

Board Officers

Jack Hilbert, Chair
Jackie Millet, Vice Chair
Elise Jones, Secretary
Doug Tisdale, Treasurer
Sue Horn, Immediate Past Chair
Jennifer Schaufele, Executive Director

AGENDA
BOARD OF DIRECTORS
WEDNESDAY, MARCH 19, 2014
6:30 P.M.
1290 Broadway
First Floor Independence Pass Conference Room

1. 6:30 Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of New Members and Alternates
4. *Motion to Approve Agenda
5. 6:35 Report of the Chair
 - Regional Transportation Committee report
 - Chair action to set a public hearing
 - 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
6. 6:45 Report of the Executive Director
7. 7:00 Public Comment

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

***Motion Requested**

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

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!



CONSENT AGENDA

8. 7:45 ***Move to Approve Consent Agenda**
- **Minutes of February 19, 2014**
(Attachment A)
 - **2040 Regional Transportation Plan criteria and solicitation process for regionally funded roadway capacity projects**
(Attachment B) Steve Cook, MPO Planning Manager, Transportation Planning & Operations
 - **Revise Metro Vision Issues Committee Description**
(Attachment C) Jennifer Schaufele, Executive Director

ACTION AGENDA

9. 7:50 *** Move to approve Metro Vision Issues Committee recommendations on 2016-2021 Transportation Improvement Program (TIP)**
(Attachment D) Douglas W. Rex, Director, Transportation Planning & Operations
10. 8:05 ***Discussion of State Legislative Issues**
- A. **Bills on Which Positions Have Previously Been Taken**
(Attachment E) 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 F) 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.**
11. 8: 20 **Results of Board Workshop and Follow-up**
(Attachment G) Jerry Stigall, Director, Organizational Development

INFORMATIONAL BRIEFINGS

12. 8:35 **Final report of the Metro Vision Implementation Task Force**
(Attachment H) Jim Taylor, Chair, SCI Executive Committee
13. 8:50 **Update on Metro Vision 2040 and Sustainable Communities Initiative**
(Attachment I) Teri Whitmore, Director, Regional Planning & Operations

***Motion Requested**

INFORMATIONAL BRIEFINGS (cont.)

14. Committee Reports
- A. Report on State Transportation Advisory Committee – Beth Humenik
 - B. Report from Metro Mayors Caucus – Doug Tisdale
 - C. Report from Metro Area County Commissioners– Don Rosier
 - D. Report from Advisory Committee on Aging – 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

15. DRAFT summary of February 19, 2014 Administrative Committee meeting
(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 16, 2014
18. Other Matters by Members
19. 9:15 Adjournment

SPECIAL DATES TO NOTE

DRCOG Awards Celebration	April 23, 2014
Denver Union Station Grand Opening	May 9, 2014

CALENDAR OF FUTURE MEETINGS

March 2014

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

April 2014

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

May 2014

7	Metro Vision Issues Committee	4 p.m.
16	Advisory Committee on Aging	Noon – 3 p.m.
19	Transportation Advisory Committee (TENTATIVE)	1:30 p.m.
20	Regional Transportation Committee	8:30 a.m.
21	Administrative Committee	5:30 p.m.
	Board of Directors	6:30 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 ₃	Ozone
CAAA	Clean Air Act Amendments	P3	Public Private Partnership
CAC	Citizens Advisory Committee	PM _{2.5}	Particulates or fine dust less than 2.5 microns in size
CARO	Colorado Association of Regional Organizations	PM ₁₀	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		

MINUTES
BOARD OF DIRECTORS
WEDNESDAY, FEBRUARY 19, 2014

Members/Alternates Present

Sue Horn, Chair	Town of Bennett
Eva Henry	Adams County
Bill Holen	Arapahoe County
Elise Jones	Boulder County
Anthony Graves (Alternate)	City & County of Denver
Chris Nevitt	City & County of Denver
Jack Hilbert	Douglas County
Don Rosier	Jefferson County
Bob Fifer	City of Arvada
Renie Peterson (Alternate)	City of Aurora
Suzanne Jones	City of Boulder
Anne Justen	Town of Bow Mar
Lynn Baca	City of Brighton
Cathy Noon	City of Centennial
Doug Tisdale	City of Cherry Hills Village
Jim Benson	City of Commerce City
Todd Riddle	City of Edgewater
Randy Penn	City of Englewood
Mark Gruber	Town of Erie
Joyce Thomas	City of Federal Heights
Amy Schiers	Town of Frederick
Saoirse Charis-Graves	City of Golden
Ron Rakowsky	City of Greenwood Village
Shakti (Alternate)	City of Lakewood
Phil Cernanec	City of Littleton
Jackie Millet	City of Lone Tree
Hank Dalton	City of Louisville
Julie Van Domelen	Town of Lyons
Ursula Morgan	Town of Mead
Joe Gierlach	Town of Nederland
Joyce Downing	City of Northglenn
John Diak	Town of Parker
Gary Howard	City of Sheridan
Fred Lyssy	Town of Silver Plume
Debra Williams	Town of Superior
Val Vigil	City of Thornton
Herb Atchison	City of Westminster
Joyce Jay	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;

