

**Board Officers**

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

**AGENDA**  
**BOARD OF DIRECTORS**  
**WEDNESDAY, MARCH 18, 2015**  
**6:30 P.M. – 8:40 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 the draft 2016-2021 Transportation Improvement Program  
(Attachment A) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations

**STRATEGIC INFORMATIONAL BRIEFING**

6. 7:00 Sustainable Communities Initiative—Outcomes Assessment & Knowledge Sharing  
(Attachment B) Paul Aldretti, Sustainable Communities Coordinator
7. 7:20 Report of the Chair
  - Report on Regional Transportation 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
8. 7:30 Report of the Executive Director

**\*Motion Requested**

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

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

*We make life better!*



9. 7:35 Public Comment

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

**CONSENT AGENDA**

10. 7:50 \*Move to Approve Consent Agenda

- Minutes of February 18, 2015  
(Attachment C)
- Approve recommended allocations to local operating agencies for purchase of traffic signal system equipment with Fiscal Year 2015 Traffic Signal System Improvement Program (TSSIP) contingency/miscellaneous funds  
(Attachment D) Greg MacKinnon, Traffic Operations Program Manager, Transportation Planning & Operations
- A resolution amending the 2012-2017 Transportation Improvement Program  
(Attachment E) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations

**ACTION AGENDA**

11. 7:55 \*Discussion of State Legislative Issues

- A. Bills on Which Positions Have Previously Been Taken  
(Attachment F) Presentation by Rich Mauro, Senior Legislative Analyst  
Rich Mauro will respond to questions and current status, if requested. These bills require no additional action by the Board unless individual bills are pulled from the package for reconsideration of the Board-adopted position. **To change the Board's position on specific legislative bills requires affirmative action by 2/3 of those present and voting.**
- B. New Bills for Consideration and Action  
(Attachment G) Presentation by Rich Mauro, Senior Legislative Analyst (if necessary)  
Rich Mauro will present a recommended position on any new bills based on the Board's legislative policies. If a bill requires additional discussion it may be pulled from the package and action will be taken separately. **Positions on specific legislative bills require affirmative action by 2/3 of those present and voting.**

12. 8:10 \* Move to approve Metro Vision plan review process as recommended by DRCOG staff  
(Attachment H) Brad Calvert, Metro Vision Manager, Regional Planning & Operations

**\*Motion Requested**

### **INFORMATIONAL BRIEFINGS**

13. 8:30 **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 – Sue Horn
- C. Report from Metro Area County Commissioners– Don Rosier
- D. Report from Advisory Committee on Aging – Jayla Sanchez-Warren
- E. Report from Regional Air Quality Council – Joyce Thomas/Jackie Millet
- F. Report on E-470 Authority – Ron Rakowsky
- G. Report on FasTracks – Bill Van Meter

### **INFORMATIONAL ITEMS**

14. **FY 2014 Annual Listing of Federally Obligated Projects**

(Attachment I) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations

15. **Draft February 18, 2015 Administrative Committee summary**  
(Attachment J)

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

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

### **ADMINISTRATIVE ITEMS**

17. **Next Meeting –April 15, 2015**

18. **Other Matters by Members**

19. 8:40 **Adjournment**

### **SPECIAL DATES TO NOTE**

|  |                |
|--|----------------|
| SCI Final Consortium Meeting and Celebration | April 7, 2015  |
| DRCOG Awards Celebration                     | April 22, 2015 |

For additional information please contact Connie Garcia at 303-480-6701 or [cgarcia@drcog.org](mailto:cgarcia@drcog.org)

### **CALENDAR OF FUTURE MEETINGS**

#### **March 2015**

|    |                                   |               |
|----|-----------------------------------|---------------|
| 17 | Regional Transportation Committee | 8:30 a.m.     |
| 18 | Administrative Committee          | 6:00 p.m.     |
|    | Board of Directors                | 6:30 p.m.     |
| 20 | Advisory Committee on Aging       | Noon – 3 p.m. |
| 23 | Transportation Advisory Committee | 1:30 p.m.     |

#### **April**

|    |                                   |               |
|----|-----------------------------------|---------------|
| 1  | Metro Vision Issues Committee     | 4:00 p.m.     |
| 14 | Regional Transportation Committee | 8:30 a.m.     |
| 15 | Administrative Committee          | 6:00 p.m.     |
|    | Board of Directors                | 6:30 p.m.     |
| 17 | Advisory Committee on Aging       | Noon – 3 p.m. |
| 27 | Transportation Advisory Committee | 1:30 p.m.     |

#### **May**

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

\*Unless otherwise noted, Administrative Committee meetings will begin at 6:00 p.m.

## Acronym List

\* Denotes DRCOG Program, Committee or Report

|           |  |                   |  |
|-----------|--|-------------------|--|
| AAA       | Area Agency on Aging   | NARC              | National Association of Regional Councils  |
| AASHTO    | American Association of State Highway and Transportation Officials | NEPA              | National Environmental Policy Act  |
| ADA       | Americans with Disability Act of 1990                              | NHPP              | National Highway Performance Program   |
| AMPO      | Association of Metropolitan Planning Organizations                 | NFRMPO            | North Front Range Metropolitan Planning Organization                                 |
| APA       | American Planning Association                                      | NHS               | National Highway System  |
| APCD      | Air Pollution Control Division                                     | NOx               | Nitrogen oxides  |
| AQCC      | Air Quality Control Commission                                     | NWCCOG            | Northwest Colorado Council of Governments  |
| ARRA      | American Recovery and Reinvestment Act                             | O&M               | Operations and Maintenance   |
| BMPs      | Best Management Practices  | O <sub>3</sub>    | Ozone  |
| CAAA      | Clean Air Act Amendments   | P3                | Public Private Partnership   |
| CAC       | Citizens Advisory Committee  | PM <sub>2.5</sub> | Particulates or fine dust less than 2.5 microns in size                              |
| CARO      | Colorado Association of Regional Organizations                     | PM <sub>10</sub>  | Particulates or fine dust less than 10 microns in size                               |
| CBD       | Central Business District  | PnR               | park-n-Ride  |
| CCI       | Colorado Counties, Inc.  | PPACG             | Pikes Peak Area Council of Governments   |
| CDPHE     | Colorado Department of Public Health and Environment               | RAQC              | Regional Air Quality Council   |
| CDOT      | Colorado Department of Transportation                              | RAMP              | Responsible Acceleration of Maintenance & Partnerships                               |
| CFR       | Code of Federal Regulations  | RFP               | Request for Proposal   |
| CM/AQ     | Congestion Mitigation/Air Quality                                  | RFQ               | Request for Qualifications   |
| CML       | Colorado Municipal League  | ROD               | Record of Decision   |
| CMS       | Congestion Management System                                       | ROW               | Right-of-way   |
| CO        | Carbon monoxide  | RPP               | Regional Priorities Program  |
| CWA       | Clean Water Act  | RTC               | Regional Transportation Committee*   |
| CWP       | Clean Water Plan*  | RTD               | Regional Transportation District   |
| DBE       | Disadvantaged Business Enterprise                                  | RTP               | Regional Transportation Plan*  |
| DEIS      | Draft Environmental Impact Statement                               | SAFETEA-LU        | Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users |
| DMCC      | Denver Metro Chamber of Commerce                                   | SB                | Senate Bill  |
| DoLA      | Colorado Department of Local Affairs and Development               | SCI               | Sustainable Communities Initiative   |
| USDOT     | U.S. Department of Transportation                                  | SIP               | State Implementation Plan for Air Quality  |
| DRCOG     | Denver Regional Council of Governments                             | SOV               | Single-occupant Vehicle  |
| DRMAC     | Denver Regional Mobility and Access Council                        | STAC              | State Transportation Advisory Committee  |
| DUS       | Denver Union Station   | STIP              | State Transportation Improvement Program   |
| E&D       | Elderly and Disabled   | STP               | Surface Transportation Project (STP-Metro, STP-Enhancement)                          |
| EA        | Environmental Assessment   | TAC               | Transportation Advisory Committee*   |
| EIS       | Environmental Impact Statement                                     | TAP               | Transportation Alternatives Program  |
| EPA       | Environmental Protection Agency                                    | TAZ               | Traffic Analysis Zone  |
| FAA       | Federal Aviation Administration                                    | TCM               | Transportation Control Measures  |
| FCC       | Federal Communications Commission                                  | TDM               | Transportation Demand Management   |
| FEIS      | Final Environmental Impact Statement                               | TIFIA             | Transportation Infrastructure Finance and Innovation Act                             |
| FEMA      | Federal Emergency Management Agency                                | TIP               | Transportation Improvement Program*  |
| FWHA      | Federal Highway Administration                                     | TLRC              | Transportation Legislative Review Committee  |
| FIRE      | Firefighter Intraregional Recruitment & Employment*                | TMA               | Transportation Management Area   |
| FONSI     | Finding of No Significant Impact                                   | TMO/TMA           | Transportation Management Organization/Transportation Management Agency              |
| FRA       | Federal Railroad Administration                                    | TOD               | Transit Oriented Development   |
| FTA       | Federal Transit Administration                                     | TPR               | Transportation Planning Region   |
| FY        | Fiscal Year  | TSM               | Transportation System Management   |
| GIS       | Geographic Information System                                      | TSSIP             | Traffic Signal System Improvement Program  |
| HB        | House Bill   | UGB/A             | Urban Growth Boundary/Area   |
| HC        | Hydrocarbons   | UPWP              | Unified Planning Work Program  |
| HOT Lanes | High-occupancy Toll Lanes  | V/C               | Volume-to-capacity ratio   |
| HOV       | High-occupancy Vehicle   | VMT               | Vehicle Miles of Travel  |
| HUTF      | Highway Users Trust Fund   | VOC               | Volatile Organic Compounds   |
| IGA       | Intergovernmental Agreement  | WHSRA             | Western High Speed Rail Authority  |
| ICMA      | International City Management Association                          | WQCC              | Water Quality Control Commission   |
| IPA       | Integrated Plan Assessment*  | WQCD              | Water Quality Control Division (CDPHE)   |
| ISTEA     | Intermodal Surface Transportation Efficiency Act                   |                   |  |
| ITE       | Institute of Traffic Engineers                                     |                   |  |
| ITS       | Intelligent Transportation System                                  |                   |  |
| JARC      | Job Access/Reverse Commute   |                   |  |
| LRT       | Light Rail Transit   |                   |  |
| MAP-21    | Moving Ahead for Progress in the 21st Century                      |                   |  |
| MOA       | Memorandum of Agreement  |                   |  |
| MOU       | Memorandum of Understanding  |                   |  |
| MPO       | Metropolitan Planning Organization*                                |                   |  |
| MVIC      | Metro Vision Issues Committee*                                     |                   |  |
| MVITF     | Metro Vision Implementation Task Force                             |                   |  |
| MVPAC     | Metro Vision Planning Advisory Committee                           |                   |  |
| NAAQS     | National Ambient Air Quality Standards                             |                   |  |



To: Chair and Members of the Board of Directors

From: Jennifer Schauffele, Executive Director  
303-480-6701 or [jschauffele@drcog.org](mailto:jschauffele@drcog.org)

| Meeting Date   | Agenda Category | Agenda Item # |
|----------------|-----------------|---------------|
| March 18, 2015 | Public Hearing  | 5             |

#### SUBJECT

Public hearing on the draft *2016-2021 Transportation Improvement Program* (TIP) and associated air quality conformity documents.

#### PROPOSED ACTION/RECOMMENDATIONS

No action at this time; this is a public hearing. The Board is scheduled to act on the 2016-2021 TIP at its April 2015 meeting.

#### ACTION BY OTHERS

N/A

#### SUMMARY

The purpose of this public hearing is to receive and consider public testimony on three DRCOG planning documents: the draft *2016-2021 Transportation Improvement Program*, *DRCOG CO and PM 10 Conformity Determination*, and the *Denver Southern Subarea 8-hour Ozone Conformity Determination*.

The TIP is a six year, short term document that lays out how federal funding is programmed to transportation projects in the Denver metro area. Air quality conformity documents demonstrate how the DRCOG and Upper Front Range regions will continue to meet all federally-prescribed pollutant emissions tests.

The TIP includes projects selected by CDOT, RTD, and DRCOG, each with their own selection process and funding sources. The document is the culmination of 18 months of work by DRCOG staff, committees, and the Board that includes the policy document, call for projects, and project selection.

The documents were released for public comment on February 17. DRCOG staff will prepare a summary of all public comments for Board review prior to its scheduled action on April 15.

#### PREVIOUS DISCUSSIONS/ACTIONS

N/A

#### PROPOSED MOTION

N/A

#### ATTACHMENTS

Links:

- [Draft 2016-2021 Transportation Improvement Program](#)
- [DRCOG CO and PM 10 Conformity Determination](#) and [Denver Southern Subarea 8-hour Ozone Conformity Determination](#)

|                        |
|------------------------|
| ADDITIONAL INFORMATION |
|------------------------|

For additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or [jschaufele@drcog.org](mailto:jschaufele@drcog.org); or Todd Cottrell, Senior Transportation Planner, at 303-480-6737 or [tcottrell@drcog.org](mailto:tcottrell@drcog.org).



# ATTACH B

To: Chair and Members of the Board of Directors

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

| Meeting Date   | Agenda Category                  | Agenda Item # |
|----------------|----------------------------------|---------------|
| March 18, 2015 | Strategic Informational Briefing | 6             |

#### SUBJECT

An oral briefing by staff from the University of Colorado – Denver about the results of the Outcomes Assessment and Knowledge Sharing (OAKS) activities conducted as part of the Sustainable Communities Initiative (SCI) HUD grant.

#### PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information only.

#### ACTION BY OTHERS

N/A

#### SUMMARY

UCD has been working as a contractor to DRCOG conducting research on experience in the previous RTD light rail corridors (Southeast, Southwest and West) and case studies in three other regions (Portland, San Diego and Dallas) to identify lessons learned, best practices and metrics to help guide transit and transit-oriented development in the Denver Region. This presentation will provide information about the findings of that work and recommendations for actions that can enhance the benefits of transit.

#### PREVIOUS DISCUSSIONS/ACTIONS

Board members have been briefed on the outcomes of various other tasks under the SCI grant in previous meetings.

#### PROPOSED MOTION

N/A

#### ATTACHMENT

UCD OAKS background memo

#### ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or [jschaufele@drcog.org](mailto:jschaufele@drcog.org) or Paul Aldretti, SCI Coordinator at 303-480-6752 or [paldretti@drcog.org](mailto:paldretti@drcog.org).

March 12, 2015

To: Board of Directors, Denver Regional Council of Governments

From: OAKS Team

Subject: **Briefing on *Achieving Community & Economic Vitality through Station Areas* | OAKS Report**

### At Issue

The Board of Directors will receive a briefing and overview of a report being drafted on transit-oriented development along operating rail corridors of the FasTracks system. The report, titled *Achieving Community and Economic Vitality through Station Areas*, is a forthcoming product of the Sustainability Communities Initiatives project.

### Background

In 2014-15, the Denver Regional Council of Governments Sustainable Communities Initiatives Project retained a research team from the University of Colorado – Denver Buechner Institute for Governance, School of Public Affairs, and the College of Architecture and Planning to evaluate planning and development along existing FasTracks rail corridors. The project, working under the name “Outcomes Assessment and Knowledge Sharing” (or OAKS), included detailed study and analysis of the four rail corridors currently operating in the metropolitan area – the Central, Southwest, Southeast, and West lines. Three areas of research were conducted: (1) a corridor-by-corridor assessment of transit-oriented development – and development opportunities – along the four rail corridors and their transit stations (46 stations in all), (2) interviews with elected officials, planners, developers, and transit community experts (63 interviews in all), and (3) a case study evaluation of transit planning and transit oriented development in three peer regions (Dallas, Portland, OR, and San Diego).

### About the Report

The Report is not only a resource on transit-oriented development for planners, officials, and the public, it is also an action strategy for guiding growth and development to station areas in jurisdictions throughout the metropolitan area. Findings and outcomes are based on (1) up-to-date information on station area planning, (2) interviews with local stakeholders that have been deeply involved with transit planning and transit-oriented development, and (3) lessons learned and best practices from peer urban regions in the U.S. The recommendations serve as the foundation for an action plan to successfully develop vibrant and healthy transit communities linked by the region’s \$7 billion investment in rail transit. Each recommendation has specific implementation actions and steps relating to housing, accessibility, jobs and employment, and site development opportunities. Performance measures are also included for the region and local jurisdictions to use to monitor progress toward achieving planning and development goals. This monitoring effort will also be valuable to inform future regional planning activities

### Next Steps

In March, the draft Report is under review by Denver Regional Council of Governments staff. The final report is due in April and will then be made available to jurisdictions and other interested parties through the Council, along with information on the analysis that was conducted for each of the FasTracks stations.

**ATTACH C**

MINUTES  
BOARD OF DIRECTORS  
WEDNESDAY, FEBRUARY 18, 2015

Members/Alternates Present

|                         |                                       |
|-------------------------|---------------------------------------|
| Jackie Millet, Chair    | City of Lone Tree                     |
| Eva Henry               | Adams County                          |
| Bill Holen              | Arapahoe County                       |
| Elise Jones             | Boulder County                        |
| Dennis Harward          | City & County of Broomfield           |
| Tom Hayden (Alternate)  | Clear Creek County                    |
| Chris Nevitt            | City & County of Denver               |
| Crissy Fanganello       | City & County of Denver               |
| Roger Partridge         | Douglas County                        |
| Don Rosier              | Jefferson County                      |
| Bob Fifer               | City of Arvada                        |
| Bob Roth                | City of Aurora                        |
| Sue Horn                | Town of Bennett                       |
| Suzanne Jones           | City of Boulder                       |
| Anne Justen             | Town of Bow Mar                       |
| Lynn Baca               | City of Brighton                      |
| Cathy Noon              | City of Centennial                    |
| Laura Christman         | City of Cherry Hills Village          |
| Jim Benson              | City of Commerce City                 |
| Randy Penn              | City of Englewood                     |
| Dan Woog                | Town of Erie                          |
| Joyce Thomas            | City of Federal Heights               |
| Saoirse Charis-Graves   | City of Golden                        |
| Ron Rakowsky            | City of Greenwood Village             |
| Brad Wiesley            | City of Lafayette                     |
| Shakti                  | City of Lakewood                      |
| Randy Stein (Alternate) | City of Littleton                     |
| Gabe Santos             | City of Longmont                      |
| Ashley Stolzmann        | City of Louisville                    |
| John O'Brien            | Town of Lyons                         |
| Colleen Whitlow         | Town of Mead                          |
| Debora Jerome           | Town of Morrison                      |
| John Diak               | Town of Parker                        |
| Gary Howard             | City of Sheridan                      |
| Rita Dozal              | Town of Superior                      |
| Val Vigil               | City of Thornton                      |
| Herb Atchison           | City of Westminster                   |
| Joyce Jay               | City of Wheat Ridge                   |
| Debra Perkins-Smith     | Colorado Department of Transportation |
| Bill Van Meter          | Regional Transportation District      |

Others Present: Jennifer Schaufele, Executive Director, Connie Garcia, Executive Assistant/Board Coordinator, DRCOG; Jeanne Shreve, Adams County; Mac Callison, Aurora; Tammy Maurer, Steve Kinney, Denver; Joe Fowler, Douglas County; Daniel Dick,

Federal Heights; Steve Durian, Jefferson County; John Cotten, Lone Tree; Jenice JJ Dove, Kent Moorman, Thornton; Anita Seita, Westminster; Max Gibson, Jefferson County Public Health; Tony DeVito, Brett Johnson, Ron Papsdorf, Rebecca White, Danny Hermann, Myron Hora, CDOT; Marty Amble, Ted Wenzlick, Ed Thornton, Citizens; Jim Taylor, SCI; Ed Bowditch, Jennifer Cassel, George Dibble, Tomlinson & Associates; Chris Mendez, GFO; and DRCOG staff.

Chair Jackie Millet, called the meeting to order at 6:34 p.m. Roll was called and a quorum was present. New Board alternates were introduced – Libby Szabo, Jefferson County; Jenice JJ Dove, Thornton; Anita Seitz, Westminster; and Randy Stein, Littleton.

#### Move to Approve Agenda

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

#### Report of the Chair

- The Chair set a public hearing for March 18, 2015 for the 2016-2021 Transportation Improvement Program.
- A report was provided on actions taken by the Regional Transportation Committee. The Regional Transportation Committee recommended approval of the 2040 Fiscally Constrained RTP and associated air quality documents, actions proposed by staff for TIP project delays, and amendments to the 2014-2015 Unified Planning Work Program.
- The Chair provided an overview of the National Association of Regional Councils (NARC) conference. She reported that she and Executive Director Schaufele participated in a meeting of the large MPOs from around the nation. She briefed members on discussions with legislative representatives on reauthorization of the Older Americans Act and MAP-21.
- The Chair requested Doug Rex provide an overview of how the 2016-2021 TIP projects did or did not adhere to the process established by the Board to address concerns expressed by members that the process was not followed.

