of collision data will improve forecasting for where and why accidents happen.

"Data is the road map in this business," said Colorado Springs-based transportation consultant Steve Jones. "If you don't know exactly where you are in terms of past accidents and congestion, it's that much harder to figure out how to go forward."

Colorado Department of Transportation traffic engineer Charles Meyer understands the complaints about CDOT's records. The complaints, however, are out of date, he said. Five years ago he worked in the state agency's regional office in Grand Junction.

"I would call up here to headquarters and say, 'I need to see data for this area,' and they would say, 'It's a few years old,' " he recalled. "I had the same complaint."

CDOT had fallen several years behind in processing crash data because of a records process that moves records back and forth between law enforcement, the Colorado Department of Revenue, regional planning agencies and CDOT — a chain of record management that remains.

From 2009 into 2011, CDOT brought in extra help to get its crash records up to date, Meyer said. Today, a new crash is in the state database in four to six months after it happens.

It's not a simple task. Statewide, Colorado has more than 90,000 crashes annually, nearly 250 a day, including more than 40,000 annually in the Denver metro region, according to CDOT.

Meyer said improvements to the process are ongoing. On Thursday, he attended the quarterly meeting of Colorado's Statewide Traffic Records Advisory Committee, made up of state, local and federal agencies that share crash records. The committee talked about improving collection and availability of records that day, Meyer said.

If legislators found more money for records, Meyer would invest in hiring more records staff, then moving all state law enforcement agencies to electronic records submissions, like the one used by Minnesota and other states.

Steve Cook, a ***Denver Regional Council of Governments*** planning manager, said while he treasures fresh data, improving records won't address the leading cause of crashes: drivers, pedestrians and cyclists who simply aren't paying attention.

"If we had data up to yesterday," he said, "it wouldn't change that conclusion."

Telecommuting is more than an answer to traffic congestion

June 5, 2013

By Bob Whitson

Boulder Daily Camera

It is not news that traffic congestion coming in and out of Boulder can be a headache for commuters.

According to the regional forecasts from the *Denver Regional Council of Governments*, traffic volumes will increase dramatically over the next fifteen years. So if we are currently experiencing slower commutes, increased pollution, and higher personal cost for fuel associated with longer travel times, are we really in the calm before the storm?

This forecast has not gone unnoticed by the transportation community. We are in the midst of conversations and construction to update US 36 and other major commuting corridors. We are making efforts to improve our RTD bus presence and construct our roads safer for bicyclist -- but we need to look beyond different ways to commute.

Telecommuting could be the answer. In fact, it could be the answer to multiple questions.

As a business owner, how can I save money?

As an employee, how can I save money?

How can I make a difference for our environment?

A telecommuting program can help the corporate bottom line. According to the Telework Research Network, if employees with appropriate jobs who want to work from home did so half the time, companies could save more than \$500 billion a year in costs related to real estate, electricity, absenteeism, turnover and productivity. With employees working outside the office, less office space is required and less energy is consumed for heating, air conditioning and computer systems.

By being capable of and offering telecommuting, you are opening yourself up to a better talent applicant pool, reducing operating costs, and improving employee morale. Telecommuting can be considered a benefit and therefore improves recruitment and retention, increases productivity, and betters your employees' abilities to balance work and personal life.

At the same time, employees reduce their own expenditures on gasoline and vehicle maintenance. They save time on their commute and work in environment designed to fit their

personal comfort. Just imagine the increased production on snow days or the amount of time saved by skipping two rush hour commutes to meet traditional work hours.

We could not go without mentioning the benefit to the air quality and environment. The EPA estimates that air toxins from vehicles account for as much as half of all cancers generated from outdoor pollutants. Reduce the days you commute, reduce the way you pollute. The benefits are win-win.

We are not ahead of the curve on this. According to a 2012 Reuters survey, one in five workers around the globe, particularly employees in the Middle East, Latin America and Asia, telecommute frequently and nearly 10 percent work from home every day.

Teleworking is a hot topic in the media since Yahoo decided to end their program with the argument that the best conversations happen face-to-face. They are not wrong or right; but I urge to weigh your pros and cons and design a program that works for you. Through empowering and trusting employees, providing them with the telework technology, and laying out the expectations of the work arrangement, you can have a successful telecommuting program.

