

AGENDA
BOARD OF DIRECTORS
WEDNESDAY, MARCH 21, 2018

6:30 – 8:50 p.m.

1290 Broadway

First Floor Independence Pass Conference Room

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

PUBLIC HEARING

5. 6:35 Public hearing on amendments to the Metro Vision Plan and the 2040 Metro Vision Regional Transportation Plan and associated Air Quality Conformity Determinations
(Attachment A) Brad Calvert, Director, Regional Planning & Development, and Jacob Riger, Long Range Transportation Planner, Transportation Planning & Operations
6. 6:55 Report of the Chair
 - Report on Performance and Engagement Committee
 - Report on Finance and Budget Committee
 - Appointment of a member and alternate to represent DRCOG on the State Transportation Advisory Committee
 - Appointment of a member and alternate to represent DRCOG on the E-470 Authority Board
7. 7:05 Report of the Executive Director

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

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



8. 7:15 Public Comment
Up to 45 minutes is allocated now for public comment and each speaker will be limited to 3 minutes. If there are additional requests from the public to address the Board, time will be allocated at the end of the meeting to complete public comment. The chair requests that there be no public comment on issues for which a prior public hearing has been held before this Board. Consent and action items will begin immediately after the last speaker.

CONSENT AGENDA

9. 7:35 Move to Approve Consent Agenda
- Minutes of February 21, 2018
(Attachment B)

ACTION AGENDA

10. 7:40 Discussion of solicitation of interest to serve on Performance and Engagement, Finance and Budget, and Regional Transportation committees
(Attachment C) Douglas W. Rex, Executive Director
11. 7:50 Discussion of State Legislative Issues
- A. Bills on Which Positions Have Previously Been Taken
(Attachment D) Presentation by Rich Mauro, Senior Policy and Legislative Analyst
Rich Mauro will respond to questions and provide current status, if requested. These bills require no additional action by the Board unless individual bills are pulled from the package for reconsideration of the Board-adopted position. **To change the Board's position on specific legislative bills requires affirmative action by 2/3 of those present and voting.**
- B. New Bills for Consideration and Action
(Attachment E) Presentation by Rich Mauro, Senior Policy and Legislative Analyst (if necessary)
Rich Mauro will present a recommended position on any new bills based on the Board's legislative policies. If a bill requires additional discussion it may be pulled from the package and action will be taken separately. **Positions on specific legislative bills require affirmative action by 2/3 of those present and voting.**

INFORMATIONAL BRIEFINGS

12. 8:05 Presentation on CDOT Smart Mobility Plan
(Attachment F) Wes Maurer, Colorado Department of Transportation
13. 8:20 2020-2023 Transportation Improvement Program Regional Share Criteria
(Attachment G) Douglas W. Rex, Executive Director

INFORMATIONAL BRIEFINGS (cont.)

14. 8:35 Committee Reports
The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG
- A. Report on State Transportation Advisory Committee – Elise Jones
 - B. Report from Metro Mayors Caucus – Herb Atchison
 - C. Report from Metro Area County Commissioners– Roger Partridge
 - D. Report from Advisory Committee on Aging – Jayla Sanchez-Warren
 - E. Report from Regional Air Quality Council – Doug Rex
 - F. Report on E-470 Authority – Ron Rakowsky
 - G. Report on FasTracks – Bill Van Meter

INFORMATIONAL ITEMS

15. 2018-2021 Transportation Improvement Program Administrative Modifications
(Attachment H) Douglas W. Rex, Executive Director
16. Relevant clippings and other communications of interest
(Attachment I)
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

17. Next Meeting – April 18, 2018
18. Other Matters by Members
19. 8:50 Adjourn

SPECIAL DATES TO NOTE

Aging and Disability Resources Short Course	April 12, 2018
DRCOG Awards Event	April 25, 2018
Transportation and Personal Mobility Short Course	May 17, 2018

For additional information please contact Connie Garcia at 303-480-6701 or cgarcia@drcog.org

CALENDAR OF FUTURE MEETINGS

March 2018

16	Advisory Committee on Aging	Noon – 3 p.m.
20	Regional Transportation Committee	CANCELLED
21	Finance and Budget Committee	5:30 p.m.
21	Board of Directors	6:30 p.m.
26	Transportation Advisory Committee	1:30 p.m.

April 2018

4	Board Work Session	4:00 p.m.
4	Performance and Engagement Committee	5:30 p.m.*
17	Regional Transportation Committee	8:30 a.m.
18	Finance and Budget Committee	5:30 p.m.
18	Board of Directors	6:30 p.m.
20	Advisory Committee on Aging	Noon – 3 p.m.
23	Transportation Advisory Committee	1:30 p.m.

May 2018

2	Board Work Session	4:00 p.m.
2	Performance and Engagement Committee	5:30 p.m.*
15	Regional Transportation Committee	8:30 a.m.
16	Finance and Budget Committee	5:30 p.m.
16	Board of Directors	6:30 p.m.
18	Advisory Committee on Aging	Noon – 3 p.m.
28	Transportation Advisory Committee	1:30 p.m.

* The Performance and Engagement Committee meeting will begin immediately following the Board work session; the time listed is approximate.

ATTACH A

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
March 21, 2018	Public Hearing	5

SUBJECT

Public hearing on proposed amendments and updates to the Metro Vision Plan, and to the 2040 Metro Vision Regional Transportation Plan (2040 MVRTP) and associated air quality conformity determination documents.

PROPOSED ACTION/RECOMMENDATIONS

No action is requested; this is a public hearing. The Board is anticipated to act on the proposed documents at its April 2018 meeting.

ACTION BY OTHERS

N/A

SUMMARY

DRCOG adopted the [Metro Vision Plan](#) in January 2017 and the [2040 MVRTP](#) in April 2017. With a focus on implementing both plans, DRCOG routinely offers an opportunity for stakeholders, project sponsors, and staff to amend both plans as needed. DRCOG issued a call for proposed amendments in October 2017 and received amendment requests for both plans; staff is also proposing updates to both plans. The proposed amendments and updates are the subject of the March 21 [public hearing](#) and include the following documents:

- [Summary of proposed Metro Vision amendments](#)
- [Summary of proposed amendments and changes to the 2040 MVRTP](#)
- [2040 MVRTP public hearing draft \(Feb. 2018\)](#)
- [2040 MVRTP track changes revisions](#)
- [2040 MVRTP appendices with track changes revisions](#)
- [Denver southern subarea 8-hour ozone conformity determination](#)
- [Draft CO and PM10 conformity determination](#)

Per federal transportation planning requirements, DRCOG must show that the amended 2040 MVRTP will not cause a violation of federal air quality conformity standards. Accordingly, the 2040 MVRTP's roadway and transit networks were modeled for air quality conformity. 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 linked above.

The Board is anticipated to act on the proposed documents at its April 2018 meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

Staff presentation

ADDITIONAL INFORMATION

For additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; or Brad Calvert (Metro Vision Plan), Director, Regional Planning and Development, at 303-480-6839 or bcalvert@drcog.org; or Jacob Riger (2040 MVRTP), Long Range Transportation Planning Manager, at 303-480-6751 or jriger@drcog.org.



Amendments & Updates to:

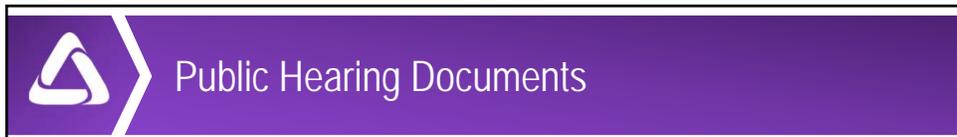
Metro Vision Plan

2040 Metro Vision Regional Transportation Plan

Air quality conformity

Public Hearing
March 21, 2018

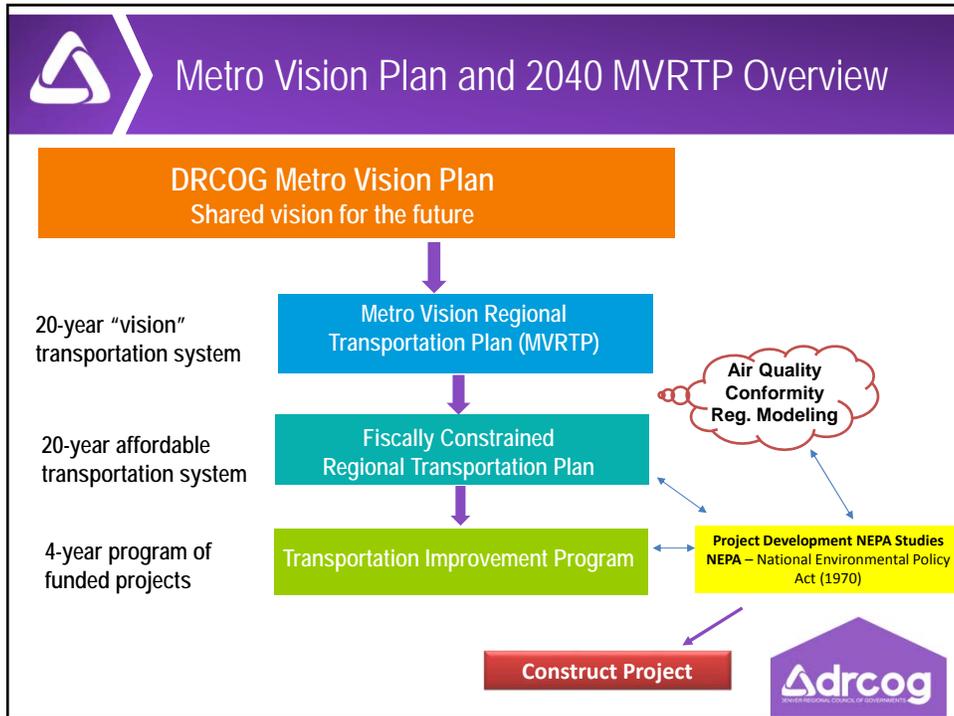
Presented by:
**Brad Calvert &
Jacob Riger**
March 21, 2018



Public Hearing Documents

- Summary of proposed Metro Vision amendments
- Summary of proposed amendments and changes to the 2040 Metro Vision Regional Transportation Plan (2040 MVRTP)
- 2040 MVRTP public hearing draft document
- 2040 MVRTP track changes revisions document
- 2040 MVRTP appendices with track changes revisions
- Denver southern subarea 8-hour ozone conformity determination
- Draft CO and PM10 conformity determination





Metro Vision

- Unanimously adopted by DRCOG Board of Directors January 18, 2017
- Previous versions date back to 1997
- Longstanding Metro Vision principle: DRCOG Board makes minor revisions to the plan annually and major updates as needed

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Adrcog logo

 Staff-initiated *Metro Vision* amendments

Metro Vision performance measures

Proposed amendments:

1. Amend one measure description
2. Update baseline and 2040 target for that measure



 Staff-initiated *Metro Vision* amendments (pt. 1)

Measure

Share of the region's housing and employment near **rapid transit or** high-frequency transit **stops**

Staff rationale: Updated language more clearly describes the measure methodology

↓

Measure	Where are we today? (Baseline)	Where do we want to be? (2040 Target)
Share of the region's housing and employment high-frequency transit	Housing: 14.0 percent (2014)	20.0 percent
	Employment: 32.3 percent (2014)	45.0 percent



 Staff-initiated *Metro Vision* amendments (pt. 2)

Where are we today? (Baseline)	Where do we want to be? (2040 Target)
Housing: 29.7 <u>14.0</u> percent (2014)	35.0 <u>20.0</u> percent
Employment: 48.4 <u>32.3</u> percent (2014)	60.0 <u>45.0</u> percent

Measure	Where are we today? (Baseline)	Where do we want to be? (2040 Target)
Share of the region's housing and employment high-frequency transit	Housing: 14.0 percent (2014)	20.0 percent
	Employment: 32.3 percent (2014)	45.0 percent



 Staff-initiated *Metro Vision* amendments (pt. 2)

Where are we today? (Baseline)	Where do we want to be? (2040 Target)
Housing: 29.7 <u>14.0</u> percent (2014)	35.0 <u>20.0</u> percent
Employment: 48.4 <u>32.3</u> percent (2014)	60.0 <u>45.0</u> percent

Staff rationale: Correct baseline calculation error and propose targets that maintain similar relationship between baseline and target

- Error: Weekday, Saturday and Sunday departures summed (vs. weekday only)
- Targets: Reviewed by Board during February Work Session