#### Report of the Executive Director

- Jennifer Schaufele reported that there are some issues for some members with opening agendas and attachments in various programs. Staff will investigate to see if there are updated versions of adobe or other programs that may help.
- Ms. Schaufele directed member's attention to the Board Workshop agendas at each seat. She encouraged new members and alternates to sign up for the "Dr Is In" and "Transportation Matters" Friday breakout sessions.
- Ms. Schaufele invited members to a lunch with the Baghdad/Denver Region Partnership on Thursday, February 26. She noted that a youth delegation is expected to come to Denver later this year.
- Volunteers were requested to sign up for beta testing of a "members only" portal on the DRCOG website. A sign-up sheet was distributed.
- Ms. Schaufele provided additional information on the NARC conference.

### Strategic Informational Briefings

#### Update on Responsible Acceleration of Maintenance & Partnerships

Doug Rex introduced Debra Perkins-Smith of CDOT to provide an update on RAMP projects. He noted that the impetus for this presentation was a recent request by CDOT Region 4 for additional funding for the North I-25 RAMP project. Ms. Perkins-Smith reported that part of the issue with high costs associated with RAMP projects is a lack of bidders for larger projects, resulting in higher cost for construction. Information was provided on the status of all RAMP projects. She reported there is no additional funding for the RAMP program. Some project combining, additional funding from local governments and scope adjustments were made to current projects in an attempt to construct them with available funds.

#### Sustainable Communities Initiative – Corridor Blueprints Overview

Paul Aldretti, DRCOG staff, provided information on the Sustainable Communities Initiative Corridor Blueprints. The blueprints outline activities in each of the FasTracks corridors. Presentations will be made in jurisdictions in each of the corridors, and the blueprints will be published. The SCI Executive Committee is working on a list of recommendations for the impact of the SCI work to continue after the grant is finished. A question was asked if the work done in the corridors could be adapted for other corridors, such as the northwest corridor. Paul Aldretti noted that a presentation to the North Area Transit Alliance is planned for the near future to discuss how the information may be used.

#### Public comment

Chris Mendez, GFO, provided an overview of his company's services. Information was distributed to members.

#### Move to approve consent agenda

Elise Jones **moved** to approve the consent agenda. The motion was **seconded** and **passed** unanimously.

- Minutes of December 17, 2014
- Amendment to the 2012-2017 and 2016-2021 TIP Policy related to delayed projects
- Resolution No. 2, 2015, amending the FY 2014-2015 Unified Planning Work Program (UPWP)

#### Election of Officers and Administrative Committee Members

Chris Nevitt provided an overview of the Nominating Committee recommendation.

Chris Nevitt **moved** to approve the slate of nominees for Board Officer and Administrative Committee positions. The motion was **seconded** and **passed** with 1 abstention.

Move to adopt a position on state legislative issues  
Bills on Which Positions Have Previously Been Taken

Rich Mauro provided an update on bills the Board took a position on previously. He reported the bill to create a statewide taskforce on aging passed out of committee.

HB 1100 – the bill has passed out of the House Finance Committee. An amendment to address concerns with the state budget and Tabor limits was made--a three year sunset was put on the funds, resulting in \$4 million per year for the Older Coloradan Fund for each of those three years.

HB 1018 – the bill has been amended to reduce the list of mandatory reporters, and to add funds for training.

Elise Jones **moved** to change the Board's position from monitor to support. The motion was **seconded**. There was discussion.

Commissioner Rosier stated he is concerned the amount of funding being provided for training is too low. Rich Mauro noted that he has been told there are still funds from the original bill allocated to training, in addition to the funds currently proposed.

After discussion the motion **passed** with 2 opposed.

HB 1003 – the bill would increase funding for safe routes to schools. The Board expressed concern about whether the funding would come from general funds as opposed to HUTF. Elise Jones noted the popularity and importance of this program.

Elise Jones **moved** to change the Board's position from monitor to support, if amended to clarify the source of money is the general fund. The motion was **seconded**. There was discussion.

A question was asked about what entity receives the allocated funds. Debra Perkins-Smith noted that CDOT administers the funds. Projects are solicited and selected through a committee process; the funds are allocated to the schools submitting projects. Roger Partridge noted that there is decreased funding for bus transportation in the schools, resulting in an increase in the number of vehicles around schools. He noted he would prefer to see the funds allocated to the counties and municipalities to address the transportation needs and concerns.

Crissy Fanganello requested the process be streamlined. Debra Perkins-Smith noted that previous federal funding for the program came with federal processes for allocation and use of the funds. This program would be administered by the state and would have fewer requirements.

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



New Bills for consideration and action

Rich Mauro briefed members on new bills introduced since the January Board meeting. HB 15-1143 – tax credit for expenditures by those over 65 to make modifications to their home to be able to remain in their home. Rich Mauro noted there is no fiscal note attached. Staff's recommendation is to monitor the bill.

Chris Nevitt **moved** to monitor HB 15-1143. The motion was **seconded** and **passed** unanimously.

HB 15-1148 – transfer general fund surplus to the State Highway Fund. Staff requested the Board provided direction on a position.

Herb Atchison **moved** to monitor HB 15-1148. The motion was **seconded** and **passed** unanimously.

SB 15-172 – increases the HTPE board to eight and requires senate confirmation.

Roger Partridge **moved** to oppose SB 15-172. The motion was **seconded**. There was discussion.

Members discussed the pros and cons of the proposed bill, and whether or not they would support the motion on the floor.

After discussion, the motion **passed** with 31 in favor and 7 opposed.

SB 15-90 – temporary tag position on vehicles. Ron Rakowsky asked the Board for their support for this bill. E-470 loses millions of dollars per year on tolls because the temporary license plates can't be read. Other members expressed support for this bill.

Herb Atchison **moved** to support SB 15-90. The motion was **seconded** and **passed** with 1 abstention

SB 15-177 – HOA Construction Defect Lawsuit Approval Timelines. Staff requested Board direction on this bill. Sue Horn noted the Metro Mayor's Caucus supports this bill.

Sue Horn **moved** to support SB 15-177. The motion was **seconded**. There was discussion. Members discussed the pros and cons of the proposed bill at length.

After discussion the motion passed with 25 in favor and 12 abstaining.

Move to adopt the *Fiscally Constrained 2040 Regional Transportation Plan* and the associated *DRCOG CO and PM10 Conformity Determination*, and the *Denver Southern Subarea 8-hour Ozone Conformity Determination*

Jacob Riger, DRCOG staff, provided an overview of the draft Plan, and public hearing comments received. To address comments received related specifically to

the I-70 East project, CDOT Region 1 Director Tony DeVito was asked to provide information to members on the project.

Bill Holen **moved** to adopt the *Fiscally Constrained 2040 Regional Transportation Plan* and the associated *DRCOG CO and PM10 Conformity Determination*, and the *Denver Southern Subarea 8-hour Ozone Conformity Determination*. The motion was **seconded** and **passed** unanimously.

Move to approve actions proposed by DRCOG staff regarding implementation delays of Transportation Improvement Program projects

Todd Cottrell provided an overview of the proposed actions regarding implementation delays of Transportation Improvement Program projects.

Elise Jones **moved** to approve actions proposed by DRCOG staff regarding implementation delays of Transportation Improvement Program projects. The motion was **seconded** and **passed** unanimously.

Committee Reports

State Transportation Advisory Committee – Elise Jones reported the STAC members received a presentation from Don Hunt, ongoing discussion of I-70 east, ongoing concerns about SB 228, new CDOT lobbyist, the Statewide Transportation Improvement Program will get a recommendation from the STAC next month and will be adopted by the Transportation Commission.

Metro Mayors Caucus – Sue Horn reported the MMC received a legislative update; a presentation on flood stormwater management issues; and an update on Owner Occupied Attached Housing/Construction Defects. A third working group meeting is scheduled to discuss URA/TIF issues, and a new Metro Transportation District working group is being formed.

Metro Area County Commissioners – Roger Partridge reported the MACC didn't meet in January.

Advisory Committee on Aging – Jayla Sanchez-Warren reported the ACA will meet Friday.

Regional Air Quality Council – Joyce Thomas reported the RAQC received a presentation from former Governor Bill Ritter on EPA's Clean Power Plan. Thirteen western states are meeting to plan how to meet the new standards. A discussion of EPA's new ordinance standard, and planning for the new Ozone standard.

E-470 – Ron Rakowsky reported E-470 toll transactions increased 13.6 percent over 2013.

Regional Transportation District – Bill Van Meter reported the RTD Board passed a resolution in support of the North Metro Corridor. They received updates on the North Metro corridor and the southeast rail extension.

Next meeting – **March 18, 2015**

Other matters by members

No other matters were discussed.

Adjournment

The meeting adjourned at 9:21 p.m.

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

ATTEST:

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Jennifer Schaufele, Executive Director

**ATTACH D**

To: Chair and Members of the Board of Directors

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

| Meeting Date   | Agenda Category | Agenda Item # |
|----------------|-----------------|---------------|
| March 18, 2015 | Consent         | 10            |

#### SUBJECT

This action concerns the *Traffic Signal System Improvement Program* (TSSIP) contingency/miscellaneous funds.

#### PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the recommended allocations to local operating agencies for purchase of traffic signal system equipment with fiscal year 2015 TSSIP contingency/miscellaneous funds.

#### ACTION BY OTHERS

[February 23, 2015](#) – TAC recommended approval.

March 17, 2015 – RTC will act on a recommendation.

March 18, 2015 – Scheduled for Administrative Committee action

#### SUMMARY

The current *Traffic Signal System Improvement Program* (TSSIP), updated and adopted by DRCOG in September 2013, guides implementation of cost-effective improvements to traffic signal systems. The TSSIP is programmed in the adopted *2012-2017 Transportation Improvement Program* (TIP).

Each year the TSSIP includes funding for contingencies and miscellaneous equipment purchase. The purpose of this funding is to first ensure that the program's capital improvements are fully funded. After any contingencies are satisfied, the remaining funding is available to purchase needed "miscellaneous" traffic signal equipment. Final cost estimates for the capital improvement projects are complete and about \$781,000 remains for miscellaneous equipment purchases in fiscal year 2015.

On November 6, 2014, the DRCOG Transportation Operations Program solicited requests for traffic signal system equipment applications. Nine operating agencies forwarded projects for consideration by the deadline, totaling about \$850,000. Staff reviewed the project applications according to the eligibility criteria (attached).

On January 28, 2015, staff presented the recommendations to the Regional Transportation Operations (RTO) Working Group for consensus. The RTO Working Group consists of transportation operations staff from the region's agencies and jurisdictions.

Staff recommends the following awards. A detailed description is attached (Table A).

|                |           |
|----------------|-----------|
| Castle Rock    | \$188,350 |
| Centennial     | \$221,800 |
| Denver         | \$110,112 |
| Douglas County | \$56,723  |
| Lakewood       | \$28,581  |
| Superior       | \$2,700   |

The recommendations total \$608,266 of the available funds, the remaining funds will be held for use as contingency funds in the fiscal year 2016 RTO Pool.

|                              |
|------------------------------|
| PREVIOUS DISCUSSIONS/ACTIONS |
|------------------------------|

N/A

|                 |
|-----------------|
| PROPOSED MOTION |
|-----------------|

Move to approve the recommended allocations to local operating agencies for purchase of traffic signal system equipment with Fiscal Year 2015 *Traffic Signal System Improvement Program* (TSSIP) contingency/ miscellaneous funds.

|             |
|-------------|
| ATTACHMENTS |
|-------------|

1. Selection Criteria and Factors
2. Table A-2015 Miscellaneous Equipment Recommended Projects

|                        |
|------------------------|
| ADDITIONAL INFORMATION |
|------------------------|

If you need additional information, please contact Jennifer Schaufele, Executive Director 303 480-6701 or [jschaufele@drcog.org](mailto:jschaufele@drcog.org); or Greg MacKinnon, Traffic Operations Program Manager, at 303-480-5633 or [gmackinnon@drcog.org](mailto:gmackinnon@drcog.org).

# ATTACHMENT 1

## Selection Criteria and Factors

- Whether intersection is eligible:
  - on RTP roadway per the 2035 RTP or in the downtown core as per current TSSIP Update (September 2013)
  - on federal-aid roadways that exceed volume thresholds (25,000 vpd for 4-lane roadways and 15,000 vpd for 2-lane roadways)
- Ability to document benefits in the short-term through corridor retiming:
  - benefits unlikely if retimed since 2011
  - benefits unlikely if average signal spacing  $\geq 1/2$  mile
- Priority of need criteria:

|                  |  |
|------------------|--|
| First priority   | Equipment purchases to assure proper operation of existing systems.  |
| Second priority  | Equipment purchases to extend the reach of system control to new locations on Principal Arterials and above.         |
| Third priority   | Equipment purchases to acquire uninterruptible power supplies.   |
| Fourth priority  | Equipment purchases to extend the reach of system control to other federal-aid roadways exceeding volume thresholds. |
| Fifth priority   | Equipment purchases to upgrade operations beyond base level signal control and provide improved communications.      |
| Sixth priority   | Equipment purchases to enhance/upgrade efficiency of existing systems.   |
| Seventh priority | Funding for operating assistance for new traffic signal system deployments.  |

## ATTACHMENT 2

**Table A**  
**2015 Miscellaneous Equipment Recommended Projects**

| Jurisdiction          | Location   | Qty | Cost             | Upgrade/Purchase   |
|-----------------------|--|-----|------------------|--|
| <b>Castle Rock</b>    | Radio tower location, Castle Rock Service Center   | 2   |                  | Backbone Ethernet radio equipment and supplies   |
|                       | Wolfensberger master location, 5th Street master location, Meadows Parkway master location, Plum Creek master location | 4   |                  | Upgraded Ethernet radio equipment and supplies   |
|                       | Citywide   | 1   |                  | Upgraded traffic signal control system   |
|                       | Total:   |     | \$188,350        |  |
| <b>Centennial</b>     | Dry Creek Road, Clarkson Street to Inverness Drive East  | 16  |                  | Upgraded signal controllers with upgraded cabinets and uninterruptable power supplies at select locations          |
|                       | Total:   |     | \$221,800        |  |
| <b>Denver</b>         | Tower Road, 43rd Avenue to Pena Boulevard ramps  | 4   |                  | Upgraded signal cabinets and controllers with upgraded communications equipment and uninterruptible power supplies |
|                       | Green Valley Ranch Boulevard, Chambers Road to Himalaya Street   | 4   |                  | Upgraded signal cabinets and controllers with upgraded communications equipment and uninterruptible power supplies |
|                       | Total:   |     | \$110,112        |  |
|                       |  |     |                  |  |
| <b>Douglas County</b> | Peoria Street, Lincoln Avenue to Teletech  | 1   |                  | About 7000 feet of fiber optic cable, conduit and tracer wire plus fiber optic splicing and termination supplies   |
|                       | Total:   |     | \$56,723         |  |
| <b>Lakewood</b>       | Wadsworth Boulevard at: 26th Avenue, 20th Avenue, 2nd Avenue, 1st Avenue, Ohio Avenue, Florida Avenue, and Utah Place  | 7   |                  | Upgraded signal controllers and malfunction management units   |
|                       | Total:   |     | \$28,581         |  |
| <b>Superior</b>       | McCaslin Boulevard and Marshall Road   | 1   |                  | Upgraded signal controller   |
|                       | Total:   |     | \$2,700          |  |
|                       | <b>FY14 Total:</b>   |     | <b>\$608,266</b> |  |



**ATTACHE**

To: Chair and Members of the Board of Directors

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

| Meeting Date   | Agenda Category | Agenda Item # |
|----------------|-----------------|---------------|
| March 18, 2015 | Consent         | 10            |

#### SUBJECT

DRCOG's transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program (TIP), generally taking place each quarter. Typically, these amendments involve the deletion and addition of projects or adjustments to existing projects and do not impact funding for other projects in the TIP.

#### PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed amendments because they comply with the Board adopted [TIP Preparation Policy](#).

#### ACTION BY OTHERS

[February 23, 2015](#) – TAC recommended approval.  
March 18, 2015 – RTC will act on a recommendation.

#### SUMMARY

Projects to be amended are listed in the attached tables, along with specific details and the reasons for the amendment. The proposed policy amendments to the [2012-2017 Transportation Improvement Program](#) have been found to conform with the State Implementation Plan for Air Quality.

#### PREVIOUS DISCUSSIONS/ACTIONS

N/A

#### PROPOSED MOTION

Move to approve a resolution amending the *2012-2017 Transportation Improvement Program* (TIP).

#### ATTACHMENTS

- Draft resolution
- TIP Amendment Table

#### ADDITIONAL INFORMATION

For additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or [jschaufele@drcog.org](mailto:jschaufele@drcog.org) or Todd Cottrell, Senior Transportation Planner, at 303-480-6737 or [tcottrell@drcog.org](mailto:tcottrell@drcog.org).

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. \_\_\_\_\_, 2015

A RESOLUTION AMENDING THE 2012-2017 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

WHEREAS, a Transportation Improvement Program containing highway and transit improvements expected to be carried out in the period 2012-2017 was adopted by the Board of Directors on March 16, 2011; and

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

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

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

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

RESOLVED, PASSED AND ADOPTED this \_\_\_\_ day of \_\_\_\_\_, 2015 at Denver, Colorado.

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

ATTEST:

\_\_\_\_\_  
Jennifer Schaufele, Executive Director

## 2012-2017 Transportation Improvement Program

Policy Amendments

02/12/2015

Pending

| TIP#     | Project Name: Limits,Sponsor,Scope   | Current Funding             |               |         |         |         |         |         |                |               |
|----------|--|-----------------------------|---------------|---------|---------|---------|---------|---------|----------------|---------------|
| 2008-081 | North I-25: Front Range EIS  | Amounts in \$1,000s         | Prior Funding | FY12    | FY13    | FY14    | FY15    | FY16-17 | Future Funding | Total Funding |
| Sponsor: | CDOT Region 4  | State (7 <sup>th</sup> Pot) |               | \$0     | \$600   | \$0     | \$0     | \$0     |                |               |
| Scope:   | Funds will be used to complete the Final Environmental Impact Statement, the Record of Decision for Phase I of North I-25 (MP 214 - 269), and for design and Right of Way for phase I elements. Project funding shown is for DRCOG portion only. | State (R P P)               |               | \$2,900 | \$585   | \$5,738 | \$3,338 | \$5,852 |                |               |
|          |  | Local                       |               | \$0     | \$0     | \$0     | \$0     | \$0     |                |               |
|          |  | Total                       |               | \$2,900 | \$1,185 | \$5,738 | \$3,338 | \$5,852 |                | \$20,213      |

Why Amend? Add funding type and funding.  
  
Add State RAMP funding type. Add \$10,000,000 of State RAMP funds in FY2015 for preconstruction activities. Increase total project funds.

### Revised Funding

| Amounts in \$1,000s         | Prior Funding | FY12       | FY13       | FY14       | FY15            | FY16-17    | Future Funding | Total Funding   |
|-----------------------------|---------------|------------|------------|------------|-----------------|------------|----------------|-----------------|
| State (7 <sup>th</sup> Pot) |               | \$0        | \$600      | \$0        | \$0             | \$0        |                |                 |
| State (R P P)               |               | \$2,900    | \$585      | \$5,738    | \$3,338         | \$5,852    |                |                 |
| <b>State (RAMP)</b>         |               | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$10,000</b> | <b>\$0</b> |                |                 |
| Local                       |               | \$0        | \$0        | \$0        | \$0             | \$0        |                |                 |
| Total                       |               | \$2,900    | \$1,185    | \$5,738    | <b>\$13,338</b> | \$5,852    | \$8,896        | <b>\$30,213</b> |

## 2012-2017 Transportation Improvement Program

Policy Amendments

02/12/2015

Pending

| TIP#     | Project Name: Limits,Sponsor,Scope   |
|----------|--|
| 2012-120 | Colfax Ave Transit Priority  |
| Sponsor: | R T D  |
| Scope:   | Project will construct Colfax Ave bus infrastructure improvements from Broadway to Potomac Street. Bus stop improvements include bulbouts and transit signal priority. |

### New Funding

| Why Amend?   | Amounts in \$1,000s | Prior Funding | FY12 | FY13 | FY14    | FY15 | FY16-17 | Future Funding | Total Funding |
|--|---------------------|---------------|------|------|---------|------|---------|----------------|---------------|
| Create new project.  |                     |               |      |      |         |      |         |                |               |
| Create new project: Colfax Ave Transit Priority. Add \$4,999,000 in Federal Section 5309 funds and \$1,700,000 in local match in FY2014. |                     |               |      |      |         |      |         |                |               |
|  | Federal (5309)      |               | \$0  | \$0  | \$4,999 | \$0  | \$0     |                |               |
|  | Local               |               | \$0  | \$0  | \$1,700 | \$0  | \$0     |                |               |
|  | Total               |               | \$0  | \$0  | \$6,699 | \$0  | \$0     |                | \$6,699       |



To: Chair and Members of the Board of Directors

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

| Meeting Date   | Agenda Category | Agenda Item # |
|----------------|-----------------|---------------|
| March 18, 2015 | Action Agenda   | 11            |

#### SUBJECT

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

#### PROPOSED ACTION/RECOMMENDATIONS

No action requested; updates provided for your information.