Not the boss? Pitch the idea to your boss.

I also encourage you to listen to your hesitations. Create a telecommuting program that you are comfortable with. If you highly value face-to-face communication, perhaps a full-time telecommuting option doesn't fit your business needs. Don't let that kill the whole concept - find creative ways to work around it. We understand that organizational and cultural change is required in order to make this a reality. We, Boulder Transportation Connections, and Way to Go, our regional partners, are great local resources that can provide free assistance to businesses looking to implement a telecommute program.

As the transportation community makes strides to answer how we reduce traffic congestion, we hope you consider telecommuting. It could be beneficial in more ways that you anticipate.

Bob Whitson is executive director of Boulder Transportation Connections.

Long-term Care a Looming Crisis, but Colorado Takes an Important Step

June 10, 2013

By Bob Semro

The Huffington Post

Both Colorado and the United States face a crisis over long-term care for our aging population. (Baby boomers, this means you.)

In a few years, an unparalleled demographic shift will begin to place unprecedented demands on both our health care and long-term care systems. When this shift reaches its peak in 2030, 61 million Americans will be between 66 and 84 years old. In that same year, 9 million people will be older than age 84.

As for Colorado, the number of households aged 65+ will increase by 123 percent between 2010 and 2030.

If we are to successfully manage the health care needs of our aging population, we need to pursue options that will cost less, protect people's assets and life savings, keep people in their homes for as long as possible and help to reduce the financial and emotional stress on family caregivers. The longer we wait to develop a strategy, the more costly those options will be and the more difficult they will be to implement.

Fortunately, Colorado is looking ahead. This year, the legislature passed a bill that will help provide additional long-term care options for older Coloradans and save money for the state at the same time. It is one important step, but many more will be required.

This demographic shift, sometimes referred to as the "silver tsunami," has financial implications for the state budget as well as individual Coloradans. Older Coloradans will be leaving the workforce in the next two decades, effectively ending the "demographic dividend" that flowed to state and federal budgets. In the near future, this population will begin to use more health and long-term-care services that will place greater demands on family savings, as well as the budgets of public programs.

The national and state debate over the silver tsunami centers on the fiscal sustainability of "entitlement" programs such as Medicare and Medicaid. The aging population and the rising cost of health services are the main drivers for these concerns.

The increasing demand that this demographic shift will place on Medicare will significantly strain future federal budgets. In response, the Affordable Care Act focused on reducing spending growth. Even with those spending reductions in place, Medicare is projected to become insolvent

in 2026, four years before this aging demographic spike reaches its peak in 2030. Even with this trend moving in the right direction, the fix is temporary at best.

While Medicare is a critical federal issue, the problem extends far beyond that one federal program.

To begin with, we don't often talk about the impact of long-term care. At some point in their lives, 70 to 75 percent of people over the age of 65 will need some form of long-term care. In Colorado, that means 870,000 to 930,000 of our fellow citizens over age 65 may require long-term care in just 17 years.

The cost of long-term care is high and will continue to increase. According to the 2012 Genworth Financial Cost of Care Survey, the average hourly rate for private-pay homemaker services in Colorado is \$20 per hour. The average annual cost of a private-pay single bedroom in an assisted-living facility is \$44,433, or almost \$122 a day. Over the last five years, assisted-living costs have increased by 8 percent. For a semi-private room in a skilled-nursing facility in Colorado, the average annual private-pay cost is \$75,190, or \$206 per day. Those costs have increased by 4 percent over the last five years.

Given those costs, it will not take long for some Colorado citizens to spend down their life savings and assets. Currently, the primary safety-net program for long-term care when personal assets are exhausted is Medicaid. Since a large portion of the senior and baby boom population is not prepared to absorb the high cost of private-pay long-term care, many of them will likely end up on Medicaid if no other alternative is available.

Since Medicaid is both a federal and state program, increased demands on Medicaid will place greater demands on the state's share of the cost. According to the University of Denver study "Financing Colorado's Future," state general fund expenditures for the department that manages Medicaid will triple by 2024-25, from nearly \$1.8 billion to about \$5.5 billion.