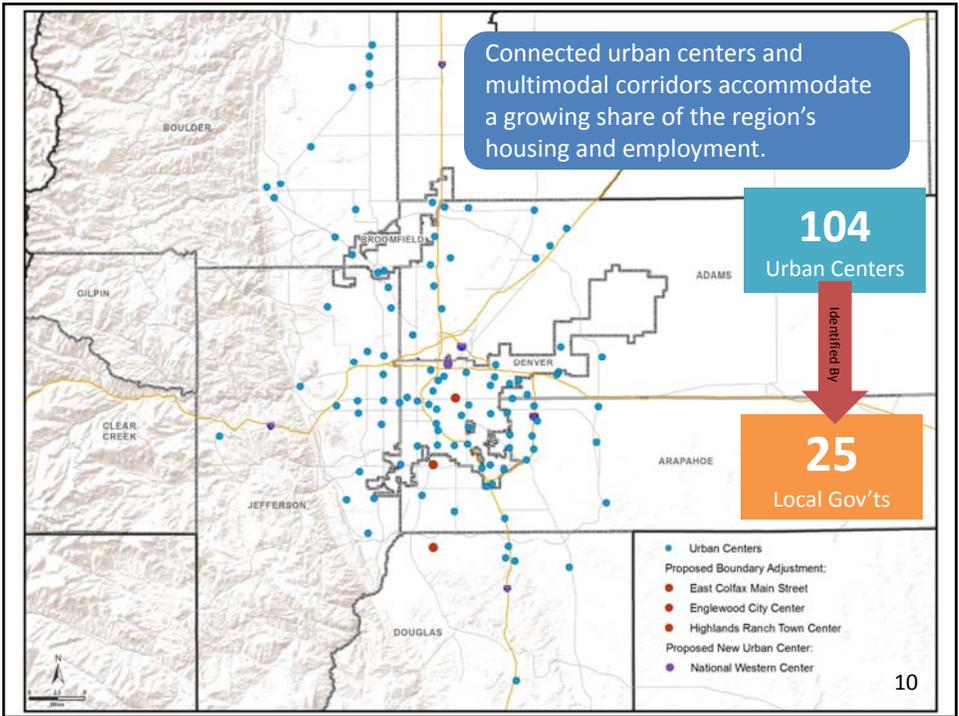
Sponsor-initiated *Metro Vision* amendments

Urban Centers*

Member submitted amendments:

- 3 proposed boundary adjustments
 - City and County of Denver – East Colfax Main Street
 - Douglas County – Highlands Ranch Town Center
 - City of Englewood – City Center
- 1 new proposed urban center
 - City and County of Denver – National Western Complex

* Urban center amendments are reviewed by DRCOG staff and external evaluation panel



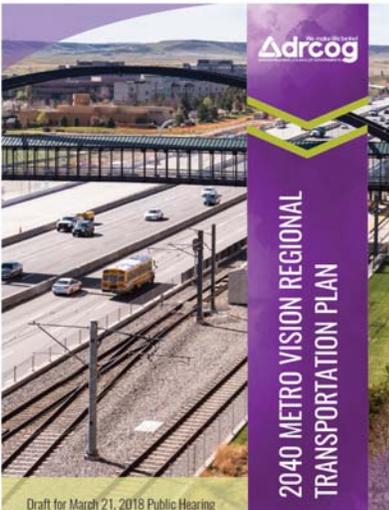
 Preliminary recommendations in public review summary*

Sponsor	Urban Center	New Center or Boundary Adjustment	Panel Recommendation	DRCOG Staff Recommendation
Douglas County	Highlands Ranch Town Center	Expansion	Not at this time	Include
Englewood	CityCenter	Expansion	Include	Include
Denver	East Colfax Main Street	Expansion	Include	Include
Denver	National Western Center	New	Not at this time	Not at this time

* Final recommendations will consider input received during public review period, including hearing.



 2040 MVRTP Overview

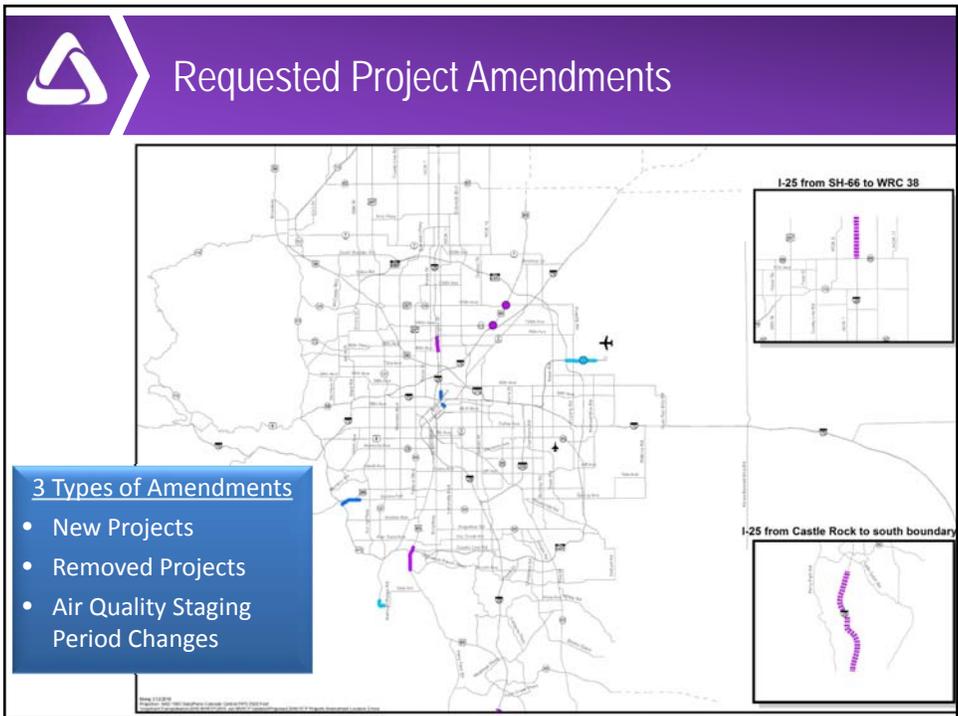


Draft for March 21, 2018 Public Hearing

- Helps implement Metro Vision
- Presents region's vision for multimodal transportation system
- Meets federal requirements
- Identifies 2040 "fiscally constrained" (cost feasible) system & project investments
- Identifies major roadway capacity & rapid transit projects
- Is updated every four years and amended more frequently



 Requested Project Amendments			
Agency	Project/Segment Description	Current	
		2040 MVRTP Status	Proposed Model Network Change
CDOT R1	I-25: Castle Rock to DRCOG South Boundary	N/A	<ul style="list-style-type: none"> Add 1 toll express lane in each direction Add to 2020-2029 AQ stage
CDOT R1	I-25: 84th Avenue to Thomton Parkway: Add 1 NB GP Lane	N/A	<ul style="list-style-type: none"> Add 1 NB general purpose lane Add to 2020-2029 AQ stage
CDOT R1	US-85: 104th Avenue & 120th Avenue New Interchanges	N/A	<ul style="list-style-type: none"> Add 2 interchanges (104th, 120th) Add to 2020-2029 AQ stage
CDOT R4	I-25: SH-66 to WCR 38 (DRCOG North Boundary): Add 1 Toll Express Lane in each Direction	2035-2040 AQ stage	Advance to 2020-2029 AQ stage
Denver	Widen 2-4 Lanes: <ul style="list-style-type: none"> 38th Avenue: Brighton Boulevard to Walnut Street Washington Street: Elk Place to 52nd Avenue 	2025-2034 AQ stage 2015-2024 AQ stage	Remove from 2040 MVRTP
Denver International Airport	Pena Boulevard: E-470 and Jackson Gap Street: <ul style="list-style-type: none"> Widen 6 to 8 Lanes Relocate Westbound Off-Ramp to Gun Club Road Add Eastbound On-Ramp from Gun Club Road 	N/A	Add new locally-funded projects to 2020-2029 AQ stage
Douglas County	Widen 4 to 6 Lanes: <ul style="list-style-type: none"> US-85: Highlands Ranch Parkway to Blakeland Road US-85: Blakeland Road to County Line Road 	2015-2024 AQ stage 2025-2034 AQ stage	Combine into one project and advance to 2020-2029 AQ stage
Douglas County	New Locally Derived Funded Project: <ul style="list-style-type: none"> Waterton Road: SH-121 to Campfire Drive: Widen 2 to 4 Lanes 	N/A	Add to 2020-2029 AQ stage
Jefferson County	Quincy Avenue: C-470 and Simms Street: Widen 2 to 4 Lanes	2015-2024 AQ stage	Remove from 2040 MVRTP





Staff-Initiated Updates

- Fully integrate amendments into text, maps, and tables
- Update the financial plan (Chapter 5) to include the additional revenues and expenditures associated with project amendments
- Include federally required and Board-adopted 2018 safety targets
- Include current data (travel and land use models, Census data, other DRCOG data)
- Update text to address current events and other relevant information since adoption (April 2017)
- Create new style format and graphic design to make the 2040 MVRTP more attractive and user-friendly



Public Input

- 30 day public comment period
 - ✓ Notification: website, social media, email blast, postcards, newspaper, etc.
- Public hearing
 - ✓ Capstone of public comment period
 - ✓ Usually held one month before Board action





Air Quality Conformity

- 2040 MVRTP must address ozone, carbon monoxide, and PM-10 pollutants
- Proposed amendments included in the regional travel model transportation networks
- Amended 2040 MVRTP passed pollutant emission tests for regional air quality conformity
- Air quality conformity is regional (entire MVRTP), not based on individual projects



ATTACH B

MINUTES
BOARD OF DIRECTORS
WEDNESDAY, FEBRUARY 21, 2018

Members/Alternates Present

Bob Roth, Chair	City of Aurora
Jeff Baker	Arapahoe County
Elise Jones	Boulder County
David Beacom	City and County of Broomfield
Anthony Graves (Alternate)	City and County of Denver
Kevin Flynn	City and County of Denver
Roger Partridge	Douglas County
Libby Szabo	Jefferson County
Bob Fifer	City of Arvada
Larry Vittum	Town of Bennett
Aaron Brockett	City of Boulder
Anne Justen	Town of Bow Mar
Lynn Baca	City of Brighton
George Teal	Town of Castle Rock
Tammy Maurer	City of Centennial
Laura Christman	Cherry Hills Village
Rick Teter	City of Commerce City
Steve Conklin	City of Edgewater
Carolyn Scharf (Alternate)	City of Federal Heights
Lynette Kelsey	Town of Georgetown
Jim Dale	City of Golden
Ron Rakowsky	City of Greenwood Village
Stephanie Walton	City of Lafayette
Dana Gutwein	City of Lakewood
Karina Elrod	City of Littleton
Jacob Lofgren	Town of Lochbuie
Wynne Shaw	City of Lone Tree
Joan Peck	City of Longmont
Ashley Stolzmann	City of Louisville
Julie Mullica (Alternate)	City of Northglenn
John Diak	Town of Parker
Sally Daigle	City of Sheridan
Rita Dozal	Town of Superior
Jessica Sandgren	City of Thornton
Herb Atchison	City of Westminster
Bud Starker	City of Wheat Ridge
Deborah Perkins-Smith	Colorado Department of Transportation
Bill Van Meter	Regional Transportation District

Others Present: Douglas W Rex, Executive Director, Connie Garcia, Executive Assistant/Board Coordinator, DRCOG; Jeanne Shreve, Adams County; Bryan Weimer, Arapahoe County; Mac Callison, Aurora; Brad Boland, Castle Rock; Jolon Clark, Justin Begley, Denver; Jamie Hartig, Douglas County; Danny Herrmann, CDOT; Sam Light, Light Kelly; Jennifer Cassell, Bowditch & Cassell; and DRCOG staff.

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

Move to approve agenda

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

Presentation from Olympic Exploratory Committee

Bruce James, Brownstein, Hyatt, Farber & Schreck, provided an overview of a group formed to explore whether Denver should submit a bid to host a future winter Olympics. He noted there are many factors to consider in the process.

The Chair introduced Jolon Clark, a new alternate representative for the City and County of Denver.

Report of the Chair

- The February Regional Transportation Committee meeting was cancelled.
- The chair noted on February 7 a public hearing was scheduled for the March 21, 2018 Board meeting on proposed amendments to the Metro Vision Plan, and the 2040 Metro Vision Regional Transportation Plan and associated air quality conformity determinations.
- Director Fifer reported the P&E Committee meeting was cancelled.
- Director Diak reported the Finance and Budget Committee approved contracting for on-call traffic signal operational design services, and a right-to-lease listing for subleasing the current office space.
- Chair Roth presented a five-year service award to Director Diak.
- The Chair reported he, Director Diak, and Rich Mauro met last week with a delegation of elected officials from Ukraine. The topic of discussion was how cities and counties work with the State Legislature.

Report of the Executive Director

- Doug Rex reminded members of the annual DRCOG Awards event coming up on April 25. He noted members and alternates may attend for free, and may bring a guest for a discounted rate of \$49.
- Mr. Rex provided an update on Winter Bike to Work Day. He reported approximately 3,000 people registered to participate. Denver finished 2nd and Boulder finished 3rd worldwide for participation, Aurora also finished in the top 20.

- There are three Board short courses scheduled (Metro Vision, growth and development, Aging and disability resources, and Transportation and personal mobility). A flyer with the dates and RSVP information was provided for members.
- There is a Metro Vision Idea Exchange scheduled for February 28. Housing and affordability will be the main topic of the Exchange.
- Mr. Rex reported DRCOG will be taking over the Citizens' Academy previously hosted by Transit Alliance. More information will be coming in the next few months.
- Mr. Rex noted he's met with several city councils over the past few months. He stated he is interested in meeting with additional councils/commissions.
- Steve Conklin, Edgewater's representative on the Board of Directors, has provided two presentations to DRCOG staff on the history of radio and television in the Denver area.
- Sam Light, Light Kelly, provided information to the Board of Directors regarding open meeting laws in Colorado. Mr. Light briefed members on the importance of following open meeting laws in the upcoming subregional forum process.