#### ACTION BY OTHERS

N/A

#### SUMMARY

The attached spreadsheet updates the status of all bills previously acted on by the Board as of March 9. The bills are presented in a matrix with staff comments and the Board's position.

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

#### PREVIOUS DISCUSSIONS/ACTIONS

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

#### PROPOSED MOTION

N/A

#### ATTACHMENT

*Status of Bills—2015 Session*

#### ADDITIONAL INFORMATION

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

## DENVER REGIONAL COUNCIL OF GOVERNMENTS

## STATUS OF BILLS--2015 SESSION

As of 3-11-15

| Bill No.                         | Short Title/Bill Summary   | Sponsors         | Status              | Position | Staff Comments  | Legislative Policy   |
|----------------------------------|--|------------------|---------------------|----------|---|--|
| <b>AGING BILLS</b>               |  |                  |                     |          |   |  |
| <a href="#"><u>HB15-1018</u></a> | <b>Protecting Seniors From Elder Abuse</b> - Current law lists a number of persons who are required to report to law enforcement the abuse or exploitation of a person 70 years of age or older. The bill adds additional persons to the list. The bill was amended in House Judiciary Committee to remove certified public accountants, financial planners, insurance agents, and postal workers.   | Danielson        | House Appropriation | Support  | DRCOG supported bills the last two years to establish a list of professions subject to mandatory reporting. The bill now only adds victim advocates working with law enforcement agencies, specified mental health professionals and bus companies who pick up a person from the person's home or other specified location than a designated route. The bill provides approximately \$132,000 for training of new mandatory reporters and for counties for costs of associated with expected increased reporting.                           | DRCOG supports increases in consumer protections for older adults and their caregivers.  |
| <a href="#"><u>HB15-1029</u></a> | <b>Health Care Delivery Via Telemedicine Statewide</b> - Starting January 1, 2016, the bill removes existing population restrictions and precludes a health benefit plan from requiring in-person care delivery when telemedicine is appropriate, regardless of the geographic location of the health care provider and the recipient of care. In addition, carriers:<br><ul style="list-style-type: none"> <li>• Must reimburse providers who deliver care through telemedicine on the same basis that the carrier is responsible for coverage of services delivered in person;</li> <li>• Cannot charge deductible, copayment, or coinsurance amounts that are not equally imposed on all terms and services covered under the health benefit plan; and</li> <li>• Cannot impose an annual or lifetime dollar maximum that applies separately to telemedicine services.</li> </ul> | Buck/<br>Kefalas | Passed Both Houses  | Support  | Under current law, health benefit plans issued, amended, or renewed in this state cannot require in-person health care delivery for a person covered under the plan who resides in a county with 150,000 or fewer residents if the care can be appropriately delivered through telemedicine and the county has the technology necessary for care delivery via telemedicine. The bill also states a provider need not demonstrate that a barrier to in-person care exists for coverage of telemedicine under a health benefit plan to apply. | DRCOG supports increased funding for programs providing services to older adults, persons with disabilities, and their caregivers, especially services that support individuals continuing to live independently in their homes and communities. |



## DENVER REGIONAL COUNCIL OF GOVERNMENTS

## STATUS OF BILLS--2015 SESSION

As of 3-11-15

| Bill No.                  | Short Title/Bill Summary   | Sponsors              | Status                  | Position | Staff Comments  | Legislative Policy  |
|---------------------------|--|-----------------------|-------------------------|----------|---|---|
| <a href="#">HB15-1033</a> | <b>Strategic Planning Group On Aging -</b><br>The bill establishes a strategic action planning group (group), appointed by the governor, to study issues related to the increasing number of Colorado residents 50 years of age and older (older adults) and to issue a comprehensive strategic action plan on aging (plan). The bill directs specific areas for the group to analyze and to make recommendations. The group shall also make two updates to the plan. The bill establishes a cash fund to receive appropriations and gifts, grants, and donations to pay for the group's work. | Primavera/<br>Crowder | House<br>Appropriations | Support  | This is a DRCOG-initiated bill, working with AARP Colorado and the Bell Policy Center. With the aging of the population and the expected impact of this demographic shift on state and local governments and the private sector, the strategic planning group this bill creates would be charged with recommending legislation, developing toolkits and promoting best practices that state, local and private entities can implement to reduce the cost impacts while increasing the positive attributes of an older adult friendly society.         | DRCOG supports increased funding for programs providing services to older adults, persons with disabilities, and their caregivers, especially services that support individuals continuing to live independently in their homes and communities.                                  |
| <a href="#">HB15-1100</a> | <b>Sales Tax Revenue To Older Coloradans Cash Fund -</b> The state constitution requires 85% of the net revenue from the state sales and use tax to be credited to the Old Age Pension Fund, and most of this revenue is then transferred to the General Fund. The remaining 15% of the net revenue is credited to the General Fund; except that \$10 million is credited to the Older Coloradans Cash Fund. Beginning with the next fiscal year, the bill increases the net revenue that is credited to the Older Coloradans Cash Fund by \$4 million for the next three years.               | Lebsock /<br>Crowder  | House<br>Appropriations | Support  | The OCF provides \$10 million annually to the 16 Area Agencies on Aging (including DRCOG and Boulder) to fund community services. DRCOG supported several similar bills over the last decade. The aging population, growing need for services, and cost effectiveness of these services, argue for a larger appropriation and for that appropriation to be ongoing. The governor included a one-time \$4 million increase in his budget for which DRCOG is grateful. This bill would ensure the appropriation is continuous for the next three years. | DRCOG supports increasing the continuing appropriation to the State Funding for Senior Services line item. This includes restoration of cuts in the appropriation to the Older Coloradan's Fund, as well as any additional state General Fund monies that might become available. |

**DENVER REGIONAL COUNCIL OF GOVERNMENTS**

**STATUS OF BILLS--2015 SESSION**

As of 3-11-15

| <b>Bill No.</b>                  | <b>Short Title/Bill Summary</b>   | <b>Sponsors</b>   | <b>Status</b>           | <b>Position</b> | <b>Staff Comments</b>  | <b>Legislative Policy</b>  |
|----------------------------------|---|-------------------|-------------------------|-----------------|--|--|
| <a href="#"><u>HB15-1143</u></a> | <b>Tax Incentive For Home Health Care</b> - This bill creates a five-year income tax credit for a percentage of the costs incurred by a qualifying senior for durable medical equipment, telehealth equipment, home modifications, or home health care services in each income tax year, subject to a maximum amount, in order to assist the qualifying senior with seeking health care in his or her home.   | Conti/<br>Crowder | House<br>Finance        | Monitor         | As a tax credit, this bill would cost the state foregone revenues that could be significant. It is also worth considering that the credit is not means tested and state expenditures for it could otherwise be made available for services that are targeted to those in the most economic and social need. Since the fiscal not has not yet been released, staff recommends monitoring this bill until more information about its impact becomes available. | DRCOG supports increased funding for programs providing services to older adults, persons with disabilities, and their caregivers, especially services that support individuals continuing to live independently in their homes and communities. |
| <b>TRANSPORTATION BILLS</b>      |   |                   |                         |                 |  |  |
| <a href="#"><u>HB15-1014</u></a> | <b>Biennial Registration Seasonal Farm Motor Vehicles</b> - The bill sets a 24-month registration interval for seasonal farm motor vehicles if:<br>• The vehicle is used primarily for agricultural production;<br>• The land on which the motor vehicle is used is classified as agricultural land for the purposes of levying and collecting property tax; and<br>• The vehicle is used no more than 6 months per year. The owner pays the same taxes and fees per year as a person who registers a vehicle annually. | Dore              | House<br>Appropriations | Monitor         | The fiscal notes estimates a \$1.5 million increase in registration fees this year and about \$136,000 the next two years. However, the increases in are offset by increased state obligations in school finance and TABOR refunds.  | DRCOG supports increased funding for transportation to preserve the system, address congestion and safety, and provide multimodal options for people of all ages, incomes and abilities.   |

**DENVER REGIONAL COUNCIL OF GOVERNMENTS**

**STATUS OF BILLS--2015 SESSION**

As of 3-11-15

| <b>Bill No.</b>                  | <b>Short Title/Bill Summary</b>   | <b>Sponsors</b> | <b>Status</b>  | <b>Position</b> | <b>Staff Comments</b>  | <b>Legislative Policy</b>   |
|----------------------------------|---|-----------------|--|-----------------|--|---|
| <a href="#"><u>HB15-1077</u></a> | <b>Modify Late Vehicle Registration Fee -</b><br>Effective July 1, 2015, the bill changes the fee for late registration of a vehicle from a fee of \$25 per month up to a maximum of \$100 that may only be waived under specified conditions to a fee of up to \$10 that may be waived at the discretion of the Department of Revenue or its authorized agent registering the vehicle. The new late fee is identical to the fee imposed prior to the effective date of Senate Bill 09-108, and is retained by the department or registering authorized agent rather than credited to the highway users tax fund.   | Wilson          | Postponed<br>Indefinitely<br>House State,<br>Veterans, &<br>Military Affairs | Oppose          | DRCOG supported SB 09-108 (FASTER). A fiscal note is not yet available for this bill, but it is similar to several bills introduced in previous sessions to modify the FASTER late registration fee. DRCOG opposed those bills because they would have reduced funding by several million dollars.   | DRCOG supports increased funding for transportation to preserve the system, address congestion and safety, and provide multimodal options for people of all ages, incomes and abilities.  |
| <a href="#"><u>HB15-1109</u></a> | <b>SB09-228 Transfers To HUTF &amp; Capital Construction</b> - Under current law, the state treasurer is required to transfer a percentage of the total General Fund revenues to the Capital Construction Fund and the Highway Users Tax Fund once a trigger based on economic growth occurs. The required transfers will be made for each state fiscal year in a 5-year period but the amount of the transfers for a state fiscal year may be reduced or eliminated if the state has to refund excess state revenues under the taxpayer's bill of rights. For each state fiscal year that the required transfers are reduced or eliminated, the bill adds on another year of transfers to the Capital Construction Fund and the HUTF. Therefore, there will be 5 fiscal years with the full statutory transfers to the funds, regardless of the number of fiscal years that it takes to do so. | Del Grosso      | House<br>Finance +<br>Appropriations   | Support         | In general, if the refund is greater than 1.5% but less than 3% of the total General Fund revenues, then the required transfers are halved, and if it is greater than 3%, then the required transfers are eliminated altogether. The likely reduction of SB 09-228 funds to transportation by at least 50% and potentially to zero has put CDOT's budget for certain projects, especially the I-70 project in jeopardy. However, there are numerous conversations occurring about the best approach to addressing the SB 228 transfers. Thus, it is premature to take a position at this time. | DRCOG supports increased funding for transportation to preserve the system, address congestion and safety, and provide multimodal options for people of all ages, incomes and abilities. Provide a share of increased revenues back to local governments. |

## DENVER REGIONAL COUNCIL OF GOVERNMENTS

## STATUS OF BILLS--2015 SESSION

As of 3-11-15

| Bill No.                  | Short Title/Bill Summary   | Sponsors                  | Status   | Position | Staff Comments   | Legislative Policy   |
|---------------------------|--|---------------------------|--|----------|--|--|
| <a href="#">HB15-1148</a> | <b>Transfer Gen Fund Surplus To State Highway Fund</b> - The unrestricted balance that remains in the General Fund at the end of a state fiscal year is called the General Fund surplus. The bill requires the state treasurer to transfer the General Fund surplus for the 2014-15 state fiscal year to the State Highway Fund. The Department of Transportation may expend the money transferred for the implementation of the Strategic Transportation Investment Program subject to a requirement that at least 10% of the money be expended for transit purposes or transit-related capital improvements. | Brown                     | Postponed Indefinitely House State, Veterans, and Military Affairs | Monitor  | This bill will transfer 100 percent of the year-end General Fund excess reserve to the State Highway Fund. Because the budget for FY 2014-15 has not yet been finalized and actual revenue for FY 2014-15 is not yet known, General Fund transfers to the State Highway Fund cannot be determined. | DRCOG supports increased funding for transportation to preserve the system, address congestion and safety, and provide multimodal options for people of all ages, incomes and abilities. |
| <a href="#">SB15-018</a>  | <b>Repeal Late Vehicle Registration Fee</b> - 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 was late. The bill repeals the late fee.   | Neville T./<br>Neville P. | House State, Veterans, and Military Affairs + Finance              | Oppose   | DRCOG supported SB 09-108 (FASTER). A fiscal note is not yet available for this bill, but it is similar to several bills introduced in previous sessions to modify the FASTER late registration fee. DRCOG opposed those bills because they would have reduced funding by several million dollars. | DRCOG supports increased funding for transportation to preserve the system, address congestion and safety, and provide multimodal options for people of all ages, incomes and abilities. |
| <a href="#">SB15-090</a>  | <b>Temporary Registration Document Standards</b> - The bill directs the Department of Revenue (DOR) to ensure that temporary motor vehicle registration number plates, tags, or certificates meet the existing statutory requirements for attachment, visibility, and readability that apply to permanent plates. The department may promulgate rules and accept gifts, grants, or donations for implementation.   | Todd/ Tyler               | Senate Appropriations  | Support  | E-470 has noted that unbillable tolls are their single largest source of lost revenue. Vehicles with temporary license plate tags make up 59 percent of unbillable toll revenue. E-470 has been working with CDOT and DOR to find a solution to the problem. This bill is one step.                | DRCOG supports tolls as a financing mechanism for public roads or highways   |

## DENVER REGIONAL COUNCIL OF GOVERNMENTS

## STATUS OF BILLS--2015 SESSION

As of 3-11-15

| Bill No.                 | Short Title/Bill Summary   | Sponsors        | Status  | Position | Staff Comments   | Legislative Policy  |
|--------------------------|--|-----------------|---|----------|--|---|
| <a href="#">SB15-172</a> | <b>High-Performance Transportation Enterprise Accountability</b> - Increases the HPTE board to eight and requires Senate confirmation. Requires the HPTE to increase public notice of and participation in, and legislative oversight of, any public-private partnership P3 involving the HPTE. The board must, in coordination with local governments, hold public meetings throughout the P3 process and provide full and timely notice to state legislators, county and municipal governments, and the general public. After entering into a P3 the terms of the agreement must be provided to the legislative transportation committees and posted on the CDOT website. Prohibits the HPTE from entering into P3s that contain certain provisions until the General Assembly specifically approves any such provision. The HPTE must provide public notice of any change in the status of a HOV lane, and when considering a project related to HOV, high-occupancy toll lanes, or managed lanes, the HPTE must evaluate the sustainability of express bus service or bus rapid transit service. Allows the State Auditor to audit HPTE. | Jones/<br>Foote | Postponed<br>Indefinitely<br>Senate<br>Transportation | Oppose   | During the 2014 legislative session, the General Assembly passed SB 14-197, which contained several provisions relating to HPTE transparency and public participation in the process by which the enterprise enters into a public-private partnership. The governor vetoed Senate Bill 14-197, objecting to several limits, but also issued an executive order directing the enterprise to increase the transparency of its public-private partnership related activities. This bill repropose all provisions of Senate Bill 14-197, other than the limits that the governor objected to in his veto letter, and includes the outreach opportunities in the executive order. | DRCOG supports alternative revenue and financing mechanisms, including tolls as a financing mechanism for public roads or highways with the conditions that (1) any road, highway, or tolled lanes in the Denver metro region or that impact the Denver metro region are reviewed and approved by the DRCOG Board for inclusion in the fiscally constrained regional transportation plan; (2) toll receipts remain in the toll highway system within the region that is tolled; and (3) toll receipts are allowed to be used for multimodal improvements and accumulated for system reconstruction. |

## DENVER REGIONAL COUNCIL OF GOVERNMENTS

## STATUS OF BILLS--2015 SESSION

As of 3-11-15

| Bill No.                        | Short Title/Bill Summary  | Sponsors | Status                                     | Position | Staff Comments   | Legislative Policy   |
|---------------------------------|---|----------|--|----------|--|--|
| <b>HOUSING BILLS</b>            |   |          |  |          |  |  |
| <a href="#"><u>SB15-079</u></a> | <b>Doc Recording Fee To Fund Affordable Housing</b> - Section 1 of the bill raises to \$2 the surcharge to be imposed by each county clerk and recorder for each document received for recording or filing in his or her office on or after 1-1-15. The surcharge is in addition to any other fees permitted by statute. Out of each \$2 collected, the bill requires the clerk to retain one dollar to be used to defray the costs of an electronic or core filing system in accordance with existing law. The bill requires the clerk to transmit the other dollar collected to the state treasurer, who is to credit the same to the Statewide Affordable Housing Investment Fund. Section 2 of the bill creates the fund in the Colorado Housing and Finance Authority. Moneys in the fund are to be expended for the development and preservation of affordable housing on a statewide basis. Section 2 of the bill also requires a report specifying the use of the fund during the prior calendar year to the governor and to the Senate and House finance committees. | Ulibarri | Senate State, Veterans, & Military Affairs | Monitor  | The need for more affordable housing has been a longstanding concern in Colorado and the Denver region. DRCOG has long supported efforts to preserve and expand the availability of quality affordable housing, including HB 14-1017 last session. This bill is a follow up attempt to establish a continuous funding source for the Affordable Housing Investment Fund. | DRCOG supports the following principles pertaining to the quality, quantity and affordability of housing in the Denver metro area: • Regional approaches to addressing the affordable housing issue that incentivize local efforts, particularly as they relate to preservation of existing affordable housing stock. • An adequate supply of permanently affordable housing located near job and transit hubs and continued public- and private sector support for such an effort. • Increased state financial support for loan and grant programs for low- and moderate-income housing. • Collaboration among public and private entities, including efforts to develop loan programs and address the jobs-housing connections. • Actions to provide more accessible and obtainable housing options for seniors. |

## DENVER REGIONAL COUNCIL OF GOVERNMENTS

## STATUS OF BILLS--2015 SESSION

As of 3-11-15

| Bill No.                 | Short Title/Bill Summary   | Sponsors | Status                                     | Position | Staff Comments   | Legislative Policy  |
|--------------------------|--|----------|--|----------|--|---|
| <a href="#">SB15-091</a> | <b>Reduce Statute Of Limitations Construction Defects</b> - The bill reduces the maximum statutory limitation period for an action against an architect, contractor, builder or builder vendor, engineer, or inspector performing or furnishing the design, planning, supervision, inspection, construction, or observation of construction of any improvement to real property from 8 years to 4 years. | Scott    | Senate State, Veterans, & Military Affairs | Monitor  | DRCOG has taken an interest in the construction defects issue from the perspective of its Metro Vision Plan, particularly the plans emphasis on developing a diversity of housing options in the region. There were several bills addressing this issue that introduced at the end of last session but time ran out to pass any of them. Since then, a coalition of metro area mayors and developers has been working with Senator Jesse Ulibarri and Representative Jonathan Singer on a bill that is expected to introduced any day now. Staff has been unaware of this bill until it was introduced and will defer to the Board for direction for a position on it. | DRCOG supports the following principles pertaining to the quality, quantity and affordability of housing in the Denver area:<br><ul style="list-style-type: none"> <li>• Regional approaches to addressing the affordable housing issue that incentivize local efforts, particularly as they relate to preservation of existing affordable housing stock.</li> <li>• An adequate supply of permanently affordable housing located near job and transit hubs and continued public- and private sector support for such an effort.</li> <li>• Increased state financial support for loan and grant programs for low- and moderate-income housing.</li> <li>• Collaboration among public and private entities, including efforts to develop loan programs and address the jobs-housing connections.</li> <li>• Actions to provide more accessible and obtainable housing options for seniors.</li> </ul> |

## DENVER REGIONAL COUNCIL OF GOVERNMENTS

## STATUS OF BILLS--2015 SESSION

As of 3-11-15

| Bill No.                 | Short Title/Bill Summary   | Sponsors        | Status   | Position | Staff Comments   | Legislative Policy   |
|--------------------------|--|-----------------|--|----------|--|--|
| <a href="#">SB15-095</a> | <b>Manufactured Home Communities</b> - In connection with the existing "Mobile Home Park Act," sections 1 through 6 change the names of the terms "mobile home" and "mobile home park" to "manufactured home" and "manufactured home community". Sections 7 and 8 add certain functions to the Division of Housing for the purpose of preserving and promoting manufactured home communities and the manufactured home industry. The bill specifies the powers and duties of the division in connection with manufactured home communities. The bill requires the division to create a dispute resolution program that will provide landlords, management, and home owners with a cost-effective and time-efficient process to resolve disputes concerning alleged violations of the Act. This section of the bill also creates in the state treasury the Manufactured Home Community Fund. The fund is administered by the division. The bill specifies, without being exclusive, certain permitted uses of moneys from the fund. | Kefalas / Tyler | Postponed<br>Indefinitely<br>Senate<br>Finance | Monitor  | The bill is an attempt to support the viability of "mobile home parks" as an affordable housing option in the state. The sponsor is negotiating amendments to the bill with various stakeholder. So, it seems appropriate to monitor the bill for now. | DRCOG supports the following principles pertaining to the quality, quantity and affordability of housing in the Denver metro area: <ul style="list-style-type: none"> <li>• Regional approaches to addressing the affordable housing issue that incentivize local efforts, particularly as they relate to preservation of existing affordable housing stock.</li> <li>• An adequate supply of permanently affordable housing located near job and transit hubs and continued public- and private sector support for such an effort.</li> <li>• Increased state financial support for loan and grant programs for low- and moderate-income housing.</li> <li>• Collaboration among public and private entities, including efforts to develop loan programs and address the jobs-housing connections.</li> <li>• Actions to provide more accessible and obtainable housing options for seniors.</li> </ul> |