Even though the cost of Medicaid-based long-term-care services is less expensive for the state budget than private-pay services, they are still high. According to the state's "Long Term Benefits Data Book," the annual cost of home- and community-based long-term-care services was \$24,839 for each beneficiary in 2010-11. The annual per-capita cost to the state for long-term care in a Class I nursing facility was \$57,251.

Clearly, if we are going to minimize the budgetary impact of our aging population, we need to develop less expensive forms of long-term care. We need to keep the elderly in their homes and allow them to maintain their independence for as long as possible. Since funding and the creation of new infrastructure need to stay ahead of increasing demands, the longer that we wait to implement these efforts, the more difficult the problem will be to solve.

In this year's legislative session, Colorado took a positive step to address the affordability and availability of one option for long-term care.

The Bell Policy Center worked with the *Denver Regional Council of Governments*, AARP, the Area Agencies on Aging (AAA) and other organizations to develop a proposal (Senate Bill 13-127) that will increase the percentage of revenue provided by the state's existing sales and use taxes that can be used to fund the AAAs.

The AAAs provide transportation, homemaker services and Meals on Wheels, to name just a few. The assistance, tailor-made to the needs of the recipient, is very popular with seniors, in part because it allows them to stay in their homes longer and maintain their independence. The program is so popular that there are long waiting lists.

For the state and consumers, AAA services are extremely cost-effective. The average cost for a recipient of AAA services provided through the Denver Regional Council of Governments is about \$4,200 per year. In terms of the state budget, AAA services are four times more cost-effective than in-home and community-based services offered through Medicaid and eight times more cost-effective than Medicaid eligible nursing facilities. At that savings rate, delaying 100 to 200 people a year from going on to Medicaid would save the state more than the first-year funding requested in Senate Bill 127.

Senate Bill 127 will increase funding for the AAAs by \$2 million each year. This comes on top of a one-time \$2 million increase to appropriations included in the governor's budget for 2013-14.

Under the previous law, about \$8 million was set aside from state sales and use taxes (which net more than \$2 billion annually) to use in the Older Coloradan's Cash Fund. After the passage of SB 127, that amount will be increased to \$10 million per year. That additional money will be used to reduce waiting lists for AAA services. As a result, more Colorado seniors can remain in their homes, protect savings that would otherwise be spent on more costly private-pay services, avoid institutionalized care longer and reduce the possibility of having to enroll in Medicaid. We need to consider many more initiatives like SB 127 in the very near future. The waiting lists for the AAAs represent a canary in the coal mine. It may be one of the first, but it will most certainly not be the last program to become overstrained by this historically unprecedented demographic shift.

Day puts cycling in spotlight in Castle Rock

June 18, 2013

By Virginia Grantier

Our Colorado News

In Tampa, Fla., where Castle Rock Police Cmdr. Jason Lyons used to work, it was a daily occurrence to lose cyclists or pedestrians in traffic accidents, he said in a recent interview. “It was ridiculous,” he said.

Lyons, who among other duties oversees Castle Rock's six bike cops, hasn't experienced even one such cycling tragedy in Castle Rock in the two-plus years he's been here. But Lyons said it's frightening to frequently see groups of kids on bikes in town who aren't wearing helmets.

And he said police often see other traffic violations by child and adult cyclists — such as crossing streets nowhere near crosswalks, riding against traffic, not having proper lights and so on.

But Castle Rock police are ready and funded to change all of that at an event from 7:30 to 9 a.m. June 26 in Festival Park near Second and Perry streets.

The plan is to piggyback on *Denver Regional Council of Governments'* Ride To Work Day and hold a police Bike Rodeo Program, a bike-safety clinic for child cyclists — as well as a free breakfast for all commuting cyclists and participants.

The police department's Bike Rodeo Program, funded by a \$3,000 Walmart grant, has already had two bike clinics this year and will have several more right before or after school starts. At the June 26 event, cyclists also can get free bike tune-ups, giveaways and prizes from a variety of sponsors, according to a press release.

Children ages 5 to 11 will have the opportunity to learn bike safety in part by maneuvering through an obstacle course with a police officer walking alongside. Bicycles and helmets will be checked for safety and proper fit. Bikes will be registered by police, which will help if bikes are lost or stolen.