Public comment

No members of the public offered comment.

Move to approve consent agenda

A revision to the January 17, 2018 minutes was noted – adding Director Champion from Columbine Valley to the list of members attending the meeting.

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

Items on the consent agenda included:

- Minutes of the January 17, 2018 meeting

Election of Officers

Director Jones, chair of the Nominating Committee, thanked members of the Nominating Committee and presented the proposed slate of officers.

Director Jones **moved** to approve the slate of officers as recommended by the Nominating Committee. The motion was **seconded**. There was discussion.

Concern was expressed regarding Board members and their places of employment, specifically related to conflict of interest. A policy related to conflict of interest will be established in the coming months by the Performance and Engagement Committee.

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

Director Roth thanked Director Jones for her service over the past five years, and welcomed Director Stolzmann as the new Board Officer. Director Atchison assumed the chair's duties at this point in the meeting.

Discussion of TIP Subregional Share Forum Formation

Mr. Rex provided background information on this item. He outlined the process for establishing the subregional forums, noting who should be invited to participate in each county-based forum to posting notices of meetings, and providing information to DRCOG.

Director Fifer **moved** to approve foundational governance concepts for subregional forum formation to be included in the 2020-2023 TIP Policy Document, with the stipulation that the county be included in the meeting notice posting requirement. The motion was **seconded** and **passed** unanimously.

Discussion of *Policy on Federal Legislative Issues*

Rich Mauro, Senior Policy and Legislative Analyst, noted the policy document was provided to members at the January meeting for information. No comments or modifications were received from members.

Director Rakowsky **moved** to approve the *Policy on Federal Legislative Issues*. The motion was **seconded** and **passed** unanimously.

Discussion of state legislative issues

Bills previously acted on:

SB 18-054 – based on a change in status of the bill, staff requested the Board consider a position change from oppose to monitor.

Director Fifer **moved** to change the Board's position from oppose to monitor. The motion was **seconded** and **passed** unanimously.

SB 18-007 – the bill is expected to pass.

SB 18-010 – the bill has passed and been sent to the House Finance Committee.

New bills:

HB 18-1072 – Red light camera repeal; postponed indefinitely.

HB 18-1119 – Highway building and maintenance funding; postponed indefinitely.

HB 18-1125 – Tax credit employer-assisted housing pilot program; staff recommends a position of monitor

HB 18-1127 – Residential landlord rental application; staff recommends a position of support

HB 18-1195 – Tax credit contributions organizations affordable housing; staff recommends a position of monitor.

Director Flynn **moved** positions on HB 18-1125, 18-1127, and 18-1195 as proposed by staff. The motion was **seconded** and **passed** unanimously.

SB 18-120 – Time period for tenant to cure unpaid rent; postponed indefinitely

Mr. Mauro noted a budget request from DRCOG related to additional funds for older adults is under review by the Joint Budget Committee; a decision is expected in early March. Mr. Mauro reported DRCOG is hosting a Legislative Breakfast on March 9.

Presentation on Metro Vision Strategic Initiative Update

Brad Calvert, Director, Regional Planning & Development, provided a high-level overview of regional initiatives from the past year.

Presentation on Southwest Chief and Front Range Passenger Rail Commission

Jacob Riger, Long Range Transportation Planning Program Manager, provided the initial findings of the Southwest Chief and Front Range Passenger Rail Commission as reported to the legislature in late 2017. Mr. Riger noted the Commission will seek a resolution of the Board's support of the Commission's implementation plan and funding request at a future meeting.

Committee Reports

State Transportation Advisory Committee – Director Jones reported the STAC continued discussion of a project list, received an update on national freight and risk/resiliency for I-70; and distributed 5311 funds.

Metro Mayors Caucus – Director Atchison reported the Metro Mayors Caucus received a presentation from the Olympic Exploratory Committee, and discussed pending legislation.

Metro Area County Commissioners – Director Partridge reported the MACC received updates on bond issues and discussed meeting logistics.

Advisory Committee on Aging – Jayla Sanchez-Warren reported the ACA discussed transportation priorities and new funding, and received an update on federal dollars.

Regional Air Quality Council – Doug Rex reported that RAQC Executive Director Ken Lloyd announced he will retire later in 2018, and a search committee was formed to find his replacement.

E-470 Authority – Director Rakowsky reported Thornton Mayor Heidi Williams is the new Chair of the E-470 Board.

Report on FasTracks – Director Van Meter noted progress on the N-Line will have impacts on A-Line service, with weekend closures expected. Similarly, work on the Southeast rail line will be impacted by construction on C-470.

Next meeting – **March 21, 2018**

Other matters by members

Chair Atchison thanked Director Roth for his tenure as chair.

Adjournment

The meeting adjourned at 9:20 p.m.

Herb Atchison, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Executive Director

ATTACH C

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
March 21, 2018	Action	10

SUBJECT

This item is related to soliciting interest for serving as a member of the Finance and Budget or Performance and Engagement committees. Interest is also solicited for serving as a member or alternate on the Regional Transportation Committee.

PROPOSED ACTION/RECOMMENDATIONS

Solicit interest from members to serve on the Finance and Budget Committee, Performance and Engagement Committee, and Regional Transportation Committee.

ACTION BY OTHERS

N/A

SUMMARY

In April 2017, the Board of Directors appointed members to the Finance and Budget and Performance and Engagement committees, establishing staggered two-year terms. The Nominating Committee will meet and recommend appointees at the April Board meeting for new two-year terms to begin in May.

Additionally, interest is being solicited for two members to participate on the Regional Transportation Committee. The Board Chair and Vice Chair serve as Chair and Vice Chair of the Regional Transportation Committee. Two additional members are needed, as well as alternates. Two members and a minimum of four alternates will be selected at the April Board meeting to serve on the Regional Transportation Committee.

Statements of interest for serving on any of the committees should be submitted in writing (via email) to Connie Garcia, Board Coordinator, no later than March 31, 2018.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to open solicitation of interest for serving on the Performance and Engagement, Finance and Budget, and Regional Transportation committees.

ATTACHMENTS

- Current Finance and Budget and Performance and Engagement committee member lists
- Finance and Budget and Performance and Engagement committee descriptions

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcoq.org; or Connie Garcia, Executive Assistant/Board Coordinator at 303-480-6701 or cgarcia@drcoq.org.

**DENVER REGIONAL COUNCIL OF GOVERNMENTS
FINANCE AND BUDGET COMMITTEE
March 2018**

Jeff Baker
Commissioner
Arapahoe County

Wynne Shaw
Council Member
Lone Tree

Elise Jones
Commissioner
Boulder County

Ashley Stolzmann**
Council Member
Louisville

Crissy Fanganello
Mayor's Representative
City & County of Denver

Connie Sullivan
Mayor
Lyons

Roger Partridge
Commissioner
Douglas County

Joan Peck
Council Member
Longmont

Libby Szabo
Commissioner
Jefferson County

Rita Dozal
Trustee
Superior

**Committee chair

**DENVER REGIONAL COUNCIL OF GOVERNMENTS
PERFORMANCE AND ENGAGEMENT COMMITTEE
March 2018**

Eva Henry
Commissioner
Adams County

Steve Conklin
Council Member
City of Edgewater

Bob Fifer
Mayor Pro Tem
City of Arvada

Ron Rakowsky
Mayor
Greenwood Village

Bob Roth
Council Member
City of Aurora

Data Gutwein
Council Member
City of Lakewood

Aaron Brockett
Council Member
City of Boulder

Colleen Whitlow
Trustee
Town of Mead

David Beacom
Council Member
City & County of Broomfield

John Diak**
Council Member
Town of Parker

George Teal
Council Member
Town of Castle Rock

Jessica Sandgren
Mayor
City of Thornton

Kevin Flynn
Council Member
City & County of Denver

Herb Atchison
Mayor
City of Westminster

**Committee chair

FINANCE & BUDGET COMMITTEE

Type: Standing Committee

Authority: Articles of Association, revised March 16, 2016

MEMBERSHIP

The administrative business of the Council concerning finances, contracts and related matters shall be managed by the Finance & Budget Committee. The Committee membership shall not exceed more than one-quarter of the total membership of the Board. Members of the Finance & Budget Committee shall be appointed by the Board upon recommendation of the Nominating Committee, in accordance with procedures and requirements set forth in the Articles of Association.

Committee members are appointed to two-year terms, except that in the initial establishment of the Committee, one half of the members are appointed to an initial one-year term so as to achieve staggered terms. A Committee member is eligible to serve so long as the jurisdiction he or she represents is a member of the Council, and he or she remains that member's official member representative on the Board. Membership on the Committee is designated to the member's jurisdiction; therefore, if a member appointed to the Committee is no longer able to serve, membership on the Committee shall transfer to the succeeding member representative of that jurisdiction on the Board, for the remainder of the term of the Committee appointment. A Committee member may seek re-appointment at the expiration of his or her term two-year term, in accordance with the procedures and requirements set forth in the Articles of Association, but the Board shall have no obligation to re-appoint any member.

OFFICERS

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

RESPONSIBILITIES

The following powers and duties are vested in the Finance & Budget Committee:

- To review contracts, grants and expenditures and authorize the expenditure of funds and the entering into contracts, within the parameters of the Council budget.
- To execute official instruments of the Council.
- To review and recommend to the Board the budget as provided in Article XV of the Articles of Association.
- To review the Council's audited financial statements with the Council's auditor, and to undertake, oversee and/or review other organization audits.
- To receive and review other financial reports and provide regular updates to the Board.

- To compensate member representatives for expenses incurred in attending to the proper business of the Council.
- To exercise such other powers, duties, and functions as may be authorized by the Board.

QUORUM

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

VOTING

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

PERFORMANCE & ENGAGEMENT COMMITTEE

Type: Standing Committee

Authority: Articles of Association, revised March 16, 2016

MEMBERSHIP

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

Committee members are appointed to two-year terms, except that in the initial establishment of the Committee, one half of the members are appointed to an initial one-year term to achieve staggered terms. A Committee member is eligible to serve so long as the jurisdiction he or she represents is a member of the Council, and he or she remains that member's official member representative on the Board. Membership on the Committee is designated to the member's jurisdiction; therefore, if a member appointed to the Committee is no longer able to serve, membership on the Committee shall transfer to the succeeding member representative of that jurisdiction on the Board, for the remainder of the term of the Committee appointment. A Committee member may seek re-appointment at the expiration of his or her two-year term, in accordance with the procedures and requirements set forth the in Articles of Association, but the Board shall have no obligation to re-appoint any member.

OFFICERS

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

RESPONSIBILITIES

The following powers and duties are vested in the Performance & Engagement Committee:

- To develop the process for recruitment of the Executive Director.
- To recommend appointment of the Executive Director to the Board.
- To execute an employment contract with the Executive Director, within the parameters of the Council budget.

- To develop the process for, and execute and document the annual performance evaluation for the Executive Director, including approval and execution of amendments to the Executive Director employment contract in connection therewith, within the parameters of the Council budget.
- To hold quarterly meetings with the Executive Director to provide performance feedback to the Executive Director.
- To recommend to the Board, as needed, policies and procedures for the effective administration of the Executive Director.
- To provide oversight of onboarding programs for new Board appointees.
- To Implement and review Board structure and governance decisions.
- To Plan the annual Board workshop.
- To review results of Board assessments and recommend improvements.
- To receive and review reports related to the business of the Committee and provide regular updates to the Board.
- To Exercise such other powers, duties, and functions as may be authorized by the Board.

QUORUM

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

VOTING

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

ATTACH D

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
March 21, 2018	Action	11

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

None. This item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

The attached matrix updates the status of all bills previously acted upon by the Board as of March 14.

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

PREVIOUS DISCUSSIONS/ACTIONS

The Board took positions on these bills at the February 2018 Board meeting.

PROPOSED MOTION

N/A

ATTACHMENT

Status of Bills—2018 Session

ADDITIONAL INFORMATION

Should you have any questions regarding the bills, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; or Rich Mauro, Senior Policy & Legislative Analyst, at 303-480-6778 or rmauro@drcog.org.