## DENVER REGIONAL COUNCIL OF GOVERNMENTS

## STATUS OF BILLS--2015 SESSION

As of 3-11-15

| Bill No.                 | Short Title/Bill Summary   | Sponsors                                 | Status                               | Position | Staff Comments  | Legislative Policy   |
|--------------------------|--|--|--------------------------------------|----------|---|--|
| <a href="#">SB15-177</a> | <b>HOA Construction Defect Lawsuit Approval Timelines</b> - The bill states that when the governing documents of a common interest community (HOA) require mediation or arbitration of a construction defect claim and the requirement is later amended or removed, mediation or arbitration is still required for a construction defect claim. The bill also requires that before a construction defect claim is filed on behalf of an HOA the parties must submit the matter to mediation or arbitration and specifies the conditions under which mediation/arbitration must take place. The board must give advance notice to all unit owners, together with a disclosure of the projected costs, duration, and financial impact of the construction defect claim, and must obtain the written consent of at least a majority of the in the HOA. The bill also add various disclosures and notice requirements. | Scheffel & Ulibarri / DelGrosso & Singer | Senate Business, Labor, & Technology | Support  | This is the long awaited bill that metro area mayors and developers and the Denver Metro Chamber have be working on since legislation last year died late in the session. Last year's legislation was introduced too late for the Board to take a position. | DRCOG supports the following principles pertaining to the quality, quantity and affordability of housing in the Denver metro area: <ul style="list-style-type: none"> <li>• Regional approaches to addressing the affordable housing issue that incentivize local efforts, particularly as they relate to preservation of existing affordable housing stock.</li> <li>• An adequate supply of permanently affordable housing located near job and transit hubs and continued public- and private sector support for such an effort.</li> <li>• Increased state financial support for loan and grant programs for low- and moderate-income housing.</li> <li>• Collaboration among public and private entities, including efforts to develop loan programs and address the jobs-housing connections.</li> <li>• Actions to provide more accessible and obtainable housing options for seniors.</li> </ul> |

**ATTACH G**

To: Chair and Members of the Board of Directors

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

| Meeting Date   | Agenda Category | Agenda Item # |
|----------------|-----------------|---------------|
| March 18, 2014 | Action Agenda   | 11            |

#### SUBJECT

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

#### PROPOSED ACTION/RECOMMENDATIONS

Motion to adopt positions on bills presented.

#### ACTION BY OTHERS

N/A

#### SUMMARY

The attachment summarizes the bills introduced since the 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 11 will be emailed to Board members by the Monday before the meeting with staff recommendations for review at the meeting (per current Board policy).

#### PREVIOUS DISCUSSIONS/ACTIONS

N/A

#### PROPOSED MOTION

N/A

#### ATTACHMENT

*New Bills—2015 Session*

#### ADDITIONAL INFORMATION

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS  
STATUS OF BILLS--NEW BILLS  
2015 SESSION  
As of 3-11-15

| Bill No.                  | Short Title/Bill Summary   | Sponsors             | Status                                    | Recommended Position | Staff Comments   | Legislative Policy   |
|---------------------------|--|----------------------|---|----------------------|--|--|
| <b>AGING BILLS</b>        |  |                      |   |                      |  |  |
| <a href="#">HB15-1233</a> | <b>Respite Care Study Task Force</b> - The bill creates the Respite Care Task Force to study the dynamics of supply and demand with regard to respite care services in Colorado. The task force may also consider policies that require coordination among state agencies in the licensing and payment for respite care services. The majority and minority leadership of the Senate and House of Representatives shall appoint 9 members to the task force, who shall serve without compensation. The Department of Human Services (DHS) is directed to provide staff support to the task force. The task force is required to submit a report to the General Assembly by December 1, 2015. | Landgraf/<br>Aguilar | House Public Health Care & Human Services | Support              | The results of this study could provide useful input to the Strategic Planning Group on Aging that is created by the DRCOG-initiated HB 15-1033. The task force must study factors impacting respite care services in Colorado, including, but not limited to:<br><ul style="list-style-type: none"> <li>• access to respite care services;</li> <li>• the types of services that are most in demand and the services that are currently available;</li> <li>• the number of respite caregivers in the state and their locations;</li> <li>• strategies to increase the number of respite caregivers in the state;</li> <li>• the funding of respite care services; and</li> <li>• other respite care issues as deemed appropriate.</li> </ul> | DRCOG supports increases in consumer protections for older adults and their caregivers. DRCOG supports increased funding for programs providing services to older adults, persons with disabilities, and their caregivers, especially services that support individuals continuing to live independently in their homes and communities. |

**DENVER REGIONAL COUNCIL OF GOVERNMENTS**  
**STATUS OF BILLS--NEW BILLS**  
**2015 SESSION**  
**As of 3-11-15**

| Bill No.                  | Short Title/Bill Summary   | Sponsors             | Status                                    | Recommended Position | Staff Comments   | Legislative Policy   |
|---------------------------|--|----------------------|---|----------------------|--|--|
| <a href="#">HB15-1235</a> | <b>Colorado Retirement Security Task Force</b> - The bill creates the Colorado Retirement Security Task Force (task force) in the legislative branch to study, assess, and report on the factors that affect Coloradans' ability to save for a financially secure retirement and on the feasibility of creating a retirement savings plan for private sector employees. The legislative council staff is required to provide staff support to the task force. The bill directs the task force to consider specified factors and develop certain recommendations in the course of its duties. The task force must meet beginning in the 2015 legislative interim and through December 2016, as necessary, as determined by the members of the task force. The task force is required to solicit and accept input from private citizens, state and local governmental entities, and public or private organizations to assist in the work of the task force. | Buckner/<br>Steadman | House<br>Business<br>Affairs and<br>Labor | Support              | The results of this study could provide useful input to the Strategic Planning Group on Aging that is created by the DRCOG-initiated HB 15-1033. With the aging of the population over the next several decades and data showing millions of Americans do not have any retirement assets, concerns are growing over the ability of older adults to live independently and access quality, affordable health care. This will compromise many individuals' ability to contribute to their communities in there later years. This also is expected to significantly increase demands for government services, further straining budgets already under stress. | DRCOG supports increases in consumer protections for older adults and their caregivers. DRCOG supports increased funding for programs providing services to older adults, persons with disabilities, and their caregivers, especially services that support individuals continuing to live independently in their homes and communities. |

DENVER REGIONAL COUNCIL OF GOVERNMENTS  
STATUS OF BILLS--NEW BILLS  
2015 SESSION  
As of 3-11-15

| Bill No.                  | Short Title/Bill Summary  | Sponsors              | Status                                      | Recommended Position | Staff Comments  | Legislative Policy   |
|---------------------------|---|-----------------------|---|----------------------|---|--|
| <a href="#">HB15-1242</a> | <b>Patient Caregiver Designation Hospital Requirement</b> - The bill requires each general hospital to give each patient or the patient's legal guardian the opportunity to designate a caregiver within 24 hours after the patient's admission to the hospital and prior to the patient's release from the hospital or transfer to another facility. The hospital is required to: <ul style="list-style-type: none"> <li>• Record the designation of the caregiver in the patient's medical record;</li> <li>• Consult with the patient regarding the capabilities and limitations of the caregiver;</li> <li>• Provide a discharge plan to the patient; and</li> <li>• Provide the caregiver with instructions and training concerning the aftercare of the patient.</li> </ul> | Danielson/<br>Aguilar | House Public Health Care and Human Services | Support              | Making sure patients and their caregivers are adequately prepared for the demands of "aftercare" upon returning home can improve the success of transitions from hospital stays back to the home setting. This can improve the quality of life for the patient and the caregiver and save the health care system, including Medicare and Medicaid, money. | DRCOG supports increases in consumer protections for older adults and their caregivers. DRCOG supports increased funding for programs providing services to older adults, persons with disabilities, and their caregivers, especially services that support individuals continuing to live independently in their homes and communities. |

**ATTACH H**

To: Chair and Members of the Board of Directors

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

| Meeting Date   | Agenda Category | Agenda Item # |
|----------------|-----------------|---------------|
| March 18, 2015 | Action          | 12            |

#### SUBJECT

This action is related to the Board's review and approval process of the revised Metro Vision plan.

#### PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends the Board of Directors approve the proposed Metro Vision review and approval process outlined below.

#### ACTION BY OTHERS

N/A

#### SUMMARY

##### Background

The DRCOG Board last adopted a major update to Metro Vision in February 2011. Over the past few years DRCOG staff has continuously engaged the public, stakeholders, and local government staff to prepare a draft plan update for the Board's consideration. Board members and alternates who attended the 2015 Board workshop were provided a copy of the current draft of the Metro Vision plan. All Board members and alternates were sent a link the draft plan on Monday, March 2.

During the past year DRCOG staff has provided the Metro Vision Issues Committee (MVIC) and the Board occasional updates on plan development activities. The completion of a working draft means the Board's review and approval progress will begin. Options for the Board's review process were discussed at the 2015 Board workshop. Staff recommends the review process described below, which was informed by input received during the Board workshop.

##### Metro Vision Update Review Process

- As the primary policy committee of the DRCOG Board, MVIC will work closely with staff to review and further develop draft plan elements.
- All, or a portion, of the monthly MVIC meeting will operate as a study session. MVIC will consider draft elements and through consensus direct staff to make specific revisions to the draft plan.
- DRCOG staff will take detailed notes during MVIC meetings. Staff will provide the Board with meeting summaries that reflect decisions of the committee and all discussions related to directing staff.
- When draft plan elements are completed to MVIC's satisfaction, the committee will take action to recommend those element(s) to the Board.
- All MVIC actions to recommend the plan, or a portion of the plan, will be noted as Action items on the Board agenda.
- During the review process, DRCOG staff will bundle MVIC recommendations and present them to the Board for its consideration and action.



## Review and Approval Process for Metro Vision

March 18, 2015

Page 2

- The Board will direct staff to release a draft plan for public review. The Board will then hold a public hearing on the draft plan.
- MVIC will recommend approval of the final Metro Vision plan.
- The Board has final approval of Metro Vision – adoption of the plan requires a majority of the member representatives.

This process is likely to take several months, with final adoption anticipated later this year.

### PREVIOUS DISCUSSIONS/ACTIONS

N/A

### PROPOSED MOTION

Move to approve Metro Vision plan review process as recommended by DRCOG staff.

### ATTACHMENT

N/A

### ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or [jschuafele@drcog.org](mailto:jschuafele@drcog.org) or Brad Calvert, Metro Vision Manager at 303-480-6839 or [bcalvert@drcog.org](mailto:bcalvert@drcog.org).

**ATTACH I**

To: Chair and Members of the Board of Directors

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

| Meeting Date   | Agenda Category    | Agenda Item # |
|----------------|--------------------|---------------|
| March 18, 2015 | Informational Item | 14            |

#### SUBJECT

The Federal metropolitan transportation planning statute requires metropolitan planning organizations to produce for public review an annual listing of projects that receive federal obligation.

#### PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is an informational briefing.

#### ACTION BY OTHERS

N/A

#### SUMMARY

The enclosed report lists all transportation projects in the Denver region that were obligated federal funds in federal Fiscal Year 2014 (October 1, 2013 - September 30, 2014).

A net total of \$395.1 million was obligated in FY2014 for 92 transportation projects.

#### PREVIOUS DISCUSSIONS/ACTIONS

[February 23, 2015](#) – TAC

March 17, 2015 - RTC

#### PROPOSED MOTION

N/A

#### ATTACHMENT

Draft *FY2014 Annual Listing of Federally Obligated Projects*

#### ADDITIONAL INFORMATION

For additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or [jschaufele@drcog.org](mailto:jschaufele@drcog.org) or Todd Cottrell, Senior Transportation Planner, at 303-480-6737 or [tcottrell@drcog.org](mailto:tcottrell@drcog.org).



# Annual Listing of Federally Obligated Projects

FY 2014 (October 1, 2013 - September 30, 2014)

March 18, 2015



## Purpose of this Report

The Federal metropolitan transportation planning statute states:

*“An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the TIP.”<sup>1</sup>*

This report responds to the directive set forth in statute. It lists all transportation projects in the Denver region that were obligated in federal fiscal year 2014 (October 1, 2013 - September 30, 2014).

FHWA defines obligation as the federal government’s legal commitment (promise) to pay or reimburse the states or other entities for the federal share of a project’s eligible costs<sup>2</sup>. Thus, an obligated project is one that has been approved by the federal government for reimbursement, though not necessarily reimbursed yet. Obligated projects were not necessarily initiated or completed in this year. The obligated project cost reflected in this report also may not equal final project cost.

## Background

The Denver Regional Council of Governments ([DRCOG](#)), an association of 56 local governments from the Denver metro area, promotes a regional perspective towards the most pressing issues facing the metropolitan area and addresses those issues through cooperative local government action. The DRCOG region includes Adams, Arapahoe, Boulder, Clear Creek, Douglas, Gilpin, Jefferson, and SW Weld counties, plus the City and County of Denver and the City and County of Broomfield.

DRCOG is the Metropolitan Planning Organization ([MPO](#)) for Broomfield, Denver, Douglas, and Jefferson counties, and portions of Adams, Arapahoe, Boulder, and Weld counties. MAP-21 requires, as a condition for spending federal highway or transit funds in urbanized areas, the designation of an MPO. The MPO has responsibility for planning, programming, and coordinating federal investments. The DRCOG MPO process creates a partnership among state, local government, and transit operators in providing transportation improvements.

DRCOG represents the perspectives of its local government members, while coordinating its planning efforts with the Colorado Department of Transportation ([CDOT](#)), the Regional Transportation District ([RTD](#)), the Regional Air Quality Council ([RAQC](#)), the Colorado Department of Public Health and Environment ([CDPHE](#)), the Federal Highway Administration ([FHWA](#)), and the Federal Transit Administration ([FTA](#)). The council develops its positions by working with elected officials, staff from local governments and the above agencies, and the public through a committee system where the various issues are discussed and recommendations are made. Current committees include the [Regional Transportation Committee](#) and the [Transportation](#)

<sup>1</sup> 23 U.S.C. 134 (j)(7)(B)

<sup>2</sup> Financing Federal Aid Highways Glossary. <http://www.fhwa.dot.gov/reports/fifahiw/ffahappa.htm>. August 13, 2004.

[Advisory Committee](#). Working groups and ad hoc groups are also created and appointed, as need dictates.

### Regional Transportation Plan

DRCOG develops a minimum 20-year regional transportation plan (RTP), called the Metro Vision RTP. The Metro Vision RTP is an element of the region's Metro Vision plan. The Metro Vision RTP includes the needed transportation system and the fiscally-constrained RTP. The fiscally-constrained RTP, required by federal law, identifies the multimodal transportation system that can be achieved over a minimum 20-year planning horizon with the "reasonably available" financial resources over that time. Federal law requires the fiscally-constrained plan to be updated at least every four years to validate air quality conformity.

Some types of projects (roadway capacity and rapid transit) must be included in the fiscally-constrained portion of an adopted conforming RTP, before they can be selected for Transportation Improvement Program (TIP) funding.

### Transportation Improvement Program

The Transportation Improvement Program (TIP) is the adopted list of public transit, roadway, bicycle, pedestrian, air quality projects, and studies that will receive federal transportation funds in the near future. The TIP also includes the projects in the DRCOG area that are intended to only use state funds and are regionally significant, regardless of funding. The TIP implements the fiscally-constrained RTP. DRCOG's TIP covers a six-year period, though specific projects and their funding levels are usually identified within the first four years.

The TIP covering FY2014 is the 2012-2017 TIP, and was adopted on March 16, 2011. It has been amended regularly since adoption. Some of the projects in this obligation report are from previous TIP's.

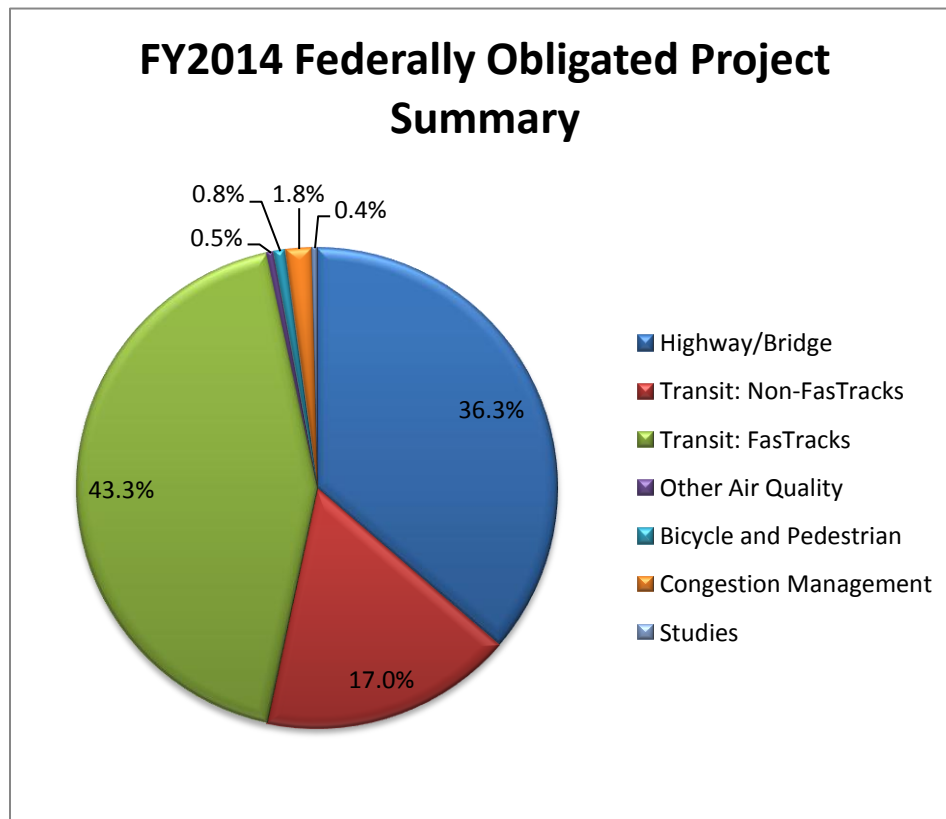
### Public Involvement

DRCOG aims to proactively engage the public in the regional transportation planning process and embraces federal requirements that MPOs provide the public with complete information, timely public notice, full public access to key decisions, and early and continuing involvement in developing the RTP, TIP, and other products. DRCOG's public involvement strategies include presenting information and educating the public, continually soliciting public input, helping information flow between the public and decision makers, and considering and responding to public concerns.

## Summary of Projects

A net total of \$395.1 million was obligated in FY2014 on 92 transportation projects. Some statistics regarding the FY2014 obligations include:

- \$171.2 million (43.3%) was for RTD FasTracks projects, \$143.5 million (36.3%) for highway/bridge projects, \$67.2 million (17.0%) for non-FasTracks transit projects, \$6.9 million (1.8%) for congestion management projects, \$3.0 million (0.8%) for bicycle and pedestrian projects, \$1.8 million (0.5%) for other air quality projects, and \$1.3 million (0.4%) for studies. The chart below illustrates these percentages:



- The largest project obligation (\$150 million or 37.9% of the total) went to RTD for the Eagle P-3 project to construct the East and Gold FasTracks corridors.
- Only 7 of the 92 projects had net obligations over \$10 million, yet those projects accounted for 84.6% of the net amount obligated (\$334.5 of the \$395.1 million).
- The mean amount obligated per project was \$4.7 million while the median amount obligated per project was \$69,674. Deobligations were not counted in these calculations.



## Obligation Report

This report is organized by TIP funding category. Within each TIP funding category, projects that have a net obligation in FY2014 are shown and include the following information:

- TIP Identification (TIP ID), which is a unique number given to each project selected for inclusion into a DRCOG TIP
- Project Name
- Sponsor, which lists the agency that is financially responsible for the current TIP project
- Obligations, which is the sum of all the obligations that occurred for that particular TIP project in FY2014
- Total Project Cost, which lists the total project cost in the TIP for the lifecycle of the project, regardless of the particular TIP cycle
- Total Federal Funds Awarded, which lists the total amount of federal transportation funds awarded in the most recent TIP that the project was active in (may or may not be the current TIP)
- Total Federal Funds Remaining, which lists the programmed federal transportation funds in the current TIP that are remaining for the project.