For those participating in the Ride to Work Day, adult cyclists, walkers, in-line skaters or carpoolers are all welcome to stop by Festival Park on their way to work. Registration is not required, but for those who do register, they will be entered into a drawing for additional prizes. Registration is online at biketowork2013.org. Bike to Work Day, sponsored by the Denver Regional Council of Governments, is an annual even to promote bicycling as an alternative. Maps, breakfast location and more information is available online at www.biketowork2013.org.

U.S. 36 travel pattern changes 'not dramatic,' but signs of promise are evident

New mobility report shows solo drivers down in the corridor, with bump in carpooling

June 24, 2013

By John Aguilar

Boulder Daily Camera

The way people travel the U.S. 36 corridor continues to improve -- a new study shows a lower proportion of solo drivers and a higher share of carpoolers and telecommuters last year over 2011 -- but population and employment growth in the years ahead could chip away at those achievements.

The 2012 U.S. 36 Mobility Report, released last week by 36 Commuting Solutions, reveals that the percentage of single-occupancy vehicles rolling up and down U.S. 36 between Boulder and Denver last year declined to 68.8 percent from 69.3 percent the previous year. The share of solo drivers on U.S. 36 in 2010 was 70.5 percent.

Carpoolers also ticked up from 8.4 percent to 8.7 percent from 2011 to 2012, but the proportion of people biking and walking in the corridor declined by 0.1 percent, according to the report. Meanwhile, transit use on U.S. 36 stayed flat -- at 6.2 percent -- but more bus trips were recorded because there was an overall increase in the use of the highway last year. RTD reported nearly 3.1 million transit trips in 2012, compared to just under 3 million in 2011.

Audrey DeBarros, executive director of 36 Commuting Solutions, said the changes reflected in the report are "not dramatic," but she is encouraged by the trend that shows commuters -- for the third consecutive year -- increasingly abandoning their vehicles for other transportation modes.

"The future of U.S. 36 is all about providing commuters with additional options for how they will travel," she said.

Revamp critical to future

Those options should be rich and plentiful once the U.S. 36 Managed Lanes project, which is adding a dedicated bus, high-occupancy vehicle and single-driver toll lane to each side of the highway, wraps up in early 2016.

Work on the \$425 million project, which includes a corridor-long bikeway, began last July. The additional lanes should discourage solo driving, DeBarros said, because they will only allow free travel for HOVs and buses, but will charge a variable toll, depending on congestion, to single-occupancy vehicles. And transit service on the highway will be enhanced with bus rapid transit, a more reliable and frequent type of bus service than what currently exists.

"Because of the infrastructure that is being put in place -- managed lanes, bus rapid transit, carpools, a bikeway -- people will see alternatives to driving that are so much more convenient," DeBarros said.

Nadine Lee, project manager for U.S. 36 bus rapid transit, said her agency projects ridership in the corridor will increase once the new system opens to travelers in 2016 because of the travel time advantages that bus rapid transit provides over conventional service.

But because most transit users in the corridor are "choice riders," and not dependent on the bus for their locomotion, Lee said RTD can't just assume a new fleet of shiny buses and some upgraded bus stations on U.S. 36 will pack them in.

"The change in ridership will hinge on the quality of the service we're providing," she said.

Teri Whitmore, director of regional planning and operations for the *Denver Regional Council of Governments*, said the fact that solo driving on U.S. 36 is declining proportionally before the highway upgrade has even gone online is encouraging.

"To have a decrease in single-occupancy vehicle use now -- prior to infrastructure improvements -- it shows people are seeking out alternate ways of getting back and forth," she said.

Population growth poses challenge

But increases in transit use and other forms of alternate transportation could be tempered by an expected population surge in the area -- and an accompanying elevated demand for highway capacity -- over the next 20 or so years.

Demographers predict a 28 percent bump in population numbers and a 53 percent jump in jobs in the corridor by 2035. Whitmore said that makes it tough to significantly lower the proportion of solo drivers out on Colorado's highways, including U.S. 36.

Which, she said, makes the U.S. 36 Managed Lanes project, with its emphasis on multi-modal travel, all the more critical.

"The road capacity at this point is not increasing, but the traffic is," she said.