DENVER REGIONAL COUNCIL OF GOVERNMENTS
STATUS OF BILLS--2018 SESSION
As of 3-14-18

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
AGING BILLS							
SB18-054	<p>Cap Fee Increases Assisted Living Residences - Under current law, the State Board of Health is authorized to establish a schedule of fees for health facilities, including assisted living residences, which fees must be sufficient to meet the Department of Public Health and Environment's direct and indirect costs in regulating health facilities. With regard to most department-regulated health facilities, the board cannot increase fees by more than the inflation rate.</p> <p><u>As introduced, the bill imposed the inflation rate limitation on fees assessed against assisted living residences, effective immediately.</u></p> <p><u>As amended, the effective date of the bill is 8-1-19. This will give the department time to implement a round of fee increases before the inflation limitation takes effect.</u></p>	Crowder/ Liston	Awaiting Governor's Signature	Monitor	FN	<p>Staff was concerned the bill as introduced would inhibit the department's ability to implement Colorado's assisted living regulations. Recently updated regulations are tied to an increase in fees to fund the additional oversight the regulations will require, including hiring additional surveyors to inspect facilities. Based on that concern, DRCO opposed this bill as introduced.</p> <p><u>With the amendment to the bill, DRCOG has moved to a monitor position.</u></p>	<p>With regard to long term care facilities, DRCOG supports increases in the quality of care and consumer protections for older adults...DRCOG urges the state, when making decisions regarding funding for these programs, to structure such funding to protect the quality of care for residents and participants.</p>

* FN = Fiscal Note

DENVER REGIONAL COUNCIL OF GOVERNMENTS
STATUS OF BILLS--2018 SESSION
As of 3-14-18

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
TRANSPORTATION BILLS							
SB 18-001	Transportation Infrastructure Funding - Requires the Transportation Commission to submit a ballot question at the 11-18 general election. It would authorize the state to issue additional transportation revenue anticipation notes (TRANS) for priority projects; repeal the SB 17-267 requirement for lease-purchase agreements to fund projects; and require 10% of state sales & use tax to be credited to the State Highway Fund to repay TRANS and fund projects. Authorizes TRANS in a maximum of \$3.5 billion with a maximum repayment of \$5 billion. Beginning 7-1-18, after repaying TRANS, the rest must be used only for qualified federal aid transportation projects that are included in CDOT's Strategic Transportation Project Investment Program and designated for Tier 1 projects on CDOT's 10-Year Development Program project list. At least 25% of the TRANS net proceeds must be used for projects in counties with populations of 50,000 or less and at least 10% of the TRANS net proceeds must be used for transit purposes or transit-related capital improvements.	Cooke & Baumgardner/ Carver & Buck	Senate Floor	Monitor	FN	DRCOG supported HB 17-1242 last session that included bonding but also a sales tax increase. It also provided a local share, local flexibility, and funding for an extensive list of locally determined mobility improvements. This bill only includes bonding for statewide projects. Also, 10% of sales & use tax translates to more than \$300 million per year that would be diverted from the General Fund. This is a significant amount of money that will be taken from other state programs, including education, health care, human services, and of particular concern to DRCOG, services to seniors.	DRCOG supports: Increased funding for transportation to preserve the system, address congestion and safety, and provide multi-modal options for people of all ages, incomes and abilities.

* FN = Fiscal Note

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2018 SESSION

As of 3-14-18

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
HOUSING BILLS							
HB 18-1127	Residential Landlord Rental Application - The bill: limits the fee to cover a landlord's costs for a personal reference check or for obtaining a consumer credit report or tenant screening report; requires a landlord to provide each prospective tenant with written notice of the landlord's tenant selection criteria and the grounds upon which a rental application may be denied before accepting an application or collecting an application fee; and requires a landlord to provide a prospective tenant with an adverse action notice if the landlord takes adverse action on a prospective tenant after reviewing the prospective tenant's rental application.	Jackson & Kennedy/	Senate State, Veterans, & Military Affairs + Senate Business, Labor, & Technology + Senate Finance	Support	FN	This is another in a series of bills being introduced this year attempting to provide protections for renters to better enable them to remain in housing they can afford. This is especially important for older adults and persons with disabilities, particularly those on fixed incomes. Keeping these people living in the community is a core principle of DRCOG's Area Agency on Aging and is reflected in Metro Vision.	DRCOG supports: The principle that renters and homeowners (including manufactured home owners) have appropriate protections from discrimination and displacement. Policies should emphasize the rights of residents and minimize disparities in treatment under the law.
HB 18-1195	Tax Credit Contributions Organizations Affordable Housing - For income tax years commencing on or after January 1, 2019, but prior to January 1, 2030, the bill creates a state income tax credit for a donation of cash or securities a taxpayer makes to an eligible developer to be used solely for the costs associated with an eligible project.	D. Pabon/ Tate	House Appropriations	Monitor	FN	With the lack of affordable housing being such a major challenge throughout the state, legislators are looking for funding sources for existing and new affordable housing programs.	DRCOG supports: Policies, programs and services that preserve existing affordable housing stock, promote access to diverse housing options in diverse geographic locations, and provide consumer protections that enable older adults and persons with disabilities to age in place.
SB 18-007	Affordable Housing Tax Credit - The bill changes the name of the existing Low-Income Housing Tax Credit to the Affordable Housing Tax Credit. It also extends the period during which the Colorado Housing And Finance Authority may allocate affordable housing tax credits from December 31, 2019, to December 31, 2024.	Guzman & Tate/ J. Becker & Duran	House Finance	Support	FN	This is an existing tax credit for developers of affordable housing. It has an expiration date of December 31, 2019. This bill extends the credit another five years.	DRCOG supports: Policies and programs that support the private and public sectors in the creation and maintenance of an adequate supply of affordable rental and ownership options and providing a variety of housing sizes and types integrated with the community to meet the needs of people of all ages, incomes, and abilities.

* FN = Fiscal Note

DENVER REGIONAL COUNCIL OF GOVERNMENTS
STATUS OF BILLS--2018 SESSION
As of 3-14-18

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
SB 18-010	Residential Lease Copy and Rent Receipt - The bill requires a residential landlord to provide each tenant with a copy of a written rental agreement signed by the parties and to give a tenant a contemporaneous receipt for any payment made in person with cash or a money order. For payments not made in person with cash or a money order, the landlord must provide a receipt, if the tenant requests it. The landlord may provide the tenant with an electronic copy of the agreement or the receipt unless the tenant requests a paper copy.	A. Williams & Martinez Humenik/ Exum	Passed Both Houses	Support	FN	This is the first in a series of bills we expect to be introduced this year attempting to provide protections for renters to better enable them to remain in housing they can afford. This is especially important for older adults and persons with disabilities, particularly those on fixed incomes. Keeping these people living in the community is core principle of DRCOG's Area Agency on Aging and is reflected in Metro Vision.	DRCOG supports: The principle that renters and homeowners (including manufactured home owners) have appropriate protections from discrimination and displacement. Policies should emphasize the rights of residents and minimize disparities in treatment under the law.

* FN = Fiscal Note

DENVER REGIONAL COUNCIL OF GOVERNMENTS
STATUS OF BILLS--2018 SESSION
As of 3-14-18

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
BILLS POSTPONED INDEFINITELY							
SB 18-053	Primary Offense For No Safety Belt - Current law requires every driver of and every front-seat passenger in a motor vehicle equipped with a safety belt system to wear a fastened safety belt while the motor vehicle is being operated. The bill extends this requirement to every passenger in a motor vehicle. Current law provides that a law enforcement officer may not cite a driver of a motor vehicle for a failure to wear a safety belt unless the driver was stopped for a different alleged traffic violation. The bill repeals this limitation, allowing a law enforcement officer to stop and cite a driver solely for a failure to wear a safety belt.	Court & Young/	Postponed Indefinitely Senate State Affairs	Support	FN	Colorado is one of only 16 states without a primary seat belt law. Experience in those states shows primary seat belt laws cause seat belt usage to rise and unrestrained traffic fatalities to decline. Any unbuckled passenger can become a dangerous projectile in a crash. Making not wearing a seat belt a primary offense would make driving safer for all passengers in a car. A primary seat belt law would be expected to reduce medical and work loss costs in the state.	DRCOG supports: Increased funding for transportation to preserve the system, address congestion and safety, and provide multi-modal options for people of all ages, incomes and abilities.
HB 18-1054	Affordable Housing Plastic Shopping Bag Tax - The bill submits a ballot question to the voters at the November 2018 election to establish a plastic shopping bag tax, which would be imposed beginning January 1, 2019. Stores meeting certain criteria are required to collect a 25 cent tax from the customer, unless the customer is enrolled in the federal Supplemental Nutrition Assistance Program. Net tax revenue is deposited in the Housing Development Grant Fund. The Division of Housing in the Department of Local Affairs is required to use the money for the existing purposes of the fund, which is to improve, preserve, or expand the supply of affordable housing in Colorado.	Rosenthal & Court/	Postponed Indefinitely House Local Government	Monitor	FN	With the lack affordable housing being such a major challenge throughout the state, legislators are looking for funding sources for existing and new affordable housing programs. Using new sources avoids the problem of taking funding away from other existing programs.	DRCOG supports: Policies and programs that support the private and public sectors in the creation and maintenance of an adequate supply of affordable rental and ownership options and providing a variety of housing sizes and types integrated with the community to meet the needs of people of all ages, incomes, and abilities.

* FN = Fiscal Note

DENVER REGIONAL COUNCIL OF GOVERNMENTS
STATUS OF BILLS--2018 SESSION
As of 3-14-18

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
SB 18-006	<p>Recording Fee to Fund Attainable Housing - The bill allows counties to impose an increased surcharge in the amount of \$5 for documents received for recording or filing on or after January 1, 2019. The county is required to retain one dollar to be used to defray the costs of an electronic or core filing system and transmit the other \$4 for the new Statewide Attainable Housing Investment Fund. The Colorado Housing And Finance Authority is to administer the fund. Of the money transmitted to the fund, not less than 25% must be expended to support new or existing programs that provide financial assistance to persons in households with 80% of the area median income to finance, purchase, or rehabilitate single family residential homes, as well as to provide financial assistance to any nonprofit entity and political subdivision that makes loans to persons in such households to enable such persons to finance, purchase, or rehabilitate single family residential homes.</p>	Zeninger/ Winter	Postponed Indefinitely Senate State Affairs	Monitor	FN	Currently, each county clerk and recorder collects a surcharge of one dollar for each document received for recording or filing in his or her office. The surcharge is in addition to any other fees permitted by statute. With the lack affordable housing being such a major challenge throughout the state, legislators are looking for funding sources for existing and new affordable housing programs. Using new sources avoids the problem of taking funding away from other existing programs.	DRCOG supports: Policies, programs and services that preserve existing affordable housing stock, promote access to diverse housing options in diverse geographic locations, and provide consumer protections that enable older adults and persons with disabilities to age in place.

* FN = Fiscal Note

DENVER REGIONAL COUNCIL OF GOVERNMENTS
STATUS OF BILLS--2018 SESSION
As of 3-14-18

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
SB 18-057	<p>Use Of Criminal Records With Respect To Housing - The bill: adds to the definition of 'restrictive covenant' limitations on the transfer, rental, or lease of housing based on records of any arrest or charge that did not result in a conviction and the criminal case is not actively pending (arrest records) or criminal justice records that have been sealed or expunged; makes it an unfair housing practice to inquire about or take an adverse action based on arrest records or sealed or expunged criminal justice records; prohibits landlords from requiring an applicant to disclose any information contained in sealed criminal records; prohibits housing authorities from denying or terminating dwelling accommodations, or taking adverse action against a person, on the basis of arrest records or certain conviction records; requires a landlord to provide applicants with access to records that are used as the basis for denying a rental application; prevents certain tenant criminal records from being admitted as evidence in a civil case against a landlord that is based on the tenant's conduct.</p>	Kagan/	Postponed Indefinitely Senate State Affairs	Monitor	FN	Under current law, it is an unfair housing practice to honor or exercise, or attempt to honor or exercise, any "restrictive covenant" pertaining to housing. The bill is intended to prohibit housing discrimination based on arrest or sealed records or a case that is otherwise inactive. Under current law, the definition of "restrictive covenant" means any specification limiting the transfer, rental, or lease of any housing because of disability, race, creed, color, religion, sex, sexual orientation, marital status, familial status, national origin, or ancestry. This bill adds to existing law any record of arrest or charge that did not result in a conviction. It also adds landlords to the law that prohibits employers, educational institutions, state and local government agencies, officials, and employees, in any application or interview or in any other way, from requiring an applicant to disclose any information contained in sealed records.	DRCOG supports: The principle that renters and homeowners (including manufactured home owners) have appropriate protections from discrimination and displacement. Policies should emphasize the rights of residents and minimize disparities in treatment under the law.

* FN = Fiscal Note

ATTACHE

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
March 21, 2018	Action	11

SUBJECT

This item concerns adoption of positions on state legislative bills as presented by staff.
There will also be a short staff discussion of two related state issues.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends the Board adopt positions on bills presented, at the Board's discretion.

ACTION BY OTHERS

N/A

SUMMARY

The attachment summarizes the bills introduced since the February Board meeting relative to the Board adopted Policy Statement on State Legislative Issues. The bills are presented with staff comments and staff-recommended positions.

Any bills of interest introduced after February 14 will be emailed to Board members by the Monday before the meeting with staff recommendations for review at the meeting (per current Board policy).

Staff also will inform the Board of additional issues of interest for which a bill number is not available.

The first issue is a DRCOG-sponsored bill to clarify statutory intent in the mandatory reporting law that providers of legal services under contract to Area Agencies on Aging (like DRCOG) are not mandatory reporters, because that would conflict with their duty to maintain attorney/client confidentiality.

The second issue is a budget request from the Southwest Chief and Front Range Rail Commission. Staff will provide an update on the status of this request and seek Board direction regarding support.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to adopt positions on bills presented at the Board's discretion.

ATTACHMENT

New Bills—2018 Session

ADDITIONAL INFORMATION

Should you have any questions regarding the bills, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; or Rich Mauro, Senior Policy & Legislative Analyst, at 303-480-6778 or rmauro@drcog.org.