For this report, the net obligation amount represents the individual project's total, and does not break out the allocations by funding source, unless easily identifiable. Therefore a star (\*) within the obligation column in the following report indicates that this project is listed more than once and under a different funding source and cannot be specifically flagged as being obligated from a particular funding source. Consequently, even though the project is being listed within all its funding sources, the funding amount is only being listed in the funding source that best represents the majority of its funding within the TIP or within the most recent fiscal year.

With federal funding being the focus of this obligation report, obligations of local or state funds are not presented herein. Non-federal funding would be included within the Total Project Cost column as part of the total overall project cost. For the purposes of this report in FY2014, federal funding was distributed through the following TIP categories:

- 1702-High Priority Projects are funds earmarked for particular projects by Congress within the SAFETEA-LU federal transportation bill.
- Bridge funds are for the replacement, rehabilitation, and widening of any public bridge.
- Congestion Mitigation/Air Quality can fund projects that reduce transportation-related emissions in non-attainment and maintenance areas for ozone, carbon monoxide, and small particulate matter.
- Congestion Relief funds are used to help decrease congestion and can be used in numerous ways, such as courtesy patrols, roadway operations, and widening projects.
- Congressional Allocation (highway and transit) funds are discretionary and additional funds (not formula funds) that the federal government may decide to award to the region.
- Federal Emergency funds are allocated to repair damage from and mitigate future harm from an emergency, natural disaster, or other major unforeseen event.
- Highways for LIFE are FHWA funds intended to demonstrate and promote state-of-the-art technologies, elevated performance standards, and new business practices in the highway construction process that result in improved safety, faster construction, reduced congestion from construction, and improved quality and user satisfaction.

- Railroad Safety funds are FHWA funds to eliminate at-grade railroad crossings, enhance signage and provide other safety interventions near rail facilities.
- Regional Priority Projects typically fund construction, widening, and reconstruction on roadways on the state highway system.
- Safety funds typically fund projects that reduce the number and severity of crashes.
- Section 5307 fund capital, maintenance, operations, and planning assistance for mass transportation in urbanized areas.
- Section 5309 fund mass transit capital projects, regional rapid transit system construction, and studies to plan and implement the above.
- Section 5310 fund capital assistance grants to private non-profit organizations to serve the transportation needs of elderly persons and persons with disabilities.
- Section 5337, or State of Good Repair, funds are FTA grants intended to repair and upgrade rail transit systems and high-intensity bus transit systems that use high-occupancy vehicle lanes.
- STP-Enhancement can fund such projects as bicycle/pedestrian projects, historic preservation projects, environmental mitigation projects, transportation museum projects, landscaping and beautification projects, and conversion of rails-to-trails projects. The projects must relate to surface transportation. MAP-21 has eliminated STP-Enhancement funds and replaced them with Transportation Alternatives (TAP). The current TIP still reference these as STP-E, even though TAP funds are being used for projects.
- STP-Metro is a flexible funding category typically used to fund roadway reconstruction, roadway operational improvements, roadway widening, new roadway, new interchanges, interchange reconstruction, and studies.
- Surface Treatment funds are used for repaving and resurfacing on the State Highway System.
- Transportation Infrastructure Finance Innovation Act (TIFIA) funds are awarded to projects that leverage additional funds from non-traditional sources like P3 partnerships.
- Transportation Investment Generating Economic Recovery (TIGER) grant funds are a discretionary grant program created as a part of the American Recovery and Reinvestment Act. They are awarded to projects that can show significant economic and employment impacts.

Some projects include a mixture of different TIP funding categories, and thus one project line under one funding source does not necessarily equal the total obligated funding for that project.

This report also contains negative obligations, depicted with ( ), which are called deobligations. Deobligation occurs when CDOT has to return the promise of funds to the federal government. Deobligation can occur for several reasons including:

- Bids come in at a lower amount than the obligation amount for a project. After the project bid is accepted, the remaining funds are returned and shown as a negative obligation.
- Advanced construction projects (where the sponsor first pays the cost and is reimbursed later) often result in a deobligation because first the project must be obligated and then deobligated when the sponsor agrees to pay the costs of the project. The project is then finally obligated again when it is time for the federal government to reimburse the sponsor.

- A project phase is closed out causing the remaining funds to be deobligated out of that phase. This must happen before the funds can be obligated into another phase for the same project<sup>3</sup>.
- After a project is complete and all bills are paid, any remaining obligation authority is returned to the federal government and is shown as a deobligation or negative number in the following table. Project closeouts can sometimes take place many years after the project was actually completed.

The table also identifies which projects contain elements improving pedestrian and/or bicycling infrastructure. In some cases, this is a pedestrian and bicycle-only project (reflected in the previous pie chart). In most circumstances, the pedestrian and bicycle components are part of a larger project. Since deobligations by definition are not current “investments”, their bike/ped applicability is shown as not applicable (N/A).

Descriptions of the projects that are contained in this report can be found within the TIP documents, which are available at <https://drcog.org/programs/transportation-planning/transportation-improvement-program> or by using the searchable online database of transportation projects in the MPO area, [TRIPS](#). The table below is based on records obtained from CDOT, RTD, and FTA, as DRCOG does not directly participate in the obligation process.

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<sup>3</sup> This report does not include the project phases.

| TIPID   | Project Name   | Sponsor       | Obligations        | Bike/<br>Ped | Total Cost    | Fed. Total   | Fed. Funds<br>Remaining |
|---|--|---------------|--------------------|--------------|---------------|--------------|-------------------------|
| <b><u>1702-High Priority Projects</u></b>         |  |               |                    |              |               |              |                         |
| 2007-032  | US- 36: McCaslin Interchange Reconstruction  | Louisville    | (\$46,516)         | Yes          | \$900,000     | \$298,000    | \$0                     |
| <b>1702-High Priority Projects Total</b>          |  |               | <b>(\$46,516)</b>  |              |               |              |                         |
| <b><u>Bridge</u></b>                              |  |               |                    |              |               |              |                         |
| 2012-086  | US-6: Bridges Design/Build   | CDOT Region 6 | \$8,576,946        | Yes          | \$67,666,000  | \$0          | \$0                     |
| <b>Bridge Total</b>                               |  |               | <b>\$8,576,946</b> |              |               |              |                         |
| <b><u>Bridge Off-System</u></b>                   |  |               |                    |              |               |              |                         |
| 2007-079  | Region 1 Bridge Off-System Pool  | CDOT Region 1 | \$579,209          | No           | \$4,257,000   | \$0          | \$0                     |
| <b>Bridge Off-System Total</b>                    |  |               | <b>\$579,209</b>   |              |               |              |                         |
| <b><u>Bridge On-System</u></b>                    |  |               |                    |              |               |              |                         |
| 2007-078  | Region 1 Bridge On-System Pool   | CDOT Region 1 | \$277,387          | No           | \$73,929,000  | \$0          | \$0                     |
| 2007-080  | Region 6 Bridge On-System Pool   | CDOT Region 6 | \$32,270           | No           | \$118,870,000 | \$0          | \$0                     |
| 2007-133  | Region 4 Bridge On-System Pool   | CDOT Region 4 | \$831,859          | No           | \$16,166,000  | \$0          | \$0                     |
| 2007-158  | I-25: Santa Fe Dr to Alameda Ave Interchange Improvements (Valley Hwy Phases I and II) | CDOT Region 1 | *                  | No           | \$127,099,000 | \$0          | \$0                     |
| <b>Bridge On-System Total</b>                     |  |               | <b>\$1,141,516</b> |              |               |              |                         |
| <b><u>Congestion Mitigation / Air Quality</u></b> |  |               |                    |              |               |              |                         |
| 1997-045  | Regional Traffic Signal System Improvement Program                                     | DRCOG         | \$899,512          | No           | \$68,895,000  | \$15,550,000 | \$3,700,000             |
| 1999-097  | Regional Transportation Demand Management (TDM) Program Pool                           | DRCOG         | \$1,154,052        | No           | \$18,783,000  | \$5,925,000  | \$0                     |
| 2005-026  | Regional Intelligent Transportation System Pool  | DRCOG         | \$1,192,890        | No           | \$13,078,000  | \$3,550,000  | \$825,000               |

| TIPID    | Project Name  | Sponsor             | Obligations  | Bike/<br>Ped | Total Cost    | Fed. Total   | Fed. Funds<br>Remaining |
|----------|---|---------------------|--------------|--------------|---------------|--------------|-------------------------|
| 2007-044 | FasTracks Projects: DRCOG First Commitment Pool   | R T D               | \$5,350,000  | No           | \$75,000,000  | \$32,000,000 | \$14,000,000            |
| 2007-062 | Congestion Evaluation Tool  | DRCOG               | \$62,143     | No           | \$490,000     | \$390,000    | \$0                     |
| 2007-089 | Civic Center Station Area Master Plan   | R T D               | \$200,000    | No           | \$250,000     | \$200,000    | \$0                     |
| 2007-089 | Broadway/I-25 Station Area Master Plan  | Denver              | \$175,000    | No           | \$219,000     | \$175,000    | \$0                     |
| 2007-089 | Fitzsimons Pkwy Station Area Study  | R T D               | \$160,000    | No           | \$200,000     | \$160,000    | \$0                     |
| 2007-089 | Littleton Downtown Light Rail Station Area Study  | Littleton           | \$100,000    | No           | \$125,000     | \$100,000    | \$0                     |
| 2007-089 | Southeast I-25 Urban Corridor Study   | Denver South<br>TMA | \$150,000    | No           | \$375,000     | \$300,000    | \$150,000               |
| 2007-089 | Speer/Leetsdale Urban Center Study  | Denver              | \$80,000     | No           | \$325,000     | \$260,000    | \$180,000               |
| 2007-089 | Englewood Light Rail Corridor Next Steps Study  | Englewood           | \$120,000    | No           | \$300,000     | \$240,000    | \$120,000               |
| 2008-004 | New Energy Fleets Collaborative   | R A Q C             | \$1,177,580  | No           | \$5,323,000   | \$4,169,000  | \$0                     |
| 2008-023 | Inca St. Bike/Ped Bridge over 38th Ave Underpass  | Denver              | \$226,189    | Yes          | \$716,000     | \$501,000    | \$0                     |
| 2008-100 | Engines Off   | Denver              | \$20,075     | No           | \$125,000     | \$100,000    | \$0                     |
| 2008-114 | US-36: Boulder to I-25 Managed Lanes/BRT  | HPTE                | \$15,801,803 | Yes          | \$725,300,000 | \$94,000,000 | \$1,453,000             |
| 2012-001 | Pearl Pkwy: 30th St to Foothills Pkwy/SH-157  | Boulder             | \$19,471     | Yes          | \$5,000,000   | \$4,000,000  | \$0                     |
| 2012-002 | Wonderland Creek Underpass and Multi-use Path<br>Connection: Foothills Pkwy to Diagonal Hwy | Boulder             | \$269,674    | Yes          | \$4,000,000   | \$2,000,000  | \$1,200,000             |
| 2012-011 | Denver Traffic Signal System Upgrade: Citywide  | Denver              | \$1,019,703  | No           | \$7,185,000   | \$4,800,000  | \$1,026,000             |
| 2012-012 | Advanced Fleet Technology Project   | R A Q C             | \$389,574    | No           | \$7,652,000   | \$6,121,000  | \$1,000,000             |
| 2012-013 | Ozone Aware   | R A Q C             | \$267,944    | No           | \$2,080,000   | \$1,663,000  | \$0                     |
| 2012-014 | Bellevue call-n-Ride  | R T D               | \$231,000    | No           | \$1,034,000   | \$827,000    | \$0                     |
| 2012-015 | Golden Circulator Bus: West Corridor end of line to<br>Downtown Golden                      | Golden              | \$446,000    | No           | \$1,847,000   | \$1,237,000  | \$446,000               |
| 2012-016 | BOLT Bus Service Enhancement: Longmont to Boulder   | Boulder County      | \$185,000    | No           | \$696,000     | \$555,000    | \$0                     |
| 2012-017 | Enhanced Bus Service: Boulder, Longmont, and Lyons  | Boulder County      | \$115,000    | No           | \$547,000     | \$414,000    | \$0                     |

| TIPID    | Project Name   | Sponsor          | Obligations | Bike/<br>Ped | Total Cost  | Fed. Total  | Fed. Funds<br>Remaining |
|----------|--|------------------|-------------|--------------|-------------|-------------|-------------------------|
| 2012-018 | STAMPEDE Bus Service Enhancements                                  | Univ of Colorado | \$142,000   | No           | \$534,000   | \$426,000   | \$0                     |
| 2012-019 | Adams County West Side call-n-Ride                                 | Federal Heights  | \$153,000   | No           | \$662,000   | \$496,000   | \$0                     |
| 2012-033 | 144th Ave Station TOD Master Planning Study                        | Thornton         | \$120,000   | No           | \$0         | \$0         | \$0                     |
| 2012-059 | Quebec St/C-470 Bike/Ped Bridge: County Line Rd to Park Meadows Dr | Douglas County   | \$87,504    | Yes          | \$850,000   | \$500,000   | \$0                     |
| 2012-064 | Regional TDM Program: Way to Go                                    | DRCOG            | \$2,091,673 | No           | \$7,652,000 | \$7,200,000 | \$0                     |
| 2012-088 | Commerce City to Denver CBD Regional Bus Service                   | Commerce City    | \$148,000   | No           | \$555,000   | \$444,000   | \$148,000               |

**Congestion Mitigation / Air Quality Total****\$32,554,787****Congestion Relief**

|          |  |               |             |     |               |              |     |
|----------|--|---------------|-------------|-----|---------------|--------------|-----|
| 2003-071 | I-225/Colfax Interchange Project Level Feasibility Study / EA / Design / Construction  | Aurora        | *           | No  | \$45,783,000  | \$30,904,000 | \$0 |
| 2007-072 | Region 1 Congestion Relief Pool  | CDOT Region 1 | \$449,797   | No  | \$11,627,000  | \$0          | \$0 |
| 2007-158 | I-25: Santa Fe Dr to Alameda Ave Interchange Improvements (Valley Hwy Phases I and II) | CDOT Region 1 | *           | No  | \$127,099,000 | \$0          | \$0 |
| 2012-063 | I-25 North PEL Action Items  | CDOT Region 6 | *           | No  | \$15,500,000  | \$0          | \$0 |
| 2012-086 | US-6: Bridges Design/Build   | CDOT Region 6 | \$4,000,000 | Yes | \$67,666,000  | \$0          | \$0 |

**Congestion Relief Total****\$4,449,797****Congressional Allocation**

|          |   |        |             |    |              |              |     |
|----------|---|--------|-------------|----|--------------|--------------|-----|
| 2003-071 | I-225/Colfax Interchange Project Level Feasibility Study / EA / Design / Construction | Aurora | (\$849,682) | No | \$45,783,000 | \$30,904,000 | \$0 |
|----------|---|--------|-------------|----|--------------|--------------|-----|

**Congressional Allocation Total****(\$849,682)**

| TIPID | Project Name | Sponsor | Obligations | Bike/<br>Ped | Total Cost | Fed. Total | Fed. Funds<br>Remaining |
|-------|--------------|---------|-------------|--------------|------------|------------|-------------------------|
|-------|--------------|---------|-------------|--------------|------------|------------|-------------------------|

**Federal Emergency**

|          |   |               |         |    |               |               |              |
|----------|---|---------------|---------|----|---------------|---------------|--------------|
| 2012-116 | Region 4 2013 Flood-Related Projects Pool | CDOT Region 4 | \$9,158 | No | \$129,512,000 | \$127,068,000 | \$95,950,000 |
|----------|---|---------------|---------|----|---------------|---------------|--------------|

**Federal Emergency Total** **\$9,158**

**Railroad Safety**

|          |  |        |             |     |              |              |     |
|----------|--|--------|-------------|-----|--------------|--------------|-----|
| 2012-044 | Peoria St/Smith Rd RR Grade Separation | Denver | \$5,287,000 | Yes | \$57,187,000 | \$32,187,000 | \$0 |
|----------|--|--------|-------------|-----|--------------|--------------|-----|

**Railroad Safety Total** **\$5,287,000**

**Regional Priority Projects**

|           |  |               |             |     |               |              |             |
|-----------|--|---------------|-------------|-----|---------------|--------------|-------------|
| 1997-033  | Arapahoe Ave (SH-7): Cherryvale Rd to N 75th St  | CDOT Region 4 | \$867,168   | Yes | \$34,798,000  | \$0          | \$0         |
| 2001-154  | US-85: Cook Ranch Rd to Meadows Pkwy Widening  | CDOT Region 1 | \$1,011,226 | No  | \$102,598,000 | \$0          | \$0         |
| 2001-259a | East I-70 Corridor: Environmental Study (I-25/Pena Blvd)                               | CDOT Region 6 | \$239,458   | No  | \$29,771,000  | \$0          | \$0         |
| 2003-124  | US-285: Foxton Rd to Richmond Hill Rd Widening   | CDOT Region 1 | \$125,356   | No  | \$28,126,000  | \$0          | \$0         |
| 2005-136  | Region 6 Misc/Design Pool  | CDOT Region 6 | \$323,249   | No  | \$47,128,000  | \$0          | \$0         |
| 2007-072  | Region 1 Congestion Relief Pool  | CDOT Region 1 | *           | No  | \$11,627,000  | \$0          | \$0         |
| 2007-096  | Region 1 Surface Treatment Pool  | CDOT Region 1 | *           | No  | \$282,696,000 | \$2,000,000  | \$0         |
| 2007-158  | I-25: Santa Fe Dr to Alameda Ave Interchange Improvements (Valley Hwy Phases I and II) | CDOT Region 1 | \$7,050,085 | No  | \$127,099,000 | \$0          | \$0         |
| 2007-171  | US-6/Federal Blvd/Bryant St: Federal to Bryant Interchange and Ramp Improvements       | CDOT Region 1 | \$4,829,827 | No  | \$30,000,000  | \$0          | \$0         |
| 2008-029  | SH-7: US-287 to I-76 Corridor Optimization Study                                       | CDOT Region 6 | \$42,533    | No  | \$700,000     | \$0          | \$0         |
| 2008-114  | US-36: Boulder to I-25 Managed Lanes/BRT   | HPTE          | *           | Yes | \$725,300,000 | \$94,000,000 | \$1,453,000 |
| 2008-116  | SH-79 Realignment & Grade Separation/Flyover (Bennett)–PEL Study                       | CDOT Region 1 | \$51,738    | No  | \$300,000     | \$0          | \$0         |
| 2008-117  | US-36: Wetland Mitigation  | CDOT Region 6 | \$270,606   | No  | \$2,950,000   | \$0          | \$0         |

| TIPID                                   | Project Name   | Sponsor         | Obligations         | Bike/<br>Ped | Total Cost   | Fed. Total   | Fed. Funds<br>Remaining |
|---|--|-----------------|---------------------|--------------|--------------|--------------|-------------------------|
| 2012-043                                | I-25/Arapahoe Rd Interchange Reconstruction          | Arapahoe County | *                   | Yes          | \$69,000,000 | \$4,200,000  | \$0                     |
| 2012-073                                | North I-25 Interim Managed Lanes: US-36 to 120th Ave | CDOT Region 6   | \$4,984,000         | No           | \$68,524,000 | \$20,000,000 | \$0                     |
| 2012-078                                | I-25: Wetland Mitigation                             | CDOT Region 4   | \$1,095,763         | No           | \$1,100,000  | \$0          | \$0                     |
| 2012-086                                | US-6: Bridges Design/Build                           | CDOT Region 6   | \$21,000,000        | Yes          | \$67,666,000 | \$0          | \$0                     |
| <b>Regional Priority Projects Total</b> |  |                 | <b>\$41,891,009</b> |              |              |              |                         |

**Safety**

|                     |  |               |                     |     |              |              |     |
|---------------------|--|---------------|---------------------|-----|--------------|--------------|-----|
| 2001-225            | Region 6 Hot Spot Pool                               | CDOT Region 6 | \$104,538           | No  | \$5,151,000  | \$0          | \$0 |
| 2001-226            | Region 6 Safety Enhancement Pool                     | CDOT Region 6 | \$2,989,659         | No  | \$13,159,000 | \$0          | \$0 |
| 2007-073            | Region 1 Hazard Elimination Pool                     | CDOT Region 1 | \$631,842           | No  | \$38,302,000 | \$0          | \$0 |
| 2007-075            | Region 1 Traffic Signals Pool                        | CDOT Region 1 | \$63,593            | No  | \$2,651,000  | \$0          | \$0 |
| 2007-081            | Region 6 Hazard Elimination Pool                     | CDOT Region 6 | \$1,195,841         | Yes | \$41,410,000 | \$0          | \$0 |
| 2007-090            | Region 4 Safety Enhancement Pool                     | CDOT Region 4 | \$331,314           | No  | \$2,295,000  | \$0          | \$0 |
| 2007-094            | Region 4 Hazard Elimination Pool                     | CDOT Region 4 | \$260,916           | No  | \$15,785,000 | \$0          | \$0 |
| 2007-144            | Safe Routes to School Pool                           | CDOT          | \$835,652           | Yes | \$4,909,000  | \$0          | \$0 |
| 2012-073            | North I-25 Interim Managed Lanes: US-36 to 120th Ave | CDOT Region 6 | *                   | No  | \$68,524,000 | \$20,000,000 | \$0 |
| 2012-086            | US-6: Bridges Design/Build                           | CDOT Region 6 | \$4,800,000         | Yes | \$67,666,000 | \$0          | \$0 |
| <b>Safety Total</b> |  |               | <b>\$11,213,355</b> |     |              |              |     |