Pedal power is no passing fad in Broomfield

Employers, employees embrace biking to work on designated day, year round

June 23, 2013

By Megan Quinn

Broomfield Enterprise

Bike to work

Breakfast stations in Broomfield are open from 6:30 to 9 a.m. and are located at:

- Interlocken East Park, 280 Interlocken Blvd
- Golden Bear Bikes, 290 Nickel St., Suite 100
- Hunter Douglas, 1 Duette Way
- Arista Park 8095 Arista Place

To request a copy of the Bike 36 map, email info@36commutingsolutions.org or call 303-997-5155 with your name and address. The map also is available in a web-based application, including a mobile app, at 36commutingsolutions.org.

When employees ditch their car and ride their bike to the office on Bike to Work Day, many will be doing it with extra support from their companies.

Bike to Work Day, an annual celebration of two-wheeled commutes on Wednesday, will promote the health and environmental benefits of cycling by offering breakfast stations and other special events.

Many riders are taking part in the event with the help and encouragement of employers, said Audrey DeBarros, executive director of 36 Commuting Solutions. The nonprofit organization promotes greener commuting along the U.S. 36 corridor.

Some companies are encouraging employees to sign up, while others are sending volunteers to breakfast stations and logging the total number of miles their employees travel by bike.

"Every year, the interest grows," DeBarros said. "It shows that people and companies are interested in sustainability and alternative transportation to get to work."

An estimated 27,000 riders from across the metro area will participate in Bike to Work Day, according to the *Denver Regional Council of Governments*.

So far, more than 360 people will start their commutes in Broomfield, but Maya Geryk, a communications specialist for DRCOG, expects that number to grow, because registrations for this year's event were already outpacing expectations from last year.

DeBarros said employer support is helpful when workers jump on their bikes to get to the office. Several companies in the area offer showers, locker rooms or safe places to store bikes, and others advertise Bike to Work Day within their companies to promote pedal power, she said.

Broomfield companies such as Hunter Douglas, Avnet, RES Americas, WhiteWave Foods and Vail Resorts are among those that have stepped up support for employee cyclists, DeBarros said.

At RES Americas, for example, employees last year tallied 112 miles on Bike to Work Day, and others volunteered at breakfast stations. The renewable energy company said cycling fits its green standards, according to a company newsletter.

Kami Jenkins, an executive assistant at Vail Resorts, said her company also supports the event. Vail Resorts' culture is naturally centered around being active, and aside from its skiing culture, Vail Resorts' retail division owns Bicycle Village.

"Everyone here is really focused on being outside, being physically active," she said. "At lunch, people are always going out and doing something."

Jenkins, who will volunteer at the Interlocken East Park breakfast station during Bike to Work Day, said she helped promote the event within her company.

Last year, about 85 Vail employees rode their bikes during the event, but many employees make a habit of it year round, she said. The company offers bike lockers and showers to those who work up a sweat during their commutes.

Golden Bear Bikes, a Broomfield bike store that will offer a breakfast station and minor tune-ups for riders, also has several employees who regularly bike to work. Owner John DiPalma said the store is set up with showers and storage for regular bike commuters.

DiPalma said bike commuting is becoming more and more convenient with gradual improvements to the area's bike lanes and the installation of new bike paths. Those who participate in Bike to Work Day might become regular bike commuters.

"A lot of the people who ride (to Bike to Work Day) are already regular commuters, but I think interest is definitely growing," he said.

Though support from the boss can be a helpful motivator, one roadblock non-bike commuters face is doubts about their ability to bike to work. That's something DiPalma hopes will gradually go away once riders try out various bike routes and bike paths.

"A lot of people are intimidated," he said.

DeBarros said Bike to Work Day helps people become more aware of the ever-increasing options for safe bike travel. The event gives organizations such as 36 Commuting Solutions a chance to hand out updated bike maps, share cycling tips and provide information on upcoming bike-friendly projects.

Part of the ongoing U.S. 36 corridor construction calls for a bikeway along the highway —game-changer for bike commuters that could attract more bike-to-work commuters year-round, she said.

"To have biking as part of this national multi-modal project shows foresight and says a lot about the communities here that support bike culture," she said.

In 2013, Colorado was listed as the second most bike-friendly state because of its bike-centered legislation, programs that highlight cycling and educational tools that encourage people to ride bikes, according to the League of American Bicyclists.