DENVER REGIONAL COUNCIL OF GOVERNMENTS
 NEW BILLS--2018 SESSION
 As of 3-14-18

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recomm. Position	*FN	Staff Comments	Legislative Policy
TRANSPORTATION BILLS							
SB 18-181	4-year Motor Vehicle Emissions Inspection Cycle - The bill extends the motor vehicle emissions inspection cycle for 1982 and newer model motor vehicles from every 2 years to every 4 years and specifies that a motor vehicle does not fail an emissions inspection solely because a check-engine light is illuminated on the motor vehicle's dashboard.	Cooke & Holbert/	Senate Transportation	Oppose	NA	Since the Denver Metro/North Front Range's vehicle inspection and maintenance program is included in the Moderate Ozone State Implementation Plan (SIP), any changes to the program would need to be approved by the Environmental Protection Agency (EPA). Should this bill pass, it is unlikely that the EPA would approve the new legislation. EPA has never approved a vehicle inspection program that requires inspections less than every two years and the SIP would need to be amended to offset the increase in emissions from mobile sources.	DRCOG supports: efforts to reduce emissions from all sources sufficient to meet federal air quality standards; alternative fuel sources and clean-burning technology and provision of infrastructure and services for alternative fuels; incentives for purchasing high fuel economy or alternative fuel vehicles or for accelerated retirement of inefficient or high-polluting personal, commercial, or fleet vehicles that are beyond repair; offering services, including incentives that encourage and facilitate the use of alternative modes of travel.
SB 18-196	Repeal Late Vehicle Registration Fee - Under current law, if the owner of a motor vehicle fails to register the vehicle when required the owner must, upon registering the vehicle and subject to a \$100 cap, pay a late fee of \$25 for each month or portion of a month for which the registration is late. The bill repeals the late fee, effective January 1, 2019.	T. Neville & Lundberg/ Ransom	Senate Transportation	Oppose	FN	DRCOG supported SB 09-108 (FASTER), which instituted the late fee. Additionally, DRCOG has opposed previous bills to repeal the late fee. The fiscal note estimates the bill would reduce state revenues by \$5 million in FY 2018-19 and \$10 million for FY 2019-20. The bill also will reduce local government revenues by an estimated \$5.6 million in FY 2018-19 and \$11.4 million for FY 2019-20.	DRCOG supports: Increased funding for transportation to preserve the system, address congestion and safety, and provide multi-modal options for people of all ages, incomes and abilities.

* FN = Fiscal Note

ATTACH F

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
March 21, 2018	Informational Briefing	12

SUBJECT

An introduction to CDOT's Smart Mobility Planning and the associated need for interagency collaboration.

PROPOSED ACTION/RECOMMENDATIONS

No action requested, this item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

Transportation technology is becoming more pervasive and more complex; the broad terms Connected Vehicles and Autonomous Vehicles immediately come to mind as an example. The introduction and increased penetration of applications related to these concepts will have a profound impact on transportation operations and the demand that travelers and vehicles will have on the public infrastructure.

To meet CDOT's goals to improve highway safety and efficiency, CDOT's Smart Mobility Planning will define the steps required to prepare CDOT's assets, infrastructure, communications systems and data management systems to maximize the benefits of Connected Vehicles and Autonomous Vehicles.

CDOT recognizes that to achieve these goals, partnership and collaboration are essential. The pending smart mobility applications will have an impact on all travelers and freight traveling in the region and, as part of maximizing their benefits, CDOT initial steps in smart mobility planning include reaching out to partners to begin the discussions necessary for the development of a shared vision that supports the application of these new technologies and applications for the benefit of all our constituents.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A.

ATTACHMENT

Advanced Mobility Presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303 480-6701 or drex@drcog.org.





A title slide for a presentation, similar to the one above but with additional content. The background is black with abstract, flowing, colorful wave-like patterns in shades of red, orange, yellow, green, and blue. The text "ADVANCED MOBILITY OVERVIEW" is centered in white, uppercase letters. Below the title, the name "Amy Ford, Chief of Advanced Mobility" is listed. A bulleted list follows, containing three items: "Colorado's Vision for Advanced Mobility", "Making the Connection with Interoperability", and "Importance of Collaboration". In the bottom right corner, there is a stylized illustration of a city skyline with various buildings in shades of blue and orange, and two white clouds.

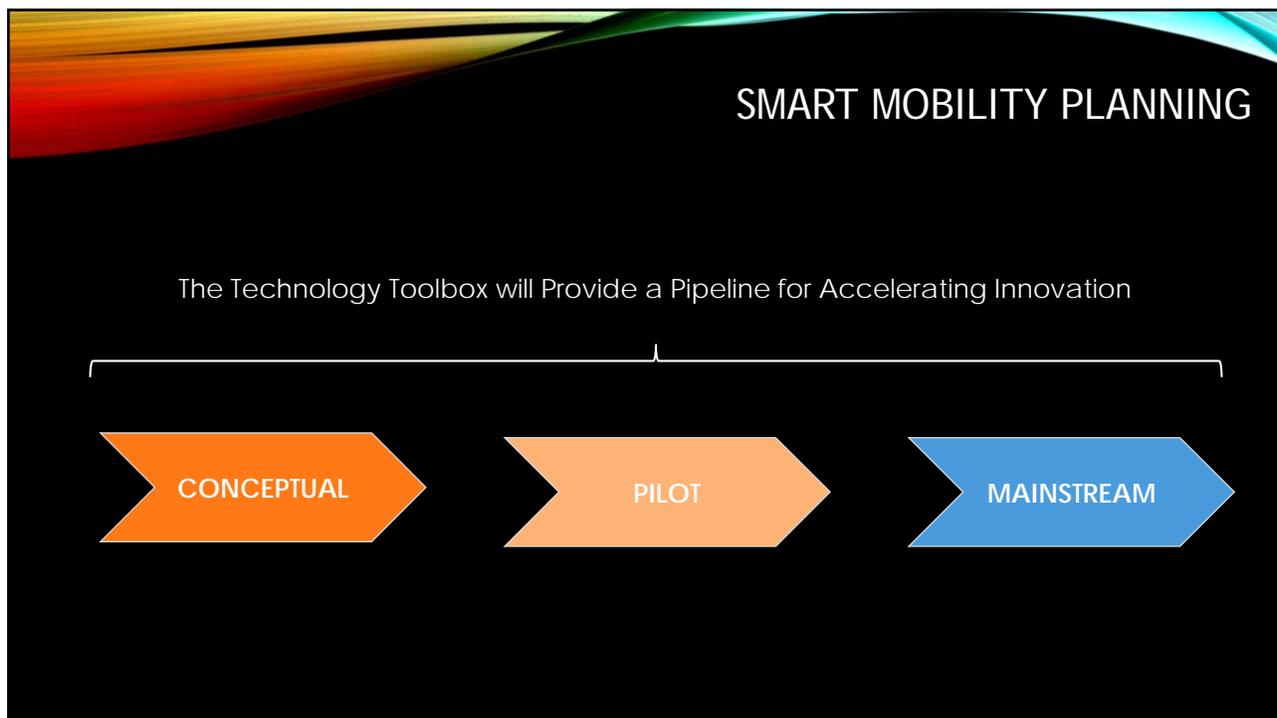
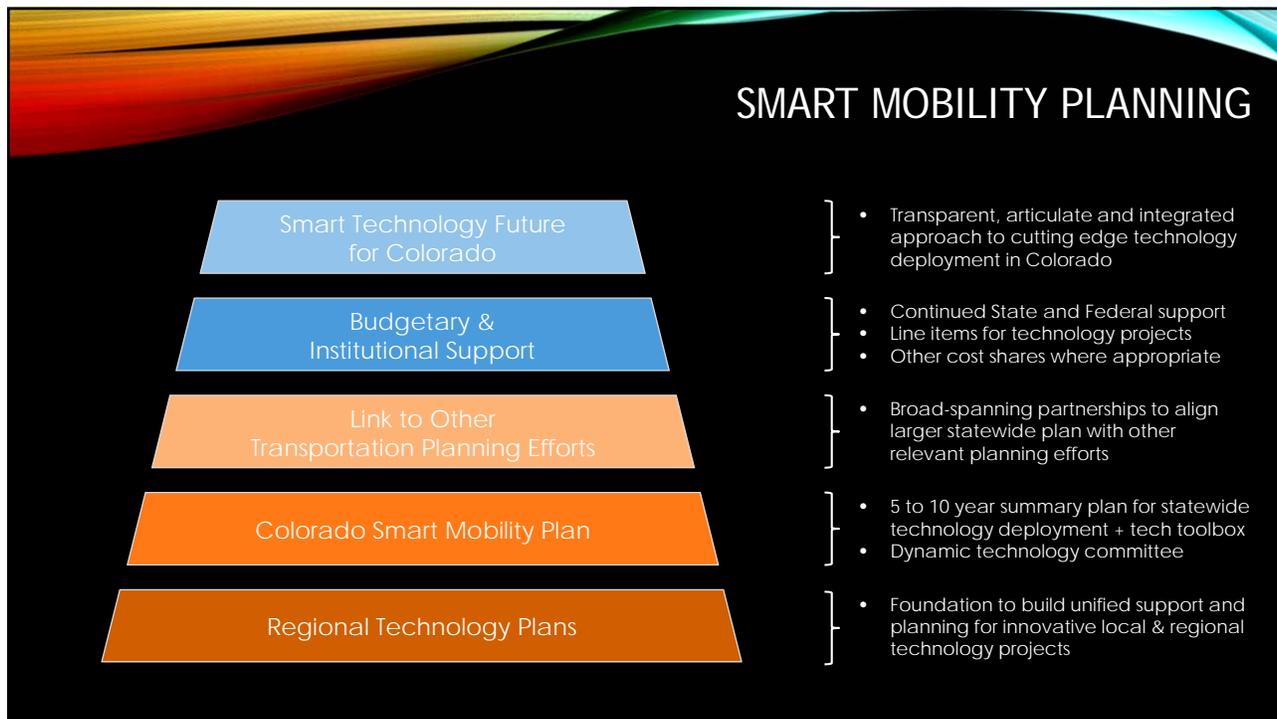
SMART MOBILITY PLANNING

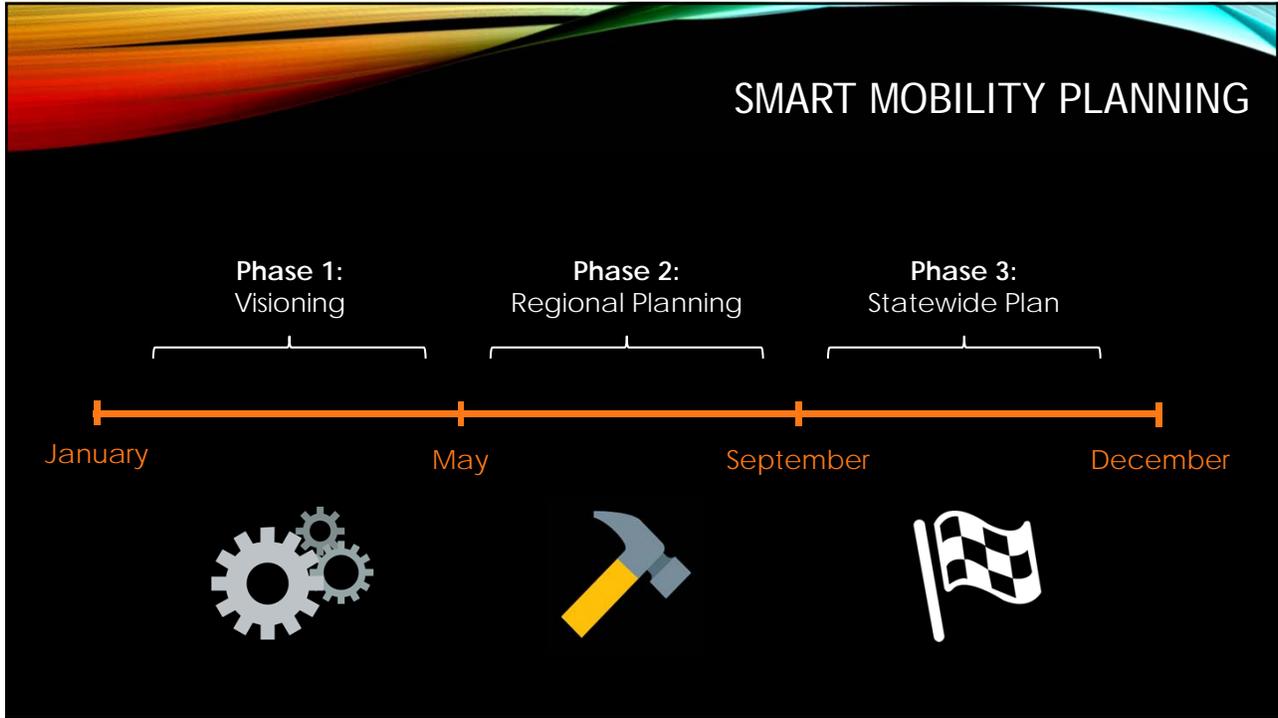
SMART MOBILITY PLANNING

CDOT's Smart Mobility Plan will...