**Section 5307**

|                           |  |       |                     |    |               |               |              |
|---------------------------|--|-------|---------------------|----|---------------|---------------|--------------|
| 1997-084                  | RTD Preventive Maintenance: Transit Vehicle Overhaul and Maintenance | R T D | \$55,542,034        | No | \$861,087,000 | \$218,420,000 | \$55,140,000 |
| <b>Section 5307 Total</b> |  |       | <b>\$55,542,034</b> |    |               |               |              |



| TIPID | Project Name | Sponsor | Obligations | Bike/<br>Ped | Total Cost | Fed. Total | Fed. Funds<br>Remaining |
|-------|--------------|---------|-------------|--------------|------------|------------|-------------------------|
|-------|--------------|---------|-------------|--------------|------------|------------|-------------------------|

**Section 5309 New Start**

|          |  |       |               |    |                 |               |               |
|----------|--|-------|---------------|----|-----------------|---------------|---------------|
| 2008-111 | FasTracks Eagle P-3 Corridors (Gold and East Line) | R T D | \$150,000,000 | No | \$2,057,477,000 | \$928,745,000 | \$457,250,000 |
|----------|--|-------|---------------|----|-----------------|---------------|---------------|

**Section 5309 New Start Total** **\$150,000,000**

**Section 5309 State of Good Repair**

|          |   |       |           |    |           |           |     |
|----------|---|-------|-----------|----|-----------|-----------|-----|
| 2012-097 | Seniors' Resource Center Building Rehab | R T D | \$363,400 | No | \$436,000 | \$363,000 | \$0 |
|----------|---|-------|-----------|----|-----------|-----------|-----|

**Section 5309 State of Good Repair Total** **\$363,400**

**Section 5310**

|          |   |       |             |    |             |             |             |
|----------|---|-------|-------------|----|-------------|-------------|-------------|
| 2012-107 | Enhanced Mobility for Elderly and Disabled (FTA 5310) | R T D | \$1,261,353 | No | \$5,928,000 | \$4,575,000 | \$2,124,000 |
|----------|---|-------|-------------|----|-------------|-------------|-------------|

**Section 5310 Total** **\$1,261,353**

**Section 5337 State of Good Repair**

|          |                      |       |             |    |               |              |              |
|----------|----------------------|-------|-------------|----|---------------|--------------|--------------|
| 1999-052 | State of Good Repair | R T D | \$8,700,325 | No | \$119,472,000 | \$42,000,000 | \$11,000,000 |
|----------|----------------------|-------|-------------|----|---------------|--------------|--------------|

**Section 5337 State of Good Repair Total** **\$8,700,325**

**STP Enhancement**

|          |  |                   |             |     |             |             |     |
|----------|--|-------------------|-------------|-----|-------------|-------------|-----|
| 2007-046 | Folsom Street: Regent Drive Underpass                    | Univ of Colorado  | \$335,634   | Yes | \$4,553,000 | \$2,694,000 | \$0 |
| 2008-023 | Inca St. Bike/Ped Bridge over 38th Ave Underpass         | Denver            | *           | Yes | \$716,000   | \$501,000   | \$0 |
| 2008-099 | SH-121/Wadsworth Boulevard Bike/Ped Facility             | Wheat Ridge       | (\$11,886)  | Yes | \$780,000   | \$624,000   | \$0 |
| 2012-003 | Confluence Bike/Ped Ramps Upgrade: South Platte Greenway | Denver            | \$123,844   | Yes | \$3,457,000 | \$2,765,000 | \$0 |
| 2012-006 | Greenwood Plaza Blvd Sidewalks                           | Greenwood Village | \$4,968     | Yes | \$1,645,000 | \$871,000   | \$0 |
| 2012-008 | West Corridor End of Line Bike/Ped Overpass              | Golden            | \$1,041,768 | Yes | \$2,270,000 | \$1,220,000 | \$0 |

| TIPID                        | Project Name   | Sponsor | Obligations        | Bike/<br>Ped | Total Cost  | Fed. Total  | Fed. Funds<br>Remaining |
|------------------------------|--|---------|--------------------|--------------|-------------|-------------|-------------------------|
| 2012-052                     | Ridge Rd Bike/Ped Project: Independence St to Iris St                    | Arvada  | \$120,000          | Yes          | \$1,000,000 | \$800,000   | \$0                     |
| 2012-055                     | 28th St/US-36 Multi-use Bike/Ped Path: Iris Ave to Yarmouth Ave          | Boulder | \$166,606          | Yes          | \$2,224,000 | \$1,224,000 | \$624,000               |
| 2012-056                     | Blake St Bike/Ped Station Access (40th Ave to 38th Ave/Blake St Station) | Denver  | \$152,448          | Yes          | \$2,354,000 | \$1,224,000 | \$0                     |
| <b>STP Enhancement Total</b> |  |         | <b>\$1,933,382</b> |              |             |             |                         |

**STP Metro**

|          |   |                   |               |     |                 |               |               |
|----------|---|-------------------|---------------|-----|-----------------|---------------|---------------|
| 1999-097 | Regional Transportation Demand Management (TDM) Program Pool                          | DRCOG             | *             | No  | \$18,783,000    | \$5,925,000   | \$0           |
| 2003-071 | I-225/Colfax Interchange Project Level Feasibility Study / EA / Design / Construction | Aurora            | *             | No  | \$45,783,000    | \$30,904,000  | \$0           |
| 2007-029 | 120th Ave Connection: Wadsworth Blvd to US-287  | Broomfield County | (\$3,202,313) | Yes | \$80,073,000    | \$20,914,000  | \$0           |
| 2007-032 | US-36: McCaslin Interchange Reconstruction  | Louisville        | *             | Yes | \$900,000       | \$298,000     | \$0           |
| 2007-044 | FasTracks Projects: DRCOG First Commitment Pool                                       | R T D             | *             | No  | \$75,000,000    | \$32,000,000  | \$14,000,000  |
| 2008-006 | Colfax/Welton/Galapago Intersection Operation Improvements: Speer Blvd to Fox St      | Denver            | \$795,362     | Yes | \$2,168,000     | \$1,734,000   | \$0           |
| 2008-020 | SH-83: Lincoln Avenue Intersection Improvements                                       | Parker            | \$13,894      | Yes | \$398,000       | \$280,000     | \$0           |
| 2008-043 | Ozone SIP Modeling Efforts and Analysis   | R A Q C           | \$7,861       | No  | \$593,000       | \$487,000     | \$0           |
| 2008-093 | Arapahoe Road Reconstruction  | Centennial        | (\$225,050)   | No  | \$1,446,000     | \$1,157,000   | \$0           |
| 2008-111 | FasTracks Eagle P-3 Corridors (Gold and East Line)                                    | R T D             | *             | No  | \$2,057,477,000 | \$928,745,000 | \$457,250,000 |
| 2008-114 | US-36: Boulder to I-25 Managed Lanes/BRT  | HPTE              | *             | Yes | \$725,300,000   | \$94,000,000  | \$1,453,000   |
| 2012-035 | South Broadway Reconstruction: Kentucky Ave to south of Tennessee Ave                 | Denver            | \$159,763     | Yes | \$5,384,000     | \$2,692,000   | \$0           |
| 2012-036 | Wadsworth Roadway Capacity Project: 10th Ave to 14th Ave                              | Lakewood          | \$873,213     | Yes | \$7,801,000     | \$6,240,000   | \$0           |
| 2012-038 | Bellevue Ave and Quebec St Intersection Operational Improvements                      | Greenwood Village | \$378,142     | Yes | \$1,505,000     | \$1,053,000   | \$0           |

| TIPID                  | Project Name   | Sponsor         | Obligations        | Bike/<br>Ped | Total Cost   | Fed. Total   | Fed. Funds<br>Remaining |
|------------------------|--|-----------------|--------------------|--------------|--------------|--------------|-------------------------|
| 2012-040               | Foothills Pkwy/SH-157 Operational Improvements: Diagonal Hwy to Valmont Rd         | Boulder         | (\$25,525)         | Yes          | \$830,000    | \$600,000    | \$0                     |
| 2012-042               | 32nd Ave Widening: Wright Ct to Braun Ct Operational Improvements                  | Wheat Ridge     | \$795,674          | Yes          | \$5,517,000  | \$2,924,000  | \$0                     |
| 2012-043               | I-25/Arapahoe Rd Interchange Reconstruction  | Arapahoe County | *                  | Yes          | \$69,000,000 | \$4,200,000  | \$0                     |
| 2012-044               | Peoria St/Smith Rd RR Grade Separation   | Denver          | \$6,645,681        | Yes          | \$57,187,000 | \$32,187,000 | \$0                     |
| 2012-045               | Kipling Pkwy Underpass: Van Bibber Trail Extension from W 56th Pl to Grandview Ave | Arvada          | \$83,989           | Yes          | \$2,000,000  | \$1,600,000  | \$1,308,000             |
| 2012-046               | Baseline Rd Bike/Ped Underpass: Broadway St/SH-93 to 28th St/US-36                 | Boulder         | (\$423,162)        | Yes          | \$5,400,000  | \$4,046,000  | \$1,954,000             |
| 2012-072               | US-287 (Federal)/92nd Ave Intersection Operations Improvements                     | Federal Heights | \$131,681          | No           | \$5,671,000  | \$3,970,000  | \$0                     |
| 2012-094               | Wadsworth Blvd Widening: W 35th Ave to W 46th Ave PEL Study                        | Wheat Ridge     | \$13,355           | No           | \$1,200,000  | \$636,000    | \$0                     |
| <b>STP Metro Total</b> |  |                 | <b>\$6,022,565</b> |              |              |              |                         |

**Surface Treatment**

|                                |  |               |                     |     |               |              |             |
|--------------------------------|--|---------------|---------------------|-----|---------------|--------------|-------------|
| 2001-214                       | Region 6 Surface Treatment Pool                                    | CDOT Region 6 | \$29,844,920        | No  | \$351,222,000 | \$0          | \$0         |
| 2007-095                       | Region 4 Surface Treatment Pool                                    | CDOT Region 4 | \$32,724            | No  | \$51,486,000  | \$0          | \$0         |
| 2007-096                       | Region 1 Surface Treatment Pool                                    | CDOT Region 1 | \$27,031,367        | No  | \$282,696,000 | \$2,000,000  | \$0         |
| 2008-114                       | US-36: Boulder to I-25 Managed Lanes/BRT                           | HPTE          | *                   | Yes | \$725,300,000 | \$94,000,000 | \$1,453,000 |
| 2012-046                       | Baseline Rd Bike/Ped Underpass: Broadway St/SH-93 to 28th St/US-36 | Boulder       | *                   | Yes | \$5,400,000   | \$4,046,000  | \$1,954,000 |
| 2012-063                       | I-25 North PEL Action Items  | CDOT Region 6 | \$244,032           | No  | \$15,500,000  | \$0          | \$0         |
| 2012-073                       | North I-25 Interim Managed Lanes: US-36 to 120th Ave               | CDOT Region 6 | \$3,416,171         | No  | \$68,524,000  | \$20,000,000 | \$0         |
| 2012-086                       | US-6: Bridges Design/Build   | CDOT Region 6 | \$6,000,000         | Yes | \$67,666,000  | \$0          | \$0         |
| <b>Surface Treatment Total</b> |  |               | <b>\$66,569,214</b> |     |               |              |             |

| TIPID                      | Project Name   | Sponsor       | Obligations   | Bike/<br>Ped | Total Cost    | Fed. Total   | Fed. Funds<br>Remaining |
|----------------------------|--|---------------|---------------|--------------|---------------|--------------|-------------------------|
| <b><u>TIFIA</u></b>        |  |               |               |              |               |              |                         |
| 2008-114                   | US-36: Boulder to I-25 Managed Lanes/BRT             | HPTE          | *             | Yes          | \$725,300,000 | \$94,000,000 | \$1,453,000             |
| TIFIA Total                |  |               | \$0           |              |               |              |                         |
| <b><u>TIGER</u></b>        |  |               |               |              |               |              |                         |
| 2008-114                   | US-36: Boulder to I-25 Managed Lanes/BRT             | HPTE          | *             | Yes          | \$725,300,000 | \$94,000,000 | \$1,453,000             |
| 2012-073                   | North I-25 Interim Managed Lanes: US-36 to 120th Ave | CDOT Region 6 | *             | No           | \$68,524,000  | \$20,000,000 | \$0                     |
| TIGER Total                |  |               | \$0           |              |               |              |                         |
| Grand Total of Obligations |  |               | \$395,648,649 |              |               |              |                         |

\* - Indicates that this project was previously listed within the report under a different funding source and cannot be properly flagged for sure as being obligated from a particular funding source. Even though the project is being listed within all its funding sources, the funding amount is only being listed in the funding source that best represents the majority of its funding within the TIP or within the most recent fiscal year.



Denver Regional Council of Governments  
1290 Broadway, Suite 700  
Denver, CO 80203-5606

**[www.drcog.org](http://www.drcog.org) - 303-455-1000**



MINUTES  
ADMINISTRATIVE COMMITTEE  
Wednesday, February 18, 2015

Present:

Elise Jones, Chair  
Eva Henry  
Bill Holen  
Roger Partridge  
Don Rosier  
Bob Roth  
Sue Horn  
Suzanne Jones  
Cathy Noon  
Crissy Fanganello  
Chris Nevitt  
Ron Rakowsky  
Shakti  
Jackie Millet  
Gabe Santos  
Val Vigil

Boulder County  
Adams County  
Arapahoe County  
Douglas County  
Jefferson County  
Aurora  
Bennett  
Boulder  
Centennial  
Denver  
Denver  
Greenwood Village  
Lakewood  
Lone Tree  
Longmont  
Thornton

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

Chair Elise Jones called the meeting to order at 5:34 p.m. with a quorum present.

Motion to Adopt the Consent Agenda

Ron Rakowsky **moved** to adopt the consent agenda. The motion was **seconded** and **passed** unanimously. Items on the consent agenda included:

- Minutes of January 21, 2015
- Resolution No.5, 2015, authorizing the Executive Director to receive and distribute FY 2015 MIPPA funds.
- Resolution No. 6, 2015, authorizing the Executive Director to enter into a contract with GT Independence for FMS for a Veterans Directed Program.
- Resolution No. 7, 2015, authorizing the Executive Director to execute an intergovernmental agreement with the State of Colorado Department of Health Care Policy and Financing (HCPF) for Aging and Disability Resources (ADRC) transition-related referrals and options counseling.

Move to select Distinguished Service Award Recipients

Ron Rakowsky **moved** selection of the following to receive Distinguished Service Awards: Jeff Martinez, Brothers Redevelopment, Inc.; Jon Gottsegen,

State of Colorado; Karen Stuart, Smart Commute Metro North; Audrey DeBarros, 36 Commuting Solutions; Steve Glueck, City of Golden; Ismael Guerrero, Denver Housing Authority; Molly Hanson, Jefferson County Public Health; Randle Loeb, Citizen; Chris Waggett, D4 Urban; Brad Weinig, Enterprise Community Partners; and Steve Klausing, Denver South Economic Development Partnership. The motion was **seconded** and **passed unanimously**.

Move to select recipient of the John V. Christensen Memorial Award

A recipient was selected to receive the John V. Christensen Memorial Award. The recipient will be honored at the DRCOG Awards event in April 2015.

Strategy Work

Jerry Stigall briefed members on strategic partnerships as a way of bringing additional dollars to the table.

Report of the Chair

No report was provided

Report of the Executive Director

No report was provided

Other Matters by Members

No other matters were discussed.

Next Meeting

The next meeting is scheduled for March 18, 2015

The meeting adjourned at 6:26 p.m.

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Elise Jones, Chair  
Administrative Committee  
Denver Regional Council of Governments

ATTEST:

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Jennifer Schaufele, Executive Director





# Two City Projects Awarded Funding

February 10, 2015

By: Jane Reuter

*Lone Tree Voice*

Regional funds tagged for Lone Tree will help widen RidgeGate Parkway between Interstate 25 and Parker and build two pedestrian bridges over Yosemite Street at C-470.

Both projects are planned for 2019, and will take about a year to complete.

The funds were designated for Lone Tree as part of the **Denver Regional Council of Governments'** Transportation Improvement Program for projects planned from 2016 to 2021. Douglas County received a total of more than \$27 million in TIP funds, including \$6.4 million toward the RidgeGate expansion and \$2 million for the Yosemite bridges.

Though the money is earmarked for specific entities, it won't be distributed until the projects are awarded in 2019.

RidgeGate is now two lanes from I-25 east to Meridian Village. Expanding the three-mile section to four lanes will cost about \$22 million, an estimate that includes a bike track and multi-use trails on both sides of the parkway.

The 2019 construction plan coincides with the currently expected completion of the southeast light rail extension, which will terminate at RidgeGate Parkway and I-25.

Construction of the two bridges planned over Yosemite Street at C-470/Park Meadows Center Drive is estimated to cost about \$4 million. The bridges will link two sides of the Centennial Regional bike trail now separated by Yosemite. It also will ease traffic flow at the Yosemite Street entrance to Park Meadows shopping center, which is often disrupted by pedestrians and cyclists activating the "walk" button to safely cross the two busy streets.

Without DRCOG funding, Lone Tree public works director John Cotten said the long-desired and often-discussed project likely would not have been possible.

Other awards of DRCOG TIP finds included \$15 million for widening a portion of U.S. Highway 85, \$2 million for work on Castle Rock's Founders Parkway at Allen Way and about \$500,000 for a sidewalk along a portion of Parker Road.

The amounts awarded to Douglas County were "a major success," Cotten said, which required significant negotiation among the various DRCOG member organizations.

Cotten credited Douglas County, Lone Tree, Castle Rock and Parker for working collaboratively toward obtaining the funding, and Lone Tree Mayor Pro Tem Jackie Millet for her role in the negotiations. Millet is the current DRCOG chair.

During the negotiations, Boulder and Denver both agreed to reduce the amount they'd requested for projects, and to support Douglas County's requests.

“I don't remember in recent times when Boulder, Boulder County and Denver voted with Douglas County,” Cotten said. “For them to not only vote with us, but also to agree to give up money was a major coup.”

Millet attributed the outcome to logical discussions.

“We have good, legitimate needs that are aligned with the metro vision principles of developing a safe, reliable transportation system,” Millet said. “The projects that were submitted were solid projects. When you make good, fact-based arguments, people have no choice but to listen.”

# A-Lift Gives Free Rides to Adams County Seniors, Mobility Disabled

February 12, 2015

By: Megan Mitchell

*The Denver Post*

On a typical Wednesday morning, Marylu Ross will walk to the end of the hallway in her retirement building in Thornton and look out the window, waiting to see the large white A-Lift van. "The driver has to go down and pick up some other people further in, and then he'll flip around in front of my building," said Ross, 81. "That gives me time to head down and meet him."

A-Lift is a free transportation service for urban Adams County residents that is provided by the Seniors' Resource Center, which is based in Jefferson County. To use the service, clients need to be at least 60 years old or have a mobile disability.

Wednesdays are Ross' weekly grocery runs to King Soopers in Federal Heights. Ross said she has used the service for the past five years. "I use it at least once a week, and for all my doctor's appointments," Ross said. "All my kids who live in Colorado work. (A-Lift is) really nice because I don't have to worry about getting to where I need to go. I just call them and get on the schedule."

The Seniors' Resource Center has run the A-Lift program for upward of 12 years. Clients call in for a ride to their appointments to the doctor or wherever they need to go about a week or two in advance. A-Lift dispatch can usually handle same-day and day-before calls, though.

"Years ago, there was a realization within Adams County that there needed a specialized, human service transportation system in place," said Hank Braaksma, director of transportation service for the Seniors' Resource Center. "The county had two failed nonprofit attempts prior to set something up ... so they put a (Request for Proposals) out on the street for somebody to provide services, and that's been SRC ever since."

Braaksma said there are about 700 clients who use the A-Lift service in Adams County. Last year, 24,000 rides were provided to those people.

The Seniors' Resource Center provides a variety of services to seniors all over the metro area.

"All of our drivers go through training and are expected to provide door-to-door service at the very minimum," Braaksma said. "They make sure clients are safely in the house. We have computer records on each client transmitted in the van, and we regularly (personalize) the kind of services or special needs they get so the driver knows."