Crissy Fanganello, Sam Rose, Denver; Tanya Ishikawa, Federal Heights; Jim Taylor, Littleton; Beth Humenik, Thornton; Danny Herrmann, CDOT; George Dibble, Tomlinson & Assoc.; Mickey Ferrell, MichaelDouglasFerrell LLC, Jamie McAllister, Student; and DRCOG staff.

Chair Sue Horn called the meeting to order at 6:36 p.m. Roll was called and a quorum was present. New members and alternates were introduced: Lynn Baca, Brighton; Charles Sigman and Erich Haakmeester, Dacono; Crissy Fanganello, Denver; Tanya Ishikawa, Federal Heights; Saoirse Charis-Graves; Golden; Tom Quinn, Shakti, Lakewood; Gary Howard, Landau de Laguna, Sheridan.

Motion to Approve Agenda

Doug Tisdale **moved, seconded** by Bill Holen, approval of the agenda. The motion **passed** unanimously.

Report of the Chair

- The Regional Transportation Committee moved to approve the TIP amendment outlined in the Board agenda at item #11; and received updates on the fiscally constrained Regional Transportation Plan, preliminary results of the Northwest Area Mobility Study, and the Annual List of Federally Obligated Projects.
- The Chair reported she, the Executive Director, Jayla Sanchez-Warren, AAA Director, and DRCOG's federal lobbyist recently traveled to Washington DC to address Colorado's Congressional members on reauthorization of the Older Americans Act and related issues. There are two proposed bills, one which has been introduced in the Senate; the House bill has not yet been introduced. Both bills impact the amount of money Colorado gets. If the OAA is just reauthorized with no changes (House version), since the population numbers used were from 2000, the distribution of funds will continue to be inequitable. There's also a hold harmless clause included that says 16 states do not go down in funding even though their numbers have declined. That would shift the burden of losing funds to the remaining 34 states. Transportation funding was also discussed. The Highway Users Trust Fund (HUTF) is going to run out of money this year. As the fund nears the \$2 billion dollar mark, disbursement of funds will slow down, which could harm small contractors. A request has been made to Colorado's delegation to request general funds be added to the HUTF to last until some action can be taken by Congress.
- Jack Hilbert was recognized for five years on the DRCOG Board.

Report of the Executive Director

- Jennifer Schaufele went over the *At a Glance* packets distributed at member's seats. There are several pieces of information included in the packet, intended to provide handy information for Board members. She noted the information developed for visits with Colorado Congressional leaders on aging and transportation funding is available for Board members to take and discuss during their own visits.
- Ms. Schaufele noted the Board meetings for June and November 2014 are rescheduled to June 11 and November 12, respectively, due to conflicts with Colorado Municipal League and National League of Cities conferences.

- Ms. Schaufele noted Rich Mauro, Jayla Sanchez-Warren and our partners from around the state were successful in getting an additional \$4 million in the Joint Budget Committee's Long Bill.
- If time allows at the next Board meeting there will be a presentation on upcoming changes in the Area Agency on Aging as a result of the Affordable Care Act.
- DRCOG Board members Jackie Millet, Doug Tisdale, Cathy Noon, Doris Truhlar and Saoirse Charis-Graves helped host a lunch with a delegation of Iraqi women on February 10.

Public comment

No public comment was received.

Move to approve consent agenda

Bill Holen **moved, seconded** by Doug Tisdale, approval of the consent agenda. Items on the consent agenda included:

- Minutes of December 18, 2013
- Designate location for posting notices of meetings
- Adopt the federal policy statement
- Designate TAC as the 2040 RTP technical lead to develop the evaluation criteria and process for determining regionally significant projects

A question was asked about the process for submitting projects in this new process. Doug Rex stated the plan is to re-evaluate all the capacity projects currently in the Plan. The recommendation of the working group will be sent back through the Transportation Advisory Committee.

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

Election of Officers and Administrative Committee Members

Chair Sue Horn provided a brief overview of the process of electing new Board Officers. Ron Rakowsky briefly described the Nominating Committee's recommendations.

Ron Rakowsky reported the nominations for 2014 Board Officers as follows: Jack Hilbert, Chair; Jackie Millet, Vice Chair, Elise Jones, Secretary, Doug Tisdale, Treasurer.

Ron Rakowsky **moved, seconded** by Bill Holen, to approve the nominations for Board officers for 2014 as submitted. The motion **passed** unanimously.