- Create a 5 to 10 year vision and plan for maximizing the benefits of new technologies in the transportation sector.
- Define goals to improve safety and efficiency of Colorado's transportation system through the use of technology.
- Prepare CDOT's assets, data management, communications systems and infrastructure to maximize the benefits of connected and autonomous vehicles.







DISCUSSION



CONTACT INFORMATION

Amy Ford, Chief of Advanced Mobility

- E: Amy.Ford@state.co.us
- P: 303.757.9362

Wes Maurer, Intelligent Transportation Systems Branch Manager

- E: Wes.Maurer@state.co.us
- P: 303.319.5121

ATTACH G

To: Chair and Board of Directors
From: Douglas W. Rex, Executive Director
303 480-6701 or drex@drcoq.org

Meeting Date	Agenda Category	Agenda Item #
March 21, 2018	Informational Briefing	13

SUBJECT

Discussion of the 2020-2023 TIP Regional Share application criteria.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

Over the past few months, the Board has approved for inclusion in the 2020-2023 TIP Policy Document the Regional Share project eligibility framework, the funding allocation between the Regional and Subregional Shares, and last month approved foundational governance concepts for Subregional forum formation.

The next item for discussion leading up to project solicitations later this summer and fall is project selection criteria. This evening, staff and the TIP Policy Work Group (TPWG) would like feedback on its Regional Share evaluation criteria concept.

In general, the Regional Share evaluation criteria concept is more open-ended than in previous TIP cycles. The concept is based on the applicant using qualitative responses, though applicants must provide the appropriate quantitative evidence to support their claims of project benefits. The proposed Regional Share criteria is shown in Attachment 1. The criteria is broken into the following sections:

Part 1: Base Information

In this section, the applicant will input basic project information, such as name, location, key elements, scope, and cost. In addition, the applicant will need to develop a clear and concise problem statement describing the regional problem or issue to be addressed by the proposed project. Part 1 is not scored.

Part 2: Evaluation Criteria, Questions, and Scoring:

Part 2 includes four sections for the applicant to provide qualitative responses and quantitative evidence to the project's benefits. Each section will be scored individually and comparatively to other Regional Share applications received. The four sections are:

A. Regional Significance of Proposed Project

In this section, the applicant is provided an opportunity to explain how its proposed project will alleviate or address the regional problem or issue identified in the problem statement in Part 1. Multijurisdictional projects (by funding or benefits) that adequately demonstrate an ability to address a regional problem will be given weighted attention in scoring.

B. Board-Approved TIP Focus Areas

The applicant is asked to provide evidence to how their project addresses any of the three Board-approved TIP Focus Areas.

C. Consistency and Contributions to Transportation-focused Metro Vision Objectives

In this section, the applicant provides qualitative and quantitative responses to how their project contributes to transportation-focused objectives in the adopted Metro Vision plan.

D. Leveraging of non-Regional Share funds (“overmatch”)

The application will receive a score based on the percent of outside funding sources. The higher the amount of non-regional share funding match, the higher the score.

Part 3: Project Data – Calculations and Estimates

Worksheets are provided to the applicant to determine current and predicted usage or benefits based on the key elements contained within their submittal. While the responses within this part are not scored, the information will be used by the applicant in Part 2 to provide evidence to their qualitative responses.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. Draft Regional Share Evaluation Criteria
2. Staff presentation

ADDITIONAL INFORMATION

If you need additional information please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcoq.org.

ATTACHMENT 1
DRAFT Regional Share Evaluation Criteria
(March 14, 2018)

Project/Program/Study Application and Evaluation Criteria Instructions

- Sponsors of applications must complete the *base information* (Part 1), provide responses to the *evaluation questions* (Part 2), and provide back-up *data calculation estimates* (Part 3).
- DRCOG staff will review submitted applications for eligibility. A project review panel will review and rank *projects/programs/studies* that request funding.
- Sponsors will be allowed to make presentations to the project review panel to assist in the final recommendation to the DRCOG Board.

Part 1: Base Information

(actual application form structure will look different)

All sponsors are required to submit foundational information for their *project/program/study* (**hereafter referred to as project**) including a problem statement, project description, and concurrence documentation from CDOT and/or RTD, if applicable. Each proposed project will be reviewed to determine eligibility under federal requirements and consistency with regional policies prior to being considered for Regional Share funding. Part 1 is not given a score.

1. Name of Project: _____
2. Project start and end points, or geographic area (include map):

3. Project Sponsor: _____
4. Facility Owner/Operator: _____
If Owner/Operator is different from project sponsor, attach applicable concurrence documentation.
5. What planning document(s) identifies this project: _____
6. Identify the project's key elements. Applicants will provide the benefit information in the evaluation in relation to the key elements checked. (check all that apply):
 - Rapid Transit Capacity (2040 Fiscally Constrained Regional Transportation Plan)
 - Transit other: _____
 - Bicycle facility
 - Pedestrian facility
 - Safety improvements
 - Roadway Capacity or Managed Lanes (2040 FC RTP)
 - Roadway Operational
 - Grade Separation
 - Roadway
 - Railway
 - Bicycle
 - Pedestrian
 - Roadway Pavement reconstruction/rehab
 - Bridge replace/reconstruct/rehab

ATTACHMENT 1
DRAFT Regional Share Evaluation Criteria
(March 14, 2018)

- ___ Study
- ___ Design
- ___ Other: _____

7. **Problem statement:** What specific Metro Vision-related regional problem or issue will the transportation project address? _____
8. Define the scope and **specific elements** of the project: _____
9. What is the current status of the proposed project? _____
10. Would a smaller funding amount than requested be acceptable, while maintaining the original intent of the project?) _____
If yes, define smaller meaningful limits, size, service level, phases, or scopes, along with the cost for each: _____
11. Total Amount of DRCOG Regional Share Funding Request: \$_____ (no greater than \$20 million and not to exceed 50% of the total project cost)
12. Total Amount of funding provided by other sources, with documentation (private, local, state, Subregion, or federal): \$_____
13. Total Project Cost: \$_____
14. Year by year breakdown of funding request and project phase to be initiated:

	FY 2020	FY 2021	FY 2022	FY 2023	Total
DRCOG Request					
Match					
Total Funding					
Phase to be Initiated					

ATTACHMENT 1
DRAFT Regional Share Evaluation Criteria
(March 14, 2018)

Part 2: Evaluation Criteria, Questions, and Scoring

(actual application form structure will look different)

This part includes four sections (A-D) for the applicant to provide qualitative and quantitative responses for the project review panel to use for scoring projects. Each section will be scored using a scale of High-Medium-Low, as compared to other applications received. Each section is weighted as indicated.

A. Regional significance of proposed project (weight 40%)

Provide responses to the following questions:

1. Why is this project **regionally important**? _____
2. Does the proposed project **cross and/or benefit multiple municipalities**? _____
3. Does the proposed project cross and benefit another subregion? _____
4. How will the proposed project address the **specific transportation problem** described in the problem statement submitted in Part 1, # 7? _____
5. One foundation of a sustainable and resilient economy is physical infrastructure and transportation. How will the completed project allow people and businesses to thrive and prosper?? _____
6. How will connectivity to **different travel modes** be improved by the proposed project?

7. Describe funding and/or project **partnerships** established in association with this project:

High: The project will significantly address a clearly demonstrated major regional problem and benefit people and businesses from multiple subregions.

Medium: The project will either moderately address a major problem or significantly address a moderate level regional problem.

Low: The project will address a minor regional problem.

ATTACHMENT 1
DRAFT Regional Share Evaluation Criteria
(March 14, 2018)

B. Board-approved TIP Focus Areas (weight 30%)

The DRCOG Board of Directors approved three Focus Areas for the 2020-2023 TIP to address.

Provide qualitative and quantitative (derived from Part 3) responses to the following items:

1. Describe how the project will **improve mobility infrastructure and services for vulnerable populations (including improved transportation access to health services)**. Provide quantitative evidence of benefits.

a. Description:

b. Quantified Benefits (e.g., reference Part 3): _____

2. Describe how the project will **increase reliability of existing multimodal transportation network**. Provide quantitative evidence of benefits.

a. Description:

b. Quantified Benefits (e.g., reference Part 3): _____

3. Describe how the project will **improve transportation safety and security**. Provide quantitative evidence of benefits.

a. Description:

b. Quantified Benefits (e.g., reference Part 3): _____

GUIDANCE: Applicants must provide current-condition data and after-project estimates based on the applicable elements of the project from Part 3 to clearly show quantifiable benefits and a positive return on investment. DRCOG staff can provide assistance.

High: The project will significantly improve the safety and/or security, significantly increase the reliability of the transportation network and would benefit a large number and variety of users (including vulnerable populations*).

Medium: The project will moderately improve the safety and/or security, moderately increase the reliability of the transportation network and would benefit a moderate number and variety of users (including vulnerable populations*).

Low: The project will minimally improve the safety and/or security, minimally increase the reliability of the transportation network and would benefit a limited number and variety of users (including vulnerable populations*).

**Vulnerable populations include: Individuals with disabilities, persons over age 65, and low-income, minority, or linguistically-challenged persons.*

ATTACHMENT 1
DRAFT Regional Share Evaluation Criteria
(March 14, 2018)

C. Consistency and Contributions to Transportation-focused Metro Vision Objectives
(weight 20%)

Metro Vision guides DRCOG's work and establishes shared expectations with our region's many and various planning partners. The plan outlines broad outcomes, objectives, and initiatives established by the DRCOG Board to make life better for the region's residents. The degree to which the outcomes, objectives, and initiatives identified in Metro Vision apply in individual communities will vary. Metro Vision has historically informed other DRCOG planning processes such as the TIP.

Provide qualitative and quantitative (derived from Part 3) responses to the following items on how the proposed project contributes to transportation-focused objectives in the adopted Metro Vision plan.

1. Describe how the project will help **contain urban development in locations designated for urban growth and services.** (see [MV objective 2](#))
 - a. Will it help focus and facilitate future growth in locations where urban-level infrastructure already exists or areas where plans for infrastructure and service expansion are in place? Y/N
 - b. Describe, including supporting quantitative analysis: _____

2. Describe how the project will help **increase housing and employment in urban centers.** (see [MV objective 3](#))
 - a. Will it help establish a network of clear and direct multimodal connections within and between urban centers, or other key destinations? Y/N
 - b. Describe, including supporting quantitative analysis: _____

3. Describe how the project will help **improve or expand the region's multimodal transportation system, services, and connections.** (see [MV objective 4](#))
 - a. Will it help increase mobility choices within and beyond the region for people, goods, or services? Y/N
 - b. Describe, including supporting quantitative analysis: _____

4. Describe how the project **may help improve air quality and reduce greenhouse gas emissions.** (see [MV objective 6a](#))
 - a. Will it help reduce ground-level ozone, greenhouse gas emissions, carbon monoxide, particulate matter, or other air pollutants? Y/N
 - b. Describe, including supporting quantitative analysis: _____

5. Describe how the project will help **connect people to natural resource or recreational areas.** (see [MV objective 7b](#))
 - a. Will it help complete missing links in the regional trail and greenways network or improve other multimodal connections that increase accessibility to our region's open space assets? Y/N
 - b. Describe, including supporting quantitative analysis: _____

ATTACHMENT 1
DRAFT Regional Share Evaluation Criteria
(March 14, 2018)

6. Describe how the project will help **increase access to amenities that support healthy, active choices.** (see [MV objective 10](#))
 - a. Will it expand opportunities for residents to lead healthy and active lifestyles? Y/N
 - b. Describe, including supporting quantitative analysis: _____

7. Describe how the project may help **improve access to opportunity.** (see [MV objective 13](#))
 - a. Will it help reduce critical health, education, income, and opportunity disparities by promoting reliable transportation connections to key destinations and other amenities? Y/N
 - b. Describe, including supporting quantitative analysis: _____

8. Describe how the project may help **improve the region's competitive position.** (see [MV objective 14](#))
 - a. Will it help support and contribute to the growth of the region's economic health and vitality? Y/N
 - b. Describe, including supporting quantitative analysis: _____

GUIDANCE: Applicants must provide existing-condition data and after-project estimates of level of benefits associated with each applicable measure from Part 3 to clearly show quantifiable benefits and a positive return on investment. DRCOG staff can provide assistance.

High: The project will significantly address Metro Vision transportation-related objectives and is determined to be in the top third of applications based on the magnitude of benefits.

Medium: The project will moderately address Metro Vision transportation-related objectives and is determined to be in the middle third of applications based on the magnitude of benefits.

Low: The project will slightly or not at all address Metro Vision transportation-related objectives and is determined to be in the bottom third of applications based on the magnitude of benefits.

D. Leveraging of non-Regional Share funds (“overmatch”) (weight 10%)

Scores are assigned based on the percent of outside funding sources (non-Regional Share).

80%+ outside funding: **High**

60-79%: **Medium**

59% and below: **Low**

ATTACHMENT 1
DRAFT Regional Share Evaluation Criteria
 (March 14, 2018)

Part 3: Project Data – Calculations and Estimates (not scored)

(actual application form structure will look different)

Based on the key elements identified in Part 1, complete the appropriate sections below to estimate the usage or benefit values for consideration in the evaluation criteria of Part 2. The quantitative outcomes in Part 3 can be used in the narrative responses of Part 2. Part 3 is not scored. Additional calculations can be included in #9 below.