A-Lift is free to qualified clients — Adams County residents older than 60 or mobility impaired — mainly because of a partnership with Adams County, which partially funds it along with the **Denver Regional Council of Governments** and a slew of grants and donations. Clients themselves donate an average of \$20,000 a year, Braaksma said.

"Many of our clients are on a fixed income, that's how important this is to them," he said. "A lot of people don't understand the need to allow someone to remain independent in their home. The need for transportation becomes a piece of that, and also the cost associated with the service is high."

A one-way trip on the A-Lift costs the program \$22. The nonprofit Seniors' Resource Center is always looking for more money to expand its services and add to its van fleet.

Braaksma said 85 percent of Adams County residents who need the service get their needs met, but there are at least 75 trips a month they simply can't work into the schedule.

Liz Espinoza, a grants coordinator with the county's community development department, said DRCOG funds the medical transportation, and the county and individual cities put up a match total of about \$200,000 a year for other trips.

"We understand that there has been a 5 percent increase in the older adult population over 60 from 2010 to 2015," Espinoza said. "An additional 4.6 percent of growth is anticipated between now and 2020, which means this service is important now and is going to remain important in the future."

Ross said A-Lift gives her independence and flexibility.

"If my doctor said, 'I want to see you in my office tomorrow,' I call them so I can be there," Ross said. "If they're full, I figure something else out ... I use (another transportation service sometimes) but I pay \$21 an hour for them. If I had to pay for every ride, I'd run out of money."

# Glasses, Hearing Aids for Seniors

February 19, 2015

By: Ann King

KUSA – 9News

**The Denver Regional Council of Governments** estimates 125,000 low income seniors in the Denver-metro area need glasses or hearing aids - or both. DRCOG has given Senior Answers a grant to provide free glasses and hearing aids to low income seniors.

We should ask Eileen what services are provided, who is eligible, how seniors can find an audiologist or optometrist, and how to apply. The hearing aid and eyeglass programs are for seniors 60 and older who reside in metro area counties. Services are prioritized to those in the greatest need.

Applicants for the Vision program choose their own eyeglass vendor, who must agree to accept a Vision Program grant as payment for services. Services include an exam and eyeglasses.

Payments are made to optometrists who are paid after all work is completed.

The Hearing Aid program is also for low income seniors 60 and older. These funds cover hearing exams and up to \$770 per hearing aid.

Both of these grants from the Denver Regional Council of Governments expire June 30, 2015 so the money needs to be spent before that date.

Seniors can find out about the vision services here

<https://www.senioranswers.org/programs/vision-grants/> or hearing services at

[https://www.senioranswers.org/programs/hearing-grants.](https://www.senioranswers.org/programs/hearing-grants/)

More information is available at [www.senioranswers.org](http://www.senioranswers.org) or call 303-333-3482.

Get the latest information about aging and living well for you or someone you care for on [SeniorSourceColorado.com](http://SeniorSourceColorado.com).

# Obamacare Site a Casualty of the Internet Age

February 20, 2015

By: Miller Hudson

*The Colorado Statesman*

Several years ago while visiting Los Angeles, I found myself trapped on a gridlocked freeway, not an unusual predicament in America's strip mall utopia. The car idling immediately in front of mine sported a bumper sticker that suggested, "FOR A LISTING OF ALL THE WAYS TECHNOLOGY HAS IMPROVED YOUR LIFE, PLEASE PRESS 3." The voice on my car radio was reporting that the computer controlling local streetlights had crashed. Traffic was moving at a crawl everywhere. Time to reach an exit, crawl to a sports bar and quaff a cold beer or two or three.

Colorado's Obamacare Health Exchange, Connect for Health, continues to struggle with its custom enrollment software. Most of the time computers have introduced efficiencies and improved productivity in public services, just as they have in the private sector. Licensing applications, zoning and property records, as well as a myriad of other citizen interactions with government have migrated to interactive Internet databases. While these databases undoubtedly save tax dollars, reduce public payrolls and offer convenience, they have also produced many of the same consequences that social media has created in our personal lives.

Americans between the ages of 18 and 35 report fewer close friends they can talk to than they did just 10 years ago. Millennials report shrinking confidence in their social skills as well as in their personal capacity to form strong friendships or sustain romantic relationships. Loneliness threatens to become a creeping epidemic. In fact, the more time individuals spend "online" communicating with virtual friends the more constricted their actual, reality based social networks are. Recently the first 12-step program for Internet addiction opened its doors in Boulder. Technology's great connector is proving an isolation chamber designed primarily to deliver us commercial messages. A similar sense of alienation extends to our interactions with government. Democracy no longer feels like an expression of democratic priorities, but more an insider's game operated of, by and for "them." (Pick your preferred malefactors.)

Of course, the estrangement between government and voters works both ways. With the exception of cops, firefighters, social workers and assorted inspectors, most government employees have few if any contacts with the people their programs are intended to serve. Regulations are frequently written in a vacuum and then promulgated to an ambushed public. Most legislators possess a slippery grasp on the capabilities of technology, presuming it capable of magical feats.

Following the Arab oil embargo of the early 1970s and the gasoline shortages it produced, the Colorado Legislature glommed on a car-pooling clearinghouse for metro Denver as a grand idea. At the time, I was working for Mountain Bell. Together with several other large employers, we testified that uniform data collection and reporting standards would be necessary if this proposed program were to prove successful. In order for workers to identify commuters living close to

them who were headed to similarly close work locations would require an identification grid using agreed upon coordinates. There was no Internet at the time, and a central manager was needed to collate and coordinate these expressions of interest. Ken Kramer, then a Republican state representative from Colorado Springs and later a congressman, commented in jest that if he had to understand computer system requirements his constituents were in trouble. Of course, he was right. Legislators knew what they wanted to accomplish but hadn't the slightest idea how to make that happen. Eventually, management of the system was located at *Denver Regional Council of Governments*, and a ride arranger program has operated there ever since.

All of which brings us back to Obamacare and the failure of its federal website. The custom software industry has a long history of faltering start-ups. Although there has been some improvement in recent years, a rule of thumb has been that 60 percent of software will fail, in whole or in part, upon its initial implementation, and only half of flawed systems can be salvaged. In other words, just 40 percent deliver on time, while 30 percent fail fatally and require a start over from scratch. In a world where private sector computer software appears to operate seamlessly, the failure of public systems always draws attention. The decade-long saga of CBMS, the Colorado Benefits Management System, spans three administrations, a court imposed "fix it" order, at least two "clean-up" czars, and has consumed nearly a hundred million dollars in development costs. CBMS still evidences shortcomings.

Our President claimed he expected federal health care exchanges to operate like Expedia or Travelocity. Private firms cannot afford marketplace failures so they skim the cream of the geek crop for their "in-house" IT departments. Even during the recent economic collapse, coders were the least likely to lose their jobs or experience pay cuts. If anything, they were more in demand than ever as employers searched for innovative ways to reduce costs. Alas, custom software developers know little about government, and government employees frequently fail to fully explain precisely what they are doing. It's also common for their existing software systems to be legacy dinosaurs — patched for decades, relying on programming languages now largely extinct.

The exchanges called for in the Affordable Care Act contemplated integrating inputs from a half dozen federal databases, together with the unique requirements of state-by-state regulatory insurance regimens, no two of which are the same. What were they smoking? Most of the Coloradans signing up for insurance through Connect for Health has finalized their decisions during one-on-one discussions with Navigators, brokers and counselors at the Exchange phone bank. Duh!



# DRCOG Seeking 2015 Way to Go Commuter Champion Award Nominations

February 25, 2015

By: Broomfield Business

*Broomfield Enterprise*

**The Denver Regional Council of Governments** is seeking nominations for the 2015 Way to Go Commuter Champion Awards. The awards honor innovation and initiative in workplace programs and practices that encourage employees to choose commute options that are healthier, more affordable and improve traffic congestion and air quality. The 2015 awards will be presented April 22.

Nominations can be made through Monday at [bit.ly/waytogochampions](http://bit.ly/waytogochampions).

# Eastern Plains Transit Plan

February 26, 2015

By: Tony Rayl

*The Yuma Pioneer*

A vision of how transit will develop and progress over the next several years across Colorado's Eastern Plains is now available for public review and comment.

The Colorado Department of Transportation's (CDOT) Division of Transit & Rail released the Transit Plan for the Eastern Transportation Planning Region (TPR), last Friday, February 20. It includes Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, and Yuma counties.

The Eastern Regional Transit Plan can be viewed online and comments submitted using the online comment form at the website listed below or at CDOT offices in Greeley, Sterling and Limon until March 23, 2015. The plans for all other rural TPRs were released in September.

We've been working on the regional and statewide transit plans for about 18 months and held numerous meetings around the state with stakeholders and the public to gather input for the plans," said CDOT Project Manager Tracey MacDonald. "The plans identify transit needs and gaps in service and include an implementation plan to guide CDOT, the regions and transit partners about investing in transit improvements to meet the mobility needs of those who rely on or choose to use transit."

All of the individual regional transit plans will be integrated into the Statewide Transit Plan. Urban areas, which are part of Metropolitan Planning Organizations such as the **Denver Regional Council of Governments**, are preparing their own transit plans.

For more information on the Regional and Statewide Transit Plans, please visit the website at [coloradotransportationmatters.com/other-cdot-plans/transit/plan-documents](http://coloradotransportationmatters.com/other-cdot-plans/transit/plan-documents).

# Bill Seeks to Seal Cracks

March 1, 2015

By: Peter Marcus

*Durango Herald*

As a controversial construction-defect measure hangs over the Colorado Legislature, Durango city officials say the threat of lawsuit holds back development, keeping vacancies low and prices high.

“One issue of particular relevance statewide is the drag placed on condominium development by the state’s condominium defects laws,” read a memo dated Dec. 9 from Durango’s Community Development Department.

State lawmakers are preparing for the centerpiece issue of the legislative session, in which officials will debate whether to make it more difficult to file construction defect lawsuits.

Bipartisan Senate Bill 177 would require mediation before a lawsuit is filed. It also would require a majority of homeowners in an association to agree to a lawsuit before one is filed. The bill is expected to be scheduled for a committee hearing in about two weeks.

A separate measure, Senate Bill 91, would reduce the statutory limitation for filing defect lawsuits from eight years to four years. The measure also had not been scheduled for a hearing as of Friday.

Previous legislative attempts have failed, but sponsors believe they have the momentum in a split Legislature this year to push the measure through to the governor.

The overall goal is to spur housing development by minimizing fear of lawsuits. Homebuilders say they have few plans for building condos and townhomes in the state, suggesting that the risk of being sued is “just not worth it,” according to a survey of homebuilders released last year by The **Denver Regional Council of Governments.**

In Durango, finding a rental can be difficult. The vacancy rate is 2 percent. With Fort Lewis College housing only 33 percent of its students on campus, the issue is even more critical.

The limited housing supply has pushed rental prices up, and it has been common since 2010 for average rental costs to increase more than 10 percent annually. Durango residents pay more than 30 percent of income on housing.

With the city growing by as much as 4 percent every year, Durango will need about 900 additional housing units within the next eight years, according to the Community Development Department.

But homeowners say a lawsuit may be the only option they have to address defective construction.

Jim Carver, owner of Carver Brewing Co, said he experienced a difficult situation when he owned a condo at the troubled Rivergate Lofts in southeast Durango. Patios funneled water into the condos, sound traveled through cement and floors were cracking. Homeowners won a \$26.4 million settlement in 2011 after it was determined that there were significant stabilization and support problems associated with defective construction.

Carver said he didn't notice many of the problems until at least three years into owning his unit. And he said mediation would not have solved much in his case, noting that Rivergate Loft Partners LLC offered a settlement out of court that was much lower than what was awarded.

"As an owner of a condo, I completely disagree with the premise that construction defects is why they're not building condos in Colorado. That's not why," Carver said. "This law is only to make it harder to sue contractors and developers that do shoddy work."

But Emil Wanatka, president of Timberline Builders, one of the largest developers in Southwest Colorado, said there is no doubt the threat of lawsuit has curtailed development in Durango.

"I'm a townhome builder. I've built some pretty significant projects over the years. We're not doing that anymore," said Wanatka, who owns a unit at Rivergate. "We wouldn't take the risk."

Wanatka said his company never has been sued for defects. But he said the issue still plays a role for him because of insurance requirements. Lawsuit risks make insurance harder to obtain or make insurance requirements so difficult that it's not worth the investment. Wanatka also pointed out that during the course of a lawsuit, which could last several years, owners who are not part of the lawsuit might be unable to refinance or sell their units. In his case, Wanatka's unit at Rivergate experienced no problems, but he believes the lawsuit still lowered his property value.

But in the end, Wanatka acknowledged that construction-defect reform isn't going to be an immediate solution, noting factors such as attracting insurance companies. "The key word is suddenly, and the answer to that is no," Wanatka said. "It's going to take some time."

# FLEX Regional Bus Service to Connect Fort Collins and Boulder

March 1, 2015

By: John Fryar

*Times Call*

Starting next year, FLEX bus service between Fort Collins and Longmont will be extended from Longmont into Boulder, under a \$1.15 million grant from the **Denver Regional Council of Governments.**

While details are still to be worked out about future FLEX schedules and bus stops in both Fort Collins and Boulder, "we're aiming for January. That's our goal," said George Gerstle, director of the Boulder County Transportation Department. Gerstle said the extended service will make it easier for riders to travel between Colorado State University in Fort Collins and the University of Colorado in Boulder, making those universities' campuses more accessible for people preferring mass transit options.

He said the extension will also serve what research indicates to be growing numbers of people who live in the Boulder area and commute to and from jobs in Larimer County. Under an already-government-subsidized program, FLEX's regional buses now travel between Fort Collins and Longmont, with stops in Loveland and Berthoud, during peak morning and evening travel times.

However, Longmont is currently the farthest south those coaches go, and FLEX riders wanting to get to and from Boulder and destinations in that city have to transfer to Regional Transportation District buses.

The three-year \$1.15 million DRCOG grant will have to be matched by \$289,000 from the local governments participating in the FLEX system, Gerstle said. That match primarily is expected to be covered by from Boulder County government's revenues from its special voter-approved transit, trails and transportation sales tax, and from the city of Boulder. Gerstle called the continuation of FLEX service into Longmont, and its extension into Boulder, "a really exciting collaborative effort" by Fort Collins, Boulder, Longmont, Loveland, the University of Colorado, Colorado State University and the Regional Transportation District.

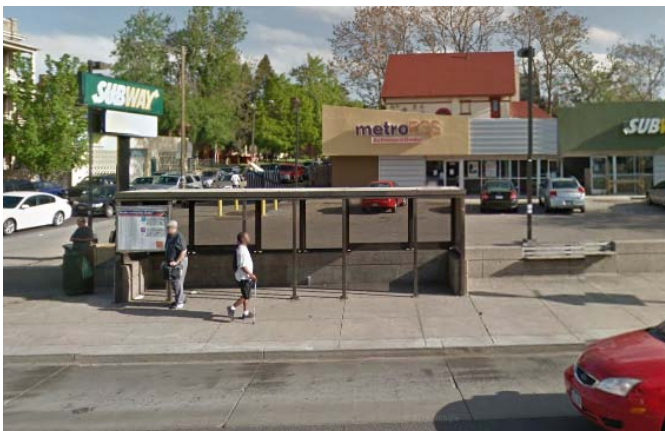
The FLEX "has proven to be a very popular service," said Longmont city transportation planner Phil Greenwald. "We've all kind of come together" on the project to extend the FLEX to Boulder. Greenwald said one of the issues that remain to be resolved is how to avoid fare-paying rider competition between the RTD, which now carries passengers from Longmont to Boulder on its BOLT Route, and the Fort Collins transit service Transfort, which operates the FLEX service and would be carrying FLEX passengers all the way to Boulder and back.

The FLEX service, launched in June 2010, quickly saw ridership grow to about 200,000 annually. It now reaches from the Fort Collins Transit Center in downtown Fort Collins, through Loveland and Berthoud before connecting with RTD services in Longmont at Eighth Avenue and Coffman Street.

# WALKDENVER

## A step forward for sustainable transportation in metro Denver

Draft plan allocates nearly \$40 million to bicycle and pedestrian projects



*One of the projects in DRCOG's draft funding plan is improvements to bus shelters along Colfax, such as this stop at Colfax and Josephine. Google image capture from May 2014.*

On January 21, the board of directors of the [Denver Regional Council of Governments](#) (DRCOG) took a significant step forward for sustainable transportation in the metro area, by voting to support a draft 5 year funding plan that allocates significant funding toward bicycle and pedestrian infrastructure, and for moving forward on bus rapid transit (BRT).

First a bit of background. The DRCOG board is made up of elected officials from more than 50 cities and counties in the Denver area, who work together on regional land use and transportation planning. DRCOG has the responsibility to allocate some of the federal transportation funds that come to the metro area. Most of these funds are flexible, meaning that DRCOG can decide whether to spend them on expanding roads, adding bike lanes, or improving public transit. Local governments apply for projects, and the board decides which ones to fund.

DRCOG is one of those important agencies that can seem obscure to members of the public, but whose decisions really help shape the character of the entire region. It helps to shape where communities expand, and whether our transportation infrastructure forces people to drive, or gives them choices in how they travel.

One thing that stands out is that every time the DRCOG call for funding proposals goes out, the greatest demand by far is for bicycle and pedestrian projects. Communities applied for 68 different bike projects, totaling over \$160 million dollars. In the bad old days, the board would seldom allocate any money to bike projects beyond the minimum required by federal law, using flexible funds mainly for road projects. But over the last few funding cycles, elected officials have come to understand just how important it is to have communities where residents can safely and comfortably walk and bike, and have been gradually increasing funding.

This time around, in a real victory for smart planning, the board supported the most multimodal of the scenarios that were considered, allocating nearly \$40 million, a full 22% of the money available, to bike and ped projects. Some highlights include many improvements coming to biking in Aurora, including bike

connections to light rail stations and improvements in the Montview Ave area; improvements to Washington Ave in Golden, and improvements to bike access near the new bus rapid transit station in east Boulder. In Denver, there will be funding to start improving the bus shelters along Colfax, as a step towards bringing BRT to the Colfax corridor, and to expand the MetroRide service between Union Station and the Civic Center.



*The free MetroRide bus. Photo source: RTD.*

The board also supported funding for several important steps toward expanded bus rapid transit, including funding the next steps in design for BRT on the Longmont diagonal highway, a study of BRT service along state highway 7, and most importantly a regional BRT study to set the stage for future BRT expansion across the metro area.

DRCOG will hold a public hearing on the draft plan on March 18.

*This article was contributed by Will Toor, the director of the transportation program at the [Southwest Energy Efficiency Project](#) and a former elected official who spent 15 years on the DRCOG board.*



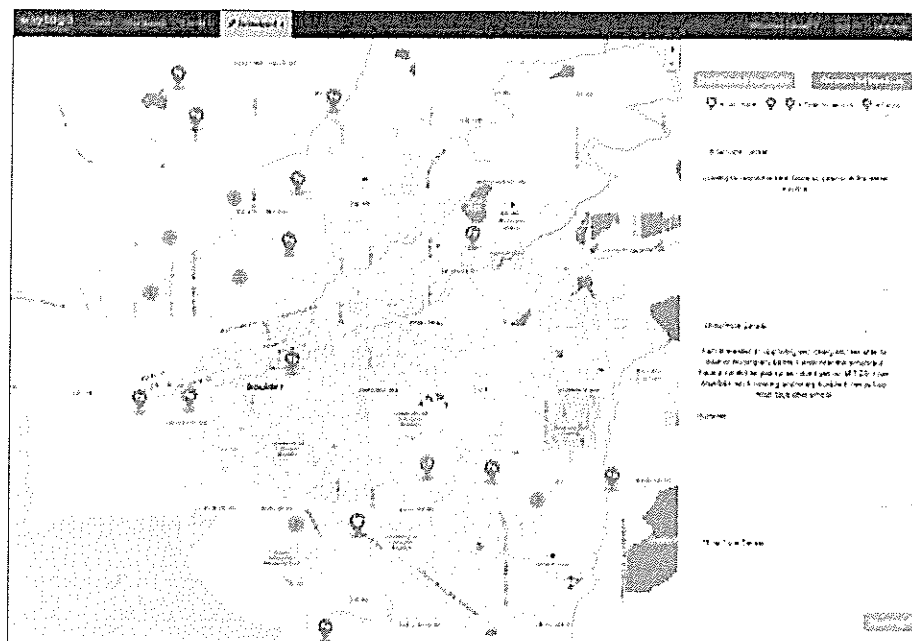
# Schoolpool Tool Makes Getting to School Easier

Since 1955, the Denver Regional Council of Governments (DRCOG) has served as the regional planning and intergovernmental coordination agency for the Denver, Colorado, metro area. DRCOG brings city and county governments together to discuss and resolve common problems that affect the entire nine-county metropolitan region. One of DRCOG's responsibilities is to help reduce air pollution and traffic congestion through alternative commuter programs.