The nominees for one-year appointments to the Administrative Committee are as follows: Ron Rakowsky, City of Greenwood Village; Suzanne Jones, City of Boulder; Gabe Santos, City of Longmont; Joyce Downing, City of Northglenn; and Cathy Noon, City of Centennial.

Doug Tisdale **moved, seconded** by Randy Penn, to approve the nominations for one-year appointments to the Administrative Committee as presented. The motion **passed** unanimously.

Sue Horn thanked the members. She noted it has been an interesting and productive year. Jack Hilbert assumed the chair at this point.

Discussion of State Legislative Issues

Ten bills were presented for consideration by the Board in the agenda packet, and one additional was forwarded to members after the agenda packet went out. Rich Mauro noted HB 1203, recommended to oppose by DRCOG staff, is also opposed by CML; and HB 1017, recommended to support by DRCOG staff, is also supported by both CML and CCI.

Doug Tisdale **moved, seconded** by Sue Horn, to adopt positions on state legislative bills as proposed by staff. The motion **passed** unanimously.

Rich Mauro noted the bill sent to members after the agenda packet was mailed, SB 125, may unintentionally impact DRCOG's rideshare program, *Way to Go*. DRCOG's legal counsel recommended DRCOG seek clarification that the bill does not apply to rideshare programs. Staff requested permission to talk with the bill sponsors about an amendment to the bill to clarify it doesn't affect rideshare programs.

Sue Horn **moved, seconded** by Phil Cernanec, to authorize staff to make the negotiations on behalf of DRCOG. The motion **passed** unanimously.

Move to adopt a resolution amending the 2012-2017 Transportation Improvement Program to add \$142,000 in STP-Metro funding to the Boulder County SH-119 Underpass project (TIP ID 2012-058) in FY 2014

Doug Rex noted this proposed TIP amendment restores funding to the Boulder County SH-119 project which was used to add funds to a project in Lyons. Julie Van Domelen thanked DRCOG staff for helping to find a creative solution to the problem, and Boulder County for offering the funding to help their project move forward. Commissioner Jones stated the county is happy to help in this extraordinary circumstance.

Chris Nevitt **moved, seconded** by Doug Tisdale, to adopt a resolution amending the 2012-2017 Transportation Improvement Program to add \$142,000 in STP-Metro funding to the Boulder County SH-119 Underpass project (TIP ID 2012-048) in FY 2014. The motion **passed** unanimously.

Move to approve the revised DRCOG Mission Statement as proposed by the Board member working group

Jerry Stigall asked members of the working group to be recognized. The new proposed Mission Statement is as follows: *The Denver Regional Council of Governments is a planning organization where local governments collaborate to establish guidelines, set policy and allocate funding in the areas of: Transportation and Personal Mobility; Growth and Development; Aging and Disability Resources.*

Doug Tisdale **moved, seconded** by Don Rosier, to approve the revised DRCOG Mission Statement as proposed by the Board member working group. The motion **passed** unanimously.

Move to approve revised Vision Statement

Jack Hilbert noted the working group finished the Vision Statement at their meeting today. The proposed Vision Statement is as follows: *“Our region is a diverse network of vibrant, connected, lifelong communities with a broad spectrum of housing, transportation and employment, complemented by world-class natural and built environments.”*

Joyce Thomas noted she does not feel inspired by the new Vision Statement, and will not be supporting the motion.

Phil Cernanec **moved, seconded** by Sue Horn, to approve the revised DRCOG Vision Statement as proposed by the DRCOG Board member working group. The motion **passed** with 1 opposed.

Update on Sustainable Communities Initiative (SCI)

Jim Taylor, Chair of the SCI Executive Committee, provided an overview of the SCI. He highlighted upcoming activities, including the Catalytic Site selection for each of the corridors; the focus areas each corridor has identified for Technical Assistance; and public engagement activities. Activities under the grant must be completed by February 2015. He noted more detailed briefings can be provided to the Board as time permits.

2014 Board Workshop

Jennifer Schaufele provided brief highlights on the upcoming Board workshop. Currently 39 Board members/alternates are signed up to attend. A draft agenda and survey was sent to those signed up to attend. The hospitality room will open at 5 p.m., with a guest presentation from Bill Dodge, former director of the National Association of Regional Councils, occurring at 5:15. The social hour will resume at 6 p.m., with dinner scheduled for 7 p.m. Saturday morning breakfast will be served from 6:30 to 8:30, the program will start promptly at 8:30. The focus of the workshop is regional excellence and governance. A report will be provided at the March Board meeting with concrete next steps being recommended. There may be some items to vote on at that time.