Current data should be obtained by the applicant, from the facility “owner” or service operator (e.g., CDOT, RTD, local government), or from recent studies (e.g., PELs or NEPA). Upon request, DRCOG staff can use the regional travel model to develop estimates for certain types of large-scale projects, and can also provide other assistance. Results should be provided for the opening year (full completion or operation) and estimated for the year 2040, if significant growth above the regionwide growth rate is anticipated. All assumptions must be explicit and documented by the applicant.

The sections below relate to either:

Use of a facility or service	e.g., transit ridership, traffic volumes, bicycle/pedestrian users
Operational outcomes of the facility or service	e.g., crashes, fatalities, serious injuries, incidents, travel delay, pavement/bridge condition, reduction of trips by single occupant vehicle (SOV) vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions
Socioeconomic/Land Use	e.g., households, population, employment, density, accessibility, vulnerable populations

1. Transit Use: *(DRCOG will provide table of current RTD route ridership & station boardings for reference)*

- a) Current ridership weekday boardings: _____
- b) 2020 Population within 1 mile _____ + Employment within 1 mile _____ = _____
- c) 2040 Population within 1 mile _____ + Employment within 1 mile _____ = _____
- =====
- d) Estimated additional daily transit boardings (when completed): ____ *(provide support documentation, e.g. from RTD)*
- e) number of the additional transit boardings previously using a different transit route: ____ *(e.g., use 25% or other value if justified)*
- f) number of the additional transit boardings previously using other non-SOV modes (walk, bicycle, HOV): ____ *(e.g., 25% or other value if justified HOV, walk, bicycle)*
 d – e – f = ____ **SOV one-way trips reduced per day (year of opening);**
- g) x 9 miles = ____ **VMT reduced per day (year of opening); 2040 weekday estimate:** _____ *(Values other than the default 9 miles must be justified by sponsor. E.g. 15 miles for regional service or 6 miles for local service)*
- h) x 0.95 lbs. = ____ **pounds GHG emissions reduced; 2040 weekday estimate:** _____
- i) If values would be distinctly greater for weekends, describe the magnitude of difference:

2. Bicycle Use: *(DRCOG will provide table of current example bicycle use on facilities for reference)*

- a) Current weekday bicyclists: _____
- b) 2020 Population within 1 mile _____ + Employment within 1 mile _____ = _____
- c) 2040 Population within 1 mile _____ + Employment within 1 mile _____ = _____
- =====
- d) Estimated additional weekday one-way bicycle trips (when completed): _____ ;

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- e) number diverting from a different bicycling route: ___ (e.g., 50% or other value if justified)
- f) $d - e =$ ___ Initial trips reduced;
- g) X percentage of initial trips reduced replacing an SOV trip: ___ (e.g., 30% or other value if justified) = ___ **SOV trips reduced per day** (year of opening);
- h) x 2 miles = ___ **VMT reduced per day; 2040 weekday estimate:** ___ (*Values other than 2 miles must be justified by sponsor*)
- i) x 0.95 lbs. = ___ **pounds GHG emissions reduced; 2040 weekday estimate:** ___
- j) If values would be distinctly greater for weekends, describe the magnitude of difference:

3. Pedestrian Use: *(DRCOG will provide table of current example pedestrian use on facilities for reference)*

- a) Current weekday pedestrians (include users of all non-pedaled devices): _____
- b) 2020 Population within ½ mile _____ + Employment within ½ mile _____ = _____
- c) 2040 Population within 1 mile _____ + Employment within 1 mile _____ = _____
=====
- d) Estimated additional weekday pedestrian one-way trips: _____; 2040 weekday estimate: _____
- e) number diverting from a different walking route: ___ (e.g., 50% or other value if justified)
- f) $d - e =$ ___ Initial trips reduced;
- g) X percentage of initial trips replacing an SOV trip: ___ (e.g., 30% or other value if justified) = ___ **SOV trips reduced per day**;
- h) x 0.4 miles = ___ **VMT reduced per day; 2040 weekday estimate:** ___ (*Values other than 0.4 miles must be justified by sponsor*)
- i) x 0.95 lbs. = ___ **pounds GHG emissions reduced; 2040 weekday estimate:** ___
- j) If values would be distinctly greater for weekends, describe the magnitude of difference:

4. Vulnerable Populations (use current Census data):

- a) Persons over age 65 within 1 mile: ___
- b) Minority persons within 1 mile: ___
- c) Low-Income households within 1 mile: ___
- d) Linguistically-challenged persons within 1 mile: ___
- e) Individuals with disabilities within 1 mile: ___
- f) Households without a motor vehicle within 1 mile: ___
- g) Children ages 6-17 within 1 mile: ___
- h) Health service facilities served by project: _____

5. Travel Delay (Operational and Congestion Reduction):

Sponsor must use industry standard Highway Capacity Manual (HCM) based software programs and procedures as a basis to calculate estimated weekday travel delay benefits. DRCOG staff may be able to use the regional travel model to develop estimates for certain types of large-scale projects.

- a) Current ADT (average daily traffic volume) on applicable segments: _____;
- b) 2040 ADT estimate: _____
- c) Current weekday vehicle hours of delay (VHD): _____
=====
- d) Calculated future (after project) weekday vehicle hours of delay: _____
- e) $b - c =$ Reduced VHD: _____
- f) $d \times 1.4 =$ **Reduced person hours of delay:** _____ (*Value higher than 1.4 due to high transit ridership must be justified by sponsor*)

ATTACHMENT 1
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- g) After project **peak hour congested average travel time reduction** per vehicle (includes persons, transit passengers, freight, and service equipment carried by vehicles): ____ If applicable, denote unique travel time reduction for certain types of vehicles: _____
- h) If values would be distinctly different for weekend days or special events, describe the magnitude of difference:

6. Traffic Crash Reduction:

Sponsor must use industry accepted crash reduction factor (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).

Provide the current (most recent 5-year period of data for crashes involving motor vehicles, bicyclists, and pedestrians) for:

- a) Fatal crashes: ____
- b) serious injury crashes: ____
- c) minor injury crashes: ____
- d) property damage only crashes: ____
- =====
- e) Estimated reduction in crashes per five-year period applicable to the project scope:
 - **Fatal crashes reduced:** ____
 - Serious injury crashes reduced: ____
 - Other injury crashes reduced: ____
 - Property damage only crashes reduced: ____

7. Facility Condition:

Sponsor must use a current industry-accepted pavement condition method or system and calculate the average condition across all sections of pavement being replaced or modified. Applicants will score with “excellent”, “good”, “fair”, and “poor”.

Roadway Pavement:

- a) Current roadway pavement condition: _____; Describe current pavement issues and how the project will address them: _____
- b) Average Daily User Volume: _____

Bicycle/Pedestrian/Other Facility:

- a) Describe current condition issues and how the project will address them: _____
- b) Average Daily User Volume: _____

8. Bridge Improvements:

- a) Current bridge structural condition (from CDOT): _____; Describe current condition issues and how the project will address them: _____
- b) Other functional obsolescence issues to be addressed by project: _____
- c) Average Daily User Volume: _____

9. Other beneficial variables identified for specific types of projects and calculated by the sponsor:

- a) _____
- b) _____

10. Disbenefits or negative impacts identified for specific types of projects:

- a) Increase in VMT? Y/N? If yes, describe scale of expected increase: _____
- b) Negative impact on vulnerable populations: _____
- c) _____

Adrcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS

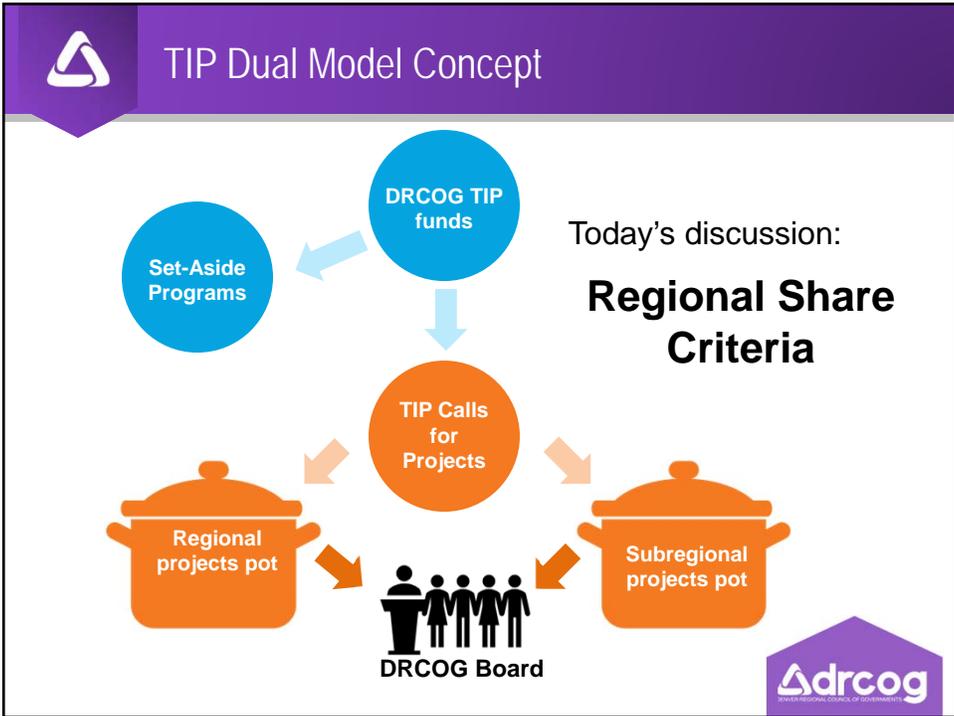


2020-2023 TIP Regional Share

Regional Share Criteria

Presented by:
Douglas W. Rex
Executive Director

Board of Directors
March 21, 2018





Dual Model – Decisions to date

Set-aside Share (August)

- Approved at August Board meeting
- \$49.4 million to programs and pools

TIP Focus Areas (September)

- 1) **Improve mobility infrastructure and services for vulnerable populations** (including improved transportation access to health services)
- 2) **Increase reliability of existing multimodal transportation network**
- 3) **Improve transportation safety and security**



Dual Model – Decisions to date (cont.)

Regional Share Framework Eligibility Rules (January)

- Projects/programs applications only from subregions, CDOT and RTD
 - Eight Subregions – a max of three submittals each
 - RTD – a max of two submittals
 - CDOT – a max of two submittals (reaffirmation of Central 70 counts as one of CDOT's submittals)

Subregional/Regional Share Funding Allocation (January)

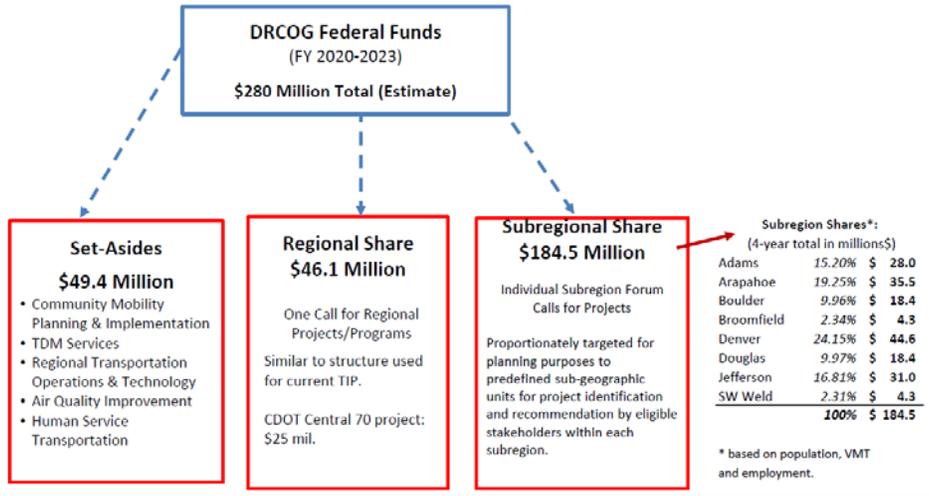
- aka: the funding split
 - 80% subregional and 20% regional





Regional/Subregional Funding Split

Funding Shares for Draft 2020-2023 Transportation Improvement Program (TIP) Policy Document
January 17, 2018



Dual Model – Decisions to date (cont.)

Subregional Forum Governance Concepts (February)

- **Membership**
 - All DRCOG members whose corporate limits are wholly or partially within a subregion (county-based)
 - Elected official or designee
 - Each entity will have one vote
 - RTD and CDOT invited as non-voting
- **Entities eligible to submit projects/programs**
 - All DRCOG members within subregion
 - Local governments within the subregion that are not DRCOG members
 - Other state or regional entities eligible to directly receive and administer federal funds (e.g., universities, TMAs)





Next Steps

Regional Share Criteria

- TIP Policy Work Group developing criteria
 - Qualitative and quantitative elements
 - Begin discussion at March Board meeting

Subregional Share Criteria

- Subregions will be granted flexibility, but must include core components of Regional Share criteria



Regional Share Criteria Concept

The 3-part **Framework** is the foundation for creating the Regional Share application

Part 1	Part 2	Part 3
Basic information	Evaluation criteria, questions, and scoring	Project data – calculations and estimates





Part 1 Basic Information

Foundational project information

- Name
- Location
- Key elements
- Scope
- Cost
- **Define the regional problem the project will address**
 - i.e. Problem Statement



Part 2 Evaluation Criteria and Questions

- Regional significance** of proposed project
- Board-approved **TIP Focus Areas**
- Consistency and contributions to **transportation-focused Metro Vision Objectives**
- Leveraging** of non-Regional Share funds





2-A Regional Significance

Qualitative responses

Questions include:

- Regional importance?
- Cross and/or benefit multiple municipalities and subregions?
- How the specific transportation problem will be addressed?
- Connectivity to different travel modes?
- Project/program partnerships?