DRCOG founded its original commuter assistance program in 1975 to help people locate car pool partners. DRCOG leads the program, now known as Way to Go, in partnership with a dedicated group of transportation management associations and has expanded it to include vanpool matching services; public transit route planning; telecommuting assistance; and the Schoolpool program ([waytogo.org/getting-around/schoolpool](http://waytogo.org/getting-around/schoolpool)), designed to help people make car pool arrangements for school trips.

Launched in 1993, the Schoolpool program was created to offer relief to busy parents by encouraging carpooling among families with students in local schools. Schoolpool helps households save money by sharing driving costs and also helps schools reduce demand for their already limited parking spaces.

The Way to Go team works with participating schools to match students who live near each other and could share a ride. Schoolpool lets parents share driving responsibilities with neighbors and provides a list of people they can call on for full- or part-time carpooling. The program also serves as an effective way to find emergency transportation in cases of bad weather, illness, or car trouble. The Schoolpool program is free



↑ Schoolpool gives families an easy way to find ride sharing options in their neighborhood

and available to all public and private elementary, middle, and high schools throughout the Denver region.

## A New Online Platform

In 2013, the program was at a crossroads. Having used different web-based platforms for online Schoolpool matching in the past, DRCOG found that the existing options were not as user-friendly or nimble as they needed to be for the program to succeed.

When DRCOG's Way to Go team members decided they needed a new online platform to modernize the program, they partnered with RideAmigos to develop the next-generation set of travel demand management tools. The two teams' collaboration produced an innovative suite of tools that benefit the Denver area and have been adopted in other areas of the country. To meet the needs of today's tech-savvy families, the Way to Go tools combine information provided by the end user with Esri's ArcGIS mapping

technology to produce a multimodal analysis that displays transportation options between any two given points in a city. This innovation led to new enhancements for the Schoolpool program as well.

"Families want their children to be safe, and the Way to Go Schoolpool program provides a secure online system that connects families in a neighborhood and lets them coordinate their efforts in getting their kids to school and back via carpooling, walking, biking, or riding public transit or even the school bus together," said Mia Bemelen, Way to Go's Schoolpool coordinator.

Bemelen and her team partner with local schools using the Way to Go Schoolpool tool to visualize the distribution of families on a map. This information helps inform parents of opportunities to connect with other local families and create communities for their children.

Historically, the Schoolpool program has averaged 6 percent annual growth and has been marketed to schools on an

individual basis. The new smart city-based approach of combining end-user data with leading-edge mapping and analytical technology to enhance the lives of its citizens has already seen dramatic results for Way to Go Schoolpool in the Denver region.

With the new platform launch in 2014, the Way to Go team signed up the first entire school district in the history of the Schoolpool program with the Boulder Valley School District (BVSD). "We are excited to be partnering with the Way to Go Schoolpool program. It offers our families and students an easy way to connect with one another and provides them

with real choices in the way they arrive and depart from our schools," said Peter Hurst, Transportation Options Program specialist with the BVSD.

Composed of 56 schools, the Boulder Valley School District had 754 families participate in its first year of the program. With the addition of the BVSD, the total number of schools participating in the Way to Go Schoolpool program increased from 76 to 131. According to a survey done by DRCOG, an estimated 6,415 families in 27 jurisdictions throughout the Denver region have created school car pools through the Way to Go program. The development of the

user-friendly, next-generation Way to Go suite of tools has contributed significantly to the successful growth of the program.

# Denver International Airport Celebrates 20 Years

March 1, 2015

By: Laura Keeney

*The Denver Post*

Twenty years have passed since the first plane landed at Denver International Airport.

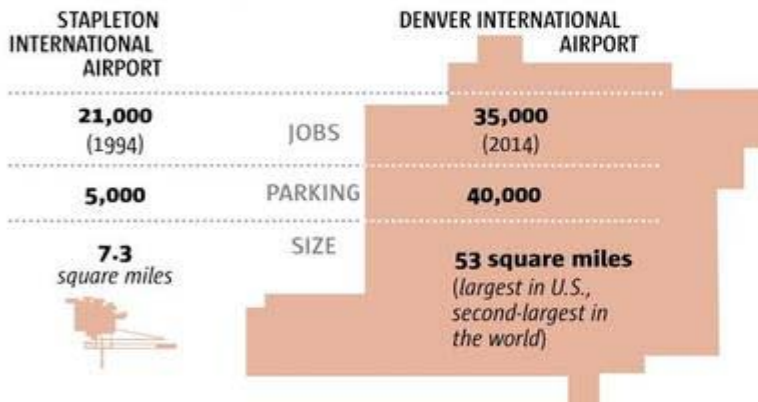
Since that time, a project that was seen as a political boondoggle — even called "Federico's Folly" for then-mayor Federico Peña — has survived the perils of an ailing airline industry, fiscal downturns, volatile fuel prices, budgetary mismanagement and political posturing to emerge as an economic powerhouse with a whopping \$26.3 billion impact on the state's economy in 2014.

DIA was never intended as a mere replacement for the tired old Stapleton International Airport that had been hemmed in by urban development.

## Thinking big

When Denver built its big airport on the prairie, planners hoped to solve problems for travelers and set the stage for future economic growth. Here's how Denver International Airport today stacks up against Stapleton International Airport.

### Comparing the airports



### Total passengers for the last year...

| STAPLETON<br>1994      | DIA<br>2014            |
|------------------------|------------------------|
| <b>33.1</b><br>million | <b>53.4</b><br>million |

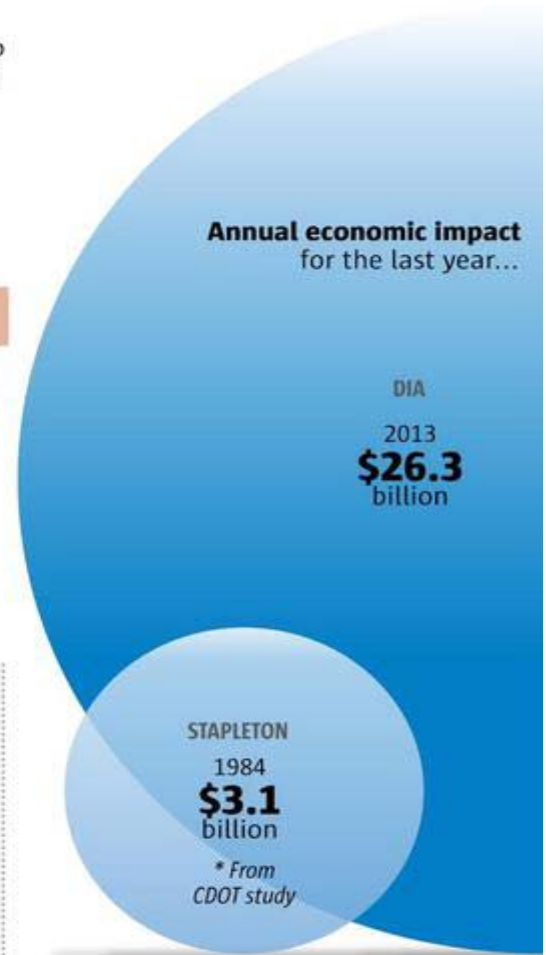


### Gross concessions revenue for the last year...

| STAPLETON<br>1994      | DIA<br>2014               |
|------------------------|---------------------------|
| <b>\$45</b><br>million | <b>\$294.8</b><br>million |



Source: Denver International Airport



Severiano Galván, *The Denver Post*

The leaders who envisioned the big new airport on the plains had a long-term strategy in mind: the airport as an economic engine, working with industry and tourism to help catapult Denver — a so-called cowtown in a land-locked state with no water ports and limited rail access — to new heights of growth and financial success.

And, although there is more work to be done, the plan is starting to come to fruition, said airport CEO Kim Day.

"The impact in the region has far exceeded the vision — we've grown faster than anyone expected," Day said. "Had they not built this airport, Denver would not be growing the way it is in terms of overall economy and great jobs here, and all the businesses that are moving to Denver."

### ***Where it started***

When the first flight took off for Kansas City from DIA in the early morning of Feb. 28, 1995, the airport was 16 months past due, about \$2 billion over budget, and had suffered an epic failure of the system that was to revolutionize baggage-handling procedures, which, according to The New York Times, was responsible for about \$100 million of that overrun.

Ten years later, DIA was still \$4 billion in debt, the planned hotel and rail lines were on hold, and officials were navigating the tricky waters of persistent land squabbles between Denver and Adams counties, and the fallout from United Airlines' 2002 bankruptcy.

Despite these setbacks, the airport has continued to push forward — but not without recent hardship.

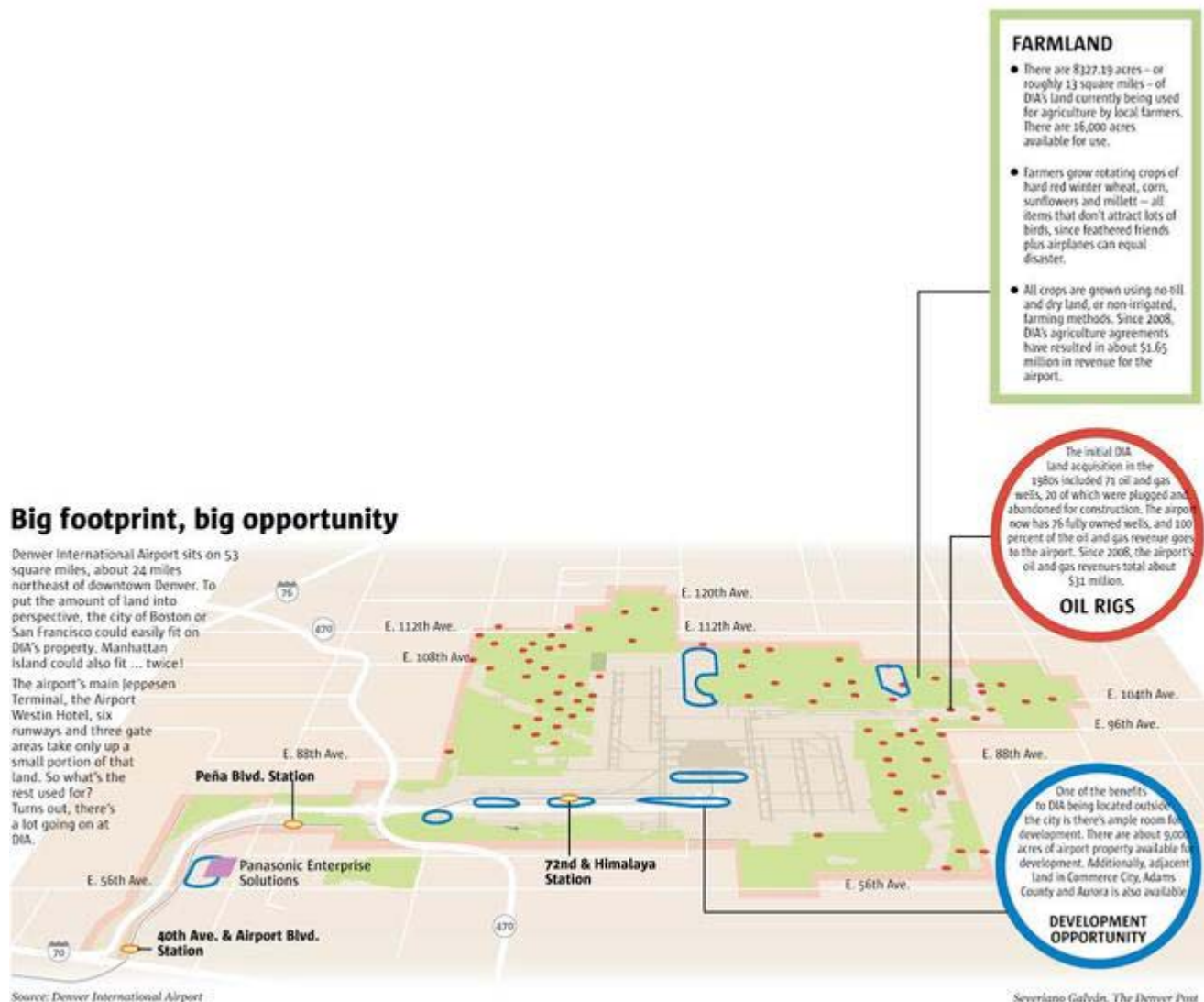
The long-awaited hotel and transit center was the focus of a scathing November 2014 report from the Denver city auditor's office that cites a lack of change-related cost controls, poor record keeping and sloppy accounting among reasons the project is over budget.

"From the initial \$500 million to the current \$544 million, we cannot provide assurance that the (hotel transit center) project will not ultimately increase to \$599 million," the audit report said.

Day vigorously defended management of the project but also agreed to implement all 11 recommendations made in the report.

The hotel will open in November, and the rail line is scheduled for a 2016 debut — and, Peña said in a recent interview, there's plenty more to come. "I think the full potential has yet to be met. That will occur over a number of decades."

In 1983, when Peña became mayor, Stapleton had major issues, including noise-violation lawsuits and frequent flight delays that affected the entire country.



"It was seen really as the Achilles' heel of aviation," said Denver Mayor Michael Hancock. "The old saying is that 'If Stapleton coughed, the rest of the nation got a cold.'"

Stapleton was hindered by space and its proximity to residential areas.

"The only place it could (expand to) was the Rocky Mountain Arsenal, and that wasn't going to solve your noise issues with Park Hill," said Jeff Price, professor of aviation and aerospace science at Metropolitan State University of Denver. "There were a lot of problems that the arsenal was not going to solve that building a new airport solved. It created the ability to expand the places it needs to without worrying about a lot of residential encroachment."

**The Denver Regional Council of Governments** voted in July 1983 to allow Stapleton to expand onto the arsenal. However, many weren't happy, among them the Adams County commissioners and the mayors of Commerce City and Brighton.

Peña heard them out over dinner one night.

"I said 'tell me exactly what your problem is with the airport being expanded on the arsenal.' And that's what started the conversation and the ultimate decision to move the airport away from the two cities," he said. "So that's how the compromise started to move the airport and get the permission to annex the land and the rest, as they say, is history."

When Peña looked northeast instead, with a proposal to build a new airport 24 miles outside Denver — "out in Kansas," as many characterized it — many thought he was off his rocker.

"It is probably fair to say that the idea of a new airport was not universally supported," said then-U.S. Sen. Tim Wirth. "Many did not fully understand the economic impact of a new airport, what it would mean for Denver, and that it would certainly pay for itself."

It took a lot of work to both persuade voters to approve the project and secure necessary funding.

Wirth worked with Sen. Frank Lautenberg — a New Jersey Democrat and Vail homeowner who at the time chaired the Senate transportation appropriations subcommittee — to land about \$500 million in federal funding, making the airport the largest single federally funded project between Chicago and the West Coast, Wirth said.

"A concerted effort by some in the Denver business community, landowners with a potential stake and the aggressive mayor's office finally won the day," Wirth said.

Most of the airport's initial construction, which employed more than 11,000 construction workers, took place after Wellington Webb became mayor in 1991.

The city closed deals with multiple airlines and revamped the airport's concessions program to give minority and women business owners more opportunity on Webb's watch. This was all part of a greater vision of what the airport could do for Denver, Webb said.

"In 1996, 42 percent of the concessions at the airport were local minority- and women-owned businesses. That's as high as Atlanta," Webb said. "We imagined a great city, and what we did was to follow up with building a great city."

Minority- and women-owned enterprise participation is calculated differently today. An airport spokesman said in 2014, minority- and women-owned businesses accounted for 39.4 percent of total concessions revenue of \$330.3 million.

### ***Big land, big ideas***

Denver International Airport sits on 53 square miles. To put that into perspective, the cities of Boston or San Francisco could easily fit on DIA's property.

The airport's main Jeppesen Terminal, the Airport Westin Hotel, six runways and three gate areas take up only a small portion of that land, leaving thousands of acres open for opportunity.

The initial DIA land acquisition in the 1980s included 71 oil and gas wells. The airport now has 76 fully owned wells and 54.9 acres dedicated to solar arrays that can generate 10 megawatts, or enough electricity to annually power about 2,600 homes. There are also 16,000 acres of land available for farming, with roughly 8,327 acres currently leased among three farms.

"The only caveat is they cannot grow anything that would attract birds," Day said, "because birds are bad for an airfield."

Since 2008, DIA has made about \$1.65 million from farming and \$31 million from oil and gas — money that feeds into the airport's non-airline revenue stream.

Non-airline revenue, which also includes food, concessions and car rental fees, accounts for 46 percent of DIA's 2014 estimated operating revenue of \$700 million.

There also are 9,000 acres of land within the airport boundaries available for commercial development. There is also adjacent land in Aurora, Commerce City and Adams County open for development.

But there is still controversy, the most significant rooted in an original 1988 annexation agreement with Adams County that gave Denver County the land upon which to build the airport.

In that agreement, Denver agreed to restrictions on development in order to give other communities an advantage in landing new business near the airport. And now, there's squabbling over tax revenue sharing that would help Denver meet the spirit of the agreement as businesses are lured to DIA. Officials have been in mediation talks for more than 14 months.

"The intergovernmental agreement has some limitations on what those commercial activities are, but as long as they're related to the airport, they're certainly acceptable," Day said.

Hancock remains optimistic that the decades-long dispute between Denver and Adams County will soon be resolved. But until it is, Price said, the issue is holding the airport back from the explosive growth its planners envisioned.

"Denver got a little ahead of itself in some areas," he said. "Stepping back a bit, doing some good master planning for the area around the airport, and getting those governmental agreements in place with Adams County are going to be critical for that airport to be what they eventually hoped it would become."

Recent developments include the Paradise 4 Paws pet hotel, and the North American headquarters of Panasonic Enterprise Solutions. The new rail line — with three major stations, each with business development plans — will help make this area more accessible and more attractive.

It's all part of the carefully choreographed dance of planning for the future.

"We are always dealing with the unknown, so that's why we have to be real planners," Day said. "In everything we decide, we like to look at what's going to be the impact on the future."

That future isn't completely in the airport's control, said Price, explaining that the city's economic development can have a direct affect.

"If you grow Denver's aerospace industry and our high-tech and IT industries — the more that grows, the more you'll attract that international traffic," he said.

On the operations side of things, DIA has ample room for expansion of the terminal and the capacity to double the number of runways to 12.

Plans to build the airport's seventh runway were put on hold in 2013, in part because of cost overruns with the hotel and transit project.

The runway also is not immediately necessary, the airport says, for several reasons — among them, technological advancements like the FAA's NextGen system, which allows for more efficient traffic management. And then there's simple modern airline math: As more passengers are crammed onto each plane, fewer flights are necessary and less runway space is needed.

Better routing, along with replacement of older, louder planes with newer, quieter models, has also helped reduce DIA's noise complaints from a high of 84,467 in 1995 to 4,522 in 2014.

The airlines, of course, are a huge part of operations, generating revenue for DIA through the payment of landing fees and taxes.

Some carriers, such as Frontier Airlines, have complained that DIA's costs are too high, blaming them for recent flight and job cuts.

Cost-per-enplaned passenger, or CPE, is the common industry metric for comparing airport costs. It isn't a perfect science — each airport has its own model for cost-share with the airline.

According to 2013 FAA and airport data, DIA had a CPE of \$11.81, compared with Washington Dulles at the top at \$27.29 and the cheapest, Charlotte Douglas in North Carolina, at \$1.13.

This places DIA in the middle of the pack for large hub airports, right where DIA CEO Day wants it to be.

"We have to balance keeping this a beautiful pristine facility that works with keeping the cost to our carriers low. We don't want to be so cheap that you're in a crumbling facility that eventually becomes LaGuardia," Day said. "Everything we do ... we look at what's going to be the impact on our carriers. And we make every decision with that cost-per-enplaned passenger in mind."

### ***Airport of the future***

Today's technology was primarily relegated to science fiction back when DIA opened. The Internet wasn't readily available, mobile phones were not commonplace and people kept up on current events by reading print newspapers. In airports, electrical outlets were placed about one per every 2-3 gates — a fact that causes many modern travelers dismay.

Today, it takes only a glance at the five new Southwest Airlines' gates in DIA's Concourse C to get an idea of the direction in which the airport is headed: Plush seats sit in the center of the concourse, interspersed with wired work tables; gate seating is equipped with USB ports and outlets; and patrons will soon be able to order food for in-person delivery from the concourse's myriad restaurants.

These are just a few examples of how DIA is focusing more on the consumer experience, much in the way a suburban mall property does, with shopping, spas and restaurants.

"Quite honestly, airlines have given up a lot of the amenities for customers, and we want to re-engage customers and make, at least the travel in Denver, if not their entire trip, something really special," Day said.

The airport recently announced plans to remodel the Jeppesen Terminal's Great Hall through a public-private partnership, relocating the massive TSA screening area and re-purposing the space for concessions.

"That space was always intended for people to mix and mingle underneath what was a very iconic roof structure," project manager Kenneth Ho said in January.



As for the next 20 years, Peña says the work may never be easy, but the outcome will be worth it as DIA continues to propel Denver and the state to greater growth and success.

"These kinds of visionary projects will always have some critics and challenges," he said, "but if they were easy, every major city in America would do it."