2-B TIP Focus Areas

Qualitative & quantitative responses

Focus Areas (Board-approved Sept. 2017)

- Improve mobility infrastructure and services for vulnerable populations
- Increase reliability of existing multimodal transportation network
- Improve transportation safety and security





2-C Consistency with Metro Vision Objectives

Qualitative & quantitative responses

Metro Vision Transportation-focused Objectives (selective)

Help locations designated for urban development	Connect people to natural resource or recreational areas
Increase housing and employment in urban centers	Increase access to amenities that support healthy choices
Improve/expand multimodal network	Improve access to opportunity
Improve air quality	Improve the region's competitive position



2-D Leveraging

- Based on how much “overmatch” the project provides
- Assumes a high amount of outside funds will be contributed





Part 3 Project Data – Calculations and Estimates

Quantitative usage or benefits

(current and predicted)

- Enter information only for a project's key elements
- Results are used in Part 2 to validate qualitative responses
- Data entered is not scored



QUESTIONS/COMMENTS

ATTACH H

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
March 21, 2018	Informational	15

SUBJECT

March administrative modifications to the *2018-2021 Transportation Improvement Program*.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

Per the DRCOG Board-adopted [Policy on Transportation Improvement Program \(TIP\) Preparation](#), administrative modifications to the [2018-2021 TIP](#) are reviewed and processed by staff. Administrative modifications represent revisions to TIP projects that do not require formal action by the DRCOG Board.

Once processed, the projects are posted on the [DRCOG 2018-2021 TIP web page](#) and emailed to the TIP Notification List, which includes members of the Regional Transportation Committee, the Transportation Advisory Committee, TIP project sponsors, staff of various federal and state agencies, and other interested parties.

The one March 2018 administrative modification is listed and described in the attachment. Highlighted items in the attachment depict project revisions.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. 2018-2021 TIP Administrative Modification (March 2018)

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or drex@drcog.org; or Todd Cottrell, Senior Transportation Planner, at (303) 480-6737 or tcottrell@drcog.org.

ATTACHMENT 1

To: TIP Notification List
From: Douglas W. Rex, Executive Director
Subject: **March 2018 Administrative Modifications to the 2018-2021 Transportation Improvement Program**
Date: March 21, 2018

SUMMARY

- Per the [Policy on Transportation Improvement Program \(TIP\) Preparation](#) covering the [2018-2021 TIP](#), administrative modifications are reviewed and processed by staff. They are emailed to the TIP Notification List, and posted on the [DRCOG 2018-2021 TIP web page](#).
- The TIP Notification List includes the members of the DRCOG Regional Transportation Committee and Transportation Advisory Committee, TIP project sponsors, staffs of various federal and state agencies, and other interested parties. The notification via email is sent when Administrative Modifications have been made to the 2018-2021 TIP. If you wish to be removed from the TIP Notification List, please contact Mark Northrop at (303) 480-6771 or via e-mail at mnorthrop@drcog.org.
- Administrative Modifications represent minor changes to TIP projects not defined as “regionally significant changes” for air quality conformity findings, or per CDOT definition.
- The project included through this set of Administrative Modifications is listed below. The attached describes this modification.

PROJECT TO BE MODIFIED

- **2007-144: Safe Routes to School Pool**
 - Add funding and pool projects

2007-144: Add State Safety funding to FY 2018 and four new projects selected by CDOT

Existing

Title: **Safe Routes to School Pool**

Project Type: **Safety**

TIP-ID: **2007-144**

STIP-ID: **SDR7024**

Open to Public:

Sponsor: **CDOT**

Project Scope

Improvements to encourage children to walk and bicycle to school by improving safety and reducing traffic fuel consumption, and air pollution in the vicinities of schools.

Affected County(ies)

Regional



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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Lafayette	Sanchez ES/Peak to Peak ES Connector Trail Project	\$298	Frederick	Thunder Valley K-8 Multipurpose Trail Project	\$304	Boulder	Safe Schools Boulder	\$34
Denver	DPS-Cole Arts & Science Academy Multimodal Improvements	\$350	Boulder County	Trip Tracker Trends	\$70	Cherry Creek School District #5	CCSD SRTS through Education, Encouragement, and Engagement	\$29
Jefferson County	Fairmount ES & Cornerstone Montessori School Ped/Bike Safety Improvements	\$265	Jefferson County Public Health	Healthy Jeffco SRTS	\$58	Denver Public Schools	CommuteDPS Communications Campaign	\$80

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Safety)		\$1,488	\$0	\$0	\$0		
Local		\$372	\$0	\$0	\$0		
Total	\$938	\$1,860	\$0	\$0	\$0	\$0	\$2,798

Revised

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Lafayette	Sanchez ES/Peak to Peak ES Connector Trail Project	\$298	Jefferson County Public Health	Healthy Jeffco SRTS	\$58	Edgewater	Edgewater School Crossing and Traffic Calming Project	\$134
Denver	DPS-Cole Arts & Science Academy Multimodal Improvements	\$350	Boulder	Safe Schools Boulder	\$34	Thornton	Westgate Community School Sidewalks	\$314
Jefferson County	Fairmount ES & Cornerstone Montessori School Ped/Bike Safety Improvements	\$265	Cherry Creek School District #5	CCSD SRTS through Education, Encouragement, and Engagement	\$29	Denver Public Schools	KIPP Northeast Denver Middle School Cares Bike Program	\$18
Frederick	Thunder Valley K-8 Multipurpose Trail Project	\$304	Denver Public Schools	CommuteDPS Communications Campaign	\$80			
Boulder County	Trip Tracker Trends	\$70	Boulder County	South Heatherwood Intersection and Sidewalk Improvements	\$350			

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Safety)		\$2,302	\$0	\$0	\$0		
Local		\$575	\$0	\$0	\$0		
Total	\$938	\$2,877	\$0	\$0	\$0	\$0	\$3,815

ATTACH I

Imagine if everyone in Buffalo moved to Denver. That's what traffic will be like in 2040

Over the next 20 years, the Denver metro area's population growth will basically be like every person in Buffalo, N.Y. packed up their bags and came here.

KEVIN VAUGHAN | 9News

February 15, 2018

If you think traffic's getting worse in the Denver area – that it takes longer to get to work, that jams are more frequent and don't clear as quickly as they used to – you're right.

That's the picture painted by reams of data examined by 9Wants to Know in an effort to get a handle on the metro area's traffic woes that goes much deeper than the anecdotes every commuter can share about the kind of nightmare that can unfold behind the wheel.

On three corridors – Interstate 270 through Commerce City, I-25 from Speer Boulevard to Arapahoe Road, and I-70 through East Denver – the drive during the afternoon rush takes, on average, five minutes longer than it did in 2013. That's according to five years of hour-by-hour data measuring vehicles speeds and travel times compiled by the Colorado Department of Transportation.

Data provided by the Denver Regional Council of Governments shows that the average motorist loses 5 minutes and 30 seconds to traffic delays – every day. That's the equivalent of 34 hours a year stuck in traffic, according to the organization's 2016 congestion report, the latest available.

And it's expected to get worse – despite highway projects, light rail and other efforts to cut congestion, DRCOG's report projects that by 2040 that average motorist will lost 42 hours a year in traffic jams.

One key reason: The population growth of the past two decades is expected to continue.

"We're expected to see between 1.2-1.3 million people – additional people – in this region between now and the year 2040," said Doug Rex, DRCOG's executive director. "That's substantial. It's hard to really wrap your head around it – it's literally, if you want an example, like every person in Buffalo, N.Y., packing their bags, closing shop and relocating here over the next 20 years."

The CDOT data included five years of speeds and travel times for 10 separate corridors in the metro area – and in seven of them, morning and afternoon drives were slower and longer in 2017 than they were in 2013.

The change may not be noticed day to day – but over time it adds up.

“It’s a little bit like the parable of the frog on the stove,” said Michael Lewis, CDOT’s executive director. “You put him in nice cold water, he’s a very happy frog. Turn up the heat a little bit, he gets a little warm, he’s feeling okay. ... He doesn’t really realize it’s getting hotter and all of sudden he’s like, ‘oh this is awful.’ Too late.”

Numerous highway projects have helped – but there’s a reality that underpins all of the congestion problems in the Denver area: At any given time, about three-quarters of motorists are what transportation planners call “single occupant vehicles.”

DRCOG data, for example, shows that in 2016, there were more than 62.5 million vehicle miles traveled every day in the Denver area. According to that same report, that same year there were 85.2 million “person” miles of travel.

And that’s why transportation planners believe that while things like crash-avoidance technology, highway projects and telecommuting can help it will take a significant number of people getting out of their cars – using buses, trains, bikes and their feet to get around – to make a marked difference in travel times.

“If we’re all traveling around in single occupancy vehicles for the most part, then it’s not particularly efficient,” said Crissy Fanganello, Denver’s director of transportation and mobility.

The trick is to get people into new habits, she and others said.

Rex, the DRCOG director, uses a combination of light rail and bicycles to commute to his downtown office from his home south of Denver.

“That works for me,” he said. “But if someone had to tell me that that was the way I was going to commute, I would have said there ain’t no way. But once you do it and you see how easy it is to do it, then you know it – I think it affects someone’s behavior and they’re willing to do it more often.”

More than 100 older Coloradans searching for homes after assisted-living closures

For the people forced to look for a new home, their options are limited

SONIA GUTIERREZ | 9News
March 2, 2018

The Denver Area Agency on Aging says more than 100 older Coloradans are looking for a new place to live because of a series of closures.

In the last two months, six assisted-living facilities have closed in the Denver Metro area. For the people forced to look for a new home, their options are limited.

"I have no idea where I'm gonna live," said Rita DeRuntz. She's one of 57 people who now have to move.

"I'm out of luck because I've already spent my entire life savings to live here for a year," she said.

She had to pay out of pocket for the first year and was planning to go on Medicaid after that. Something that was supposed to happen this July.

"Well that's right around the time they're closing the facility," says Rita. "I'm very concerned about all of us that are on Medicaid whether we'll be able to get into another facility or not."

Even the people looking out for residents like Rita are worried about her options.

Jayla Sanchez-Warren is with the Denver Area Agency on Aging and oversees the group helping them find another place.

"I feel bad for those folks because we don't have all those systems in place for them," Jayla says.

The Colorado Health Care Policy and Financing says there are about 180 alternative care facilities in the Denver Metro area. Jayla says that's still not enough.

"So many of these folks will by default go to a nursing home because there are no other options," she says.

The Area Agency on Aging says Eaton is one of six Denver Metro assisted living facilities closing its doors.

In January, Golden Manor Assisted Living announced they were closing. That means by April, 68 people have to move. So far less than half have done that. Last month, four Nurturing Care Homes were closed. Jayla says 40 people were displaced.

Rita says she's lost health, money and lately hope.

"It's just so sad and now another loss," she says.

Of the 165 people displaced, Jayla says about 65 have found places to stay.

Winter Bike To Work Day This Week In Denver

Score breakfast burritos, pancakes, coffee, hot cocoa, beer, giveaways and more this Friday when you hop on your bike in Denver.

JEAN LOTUS | Colorado Patch

February 5, 2018

What would make you ride your bike to work in the middle of winter? How about 35 free breakfast stations with breakfast burritos, pancakes, coffee, hot cocoa, beer, giveaways and more?

Friday, Feb. 9 is "Winter Bike to Work Day" in Denver. The Denver Regional Council of Governments' (DRCOG) Way to Go program wants to encourage commuters to keep riding on two wheels all year round.

"If you're new to winter bike commuting or just need a little encouragement to keep it up when the mercury drops, this is the day to make it happen," said a statement from DRCOG.

Where can you find the breakfast goodies? Check out this map.

"Much like our summer Bike to Work Day, Winter Bike to Work Day is about raising awareness of the benefits of bike commuting," said Steve Erickson, director of communications and marketing for DRCOG in a statement. "During the winter months, you'll find that it takes just a few small adjustments to your normal bike commute to help save money, time and stress all year long."

Those adjustments come primarily in the form of clothing. A warm pair of gloves, a light wool hat and layering should cover the basics. If there's snow or ice on the ground, avoid mishaps by using slower speeds and maintaining an upright position at all times, especially when turning. Check out DRCOG's videos on [How to Dress for Winter Biking](#) and [Tips for Winter Riding](#) for more info.

Ready to give it a try? Commit to ride at winterbiketoworkday.org. The Denver region joins thousands around the globe taking part in International Winter Bike to Work Day, celebrating the money-saving, calorie-torching, stress-busting adventure that is winter bike commuting.