Update on DRCOG Web Refresh

Steve Erickson noted the web refresh project has been underway throughout much of the past year. A preview of the new site was presented, including mobile-friendly responsive design, improved public engagement and a user-friendly brand-building design. A question was asked about the font size on the website. Staff assured members that larger font sizes will be taken into consideration.

Committee Reports

State Transportation Advisory Committee – Beth Humenik reported the STAC members discussed CMAQ distribution allocation will be based on specific pollutants; the DRCOG region is in line to receive approximately 82 percent of the available funds. The I-70 westbound twin tunnel widening project was approved, with construction beginning in the spring. TIGER VI funding has been announced. Don Hunt discussed the budget and how limited funds are distributed. It was noted there will be no ballot issue this year for transportation funding through MPACT 64. The US-36 public-private partnership that has been in the news was discussed.

Metro Mayors Caucus – Doug Tisdale noted the MMC met on Feb 5. They received a presentation on the status of Owner Occupied Attached Housing legislation that MMC is proposing; discussed the bid for the Republican National Convention coming to Denver, the MMC voting to unanimously support the bid; received a presentation from the counsel general of Canada on significant trading partnerships with the US and Colorado; and a presentation on the Emerald Ash Borer.

Metro Area County Commissioners – Don Rosier reported the MACC members met telephonically on January 31. The MACC elected a new Chair; Commissioner Nancy Sharpe. The group discussed their annual priorities.

Advisory Committee on Aging – Jayla Sanchez-Warren noted the ACA discussed the many changes and challenges in the Aging arena; received a presentation on how to be relevant in the coming years.

Regional Air Quality Council – Joyce Thomas reported the RAQC discussed changes to the oil and gas regulations. Members were asked to approve the rulemaking changes.

Metro Vision Implementation Task Force – Jim Taylor noted the work of the Implementation Task Force has concluded. A final meeting will be held to thank the members for their work.

E-470 Authority – Ron Rakowsky reported the E-470 Authority discussed bond refunding, frequent user discounts, and how to figure out the cost of transactions. The group received a presentation on Board responsibilities.

FasTracks – Bill Van Meter reported Denver Union Station is scheduled to open on May 9. The grand opening celebration will begin at noon. RTD bus operations will move from Market Street Station to Denver Union Station on Sunday, May 11. North Metro groundbreaking has been scheduled for March 20 at the 124th East Lake station at 10 a.m.. A policy advisory committee meeting for the Northwest Area Mobility Study was held and an update provided to the RTD Board. The Eagle P3, US-36 and I-225 projects are all on schedule.

Next meeting – March 19, 2014

Other Matters by members

Herb Atchison noted the US-36 public-private partnership agreement was signed today. He expressed the communities along the US-36 corridor were in agreement on the signing of this partnership.

Adjournment

The meeting adjourned at 8:50 p.m.

Jack Hilbert, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Jennifer Schaufele, Executive Director

ATTACH B

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
March 19, 2014	Consent	8

SUBJECT

Evaluation and selection of roadway capacity projects for the *Fiscally Constrained 2040 Regional Transportation Plan* (2040 RTP).

PROPOSED ACTION/RECOMMENDATIONS

Approve a proposal for evaluating and soliciting roadway capacity projects for the 2040 RTP.

ACTION BY OTHERS

MVIC, January 8, 2014 - Recommended TAC as the 2040 RTP technical lead to develop the evaluation criteria and process for determining regionally-significant projects.

TAC, January 24, 2014 – Unanimously recommended evaluation criteria and process.

MVIC, March 5, 2014 – Recommended evaluation criteria and process.

SUMMARY

At the January 8 MVIC meeting ([agenda](#)), staff noted all regionally-significant roadway capacity projects, such as new interchanges, new lanes on principal arterials, and new managed lanes on freeways must be identified in the fiscally constrained 2040 RTP.

Roadway capacity projects are scored to help determine which projects are included in the RTP as eligible for future regional TIP funds. MVIC directed TAC to review and recommend evaluation criteria and procedures for identifying a limited number of additional roadway capacity projects to be considered for regional funding. At its March 5 meeting, MVIC reviewed TAC's proposal and recommends the following:

1. Utilize the revised evaluation criteria shown in Table 1. These criteria encompass several factors to evaluate projects from a high-level, comparative, long range planning perspective. The criteria use readily-available data, an important schedule consideration.
2. Solicit additional roadway capacity projects to be scored for regional funding and inclusion in the 2040 RTP. Projects already in the 2035 RTP identified with regional funding do not have to be resubmitted. They will be re-scored. It was further recommended that the following limits be placed on the number of additional projects to be submitted for evaluation:
 - Local governments – Maximum of 2 each (City and County of Denver – maximum of 9; City and County of Broomfield – maximum of 4)
 - CDOT – No specific maximum, but target limit of 15.

3. Local government submitted projects on a state highway must include signed concurrence from CDOT.
4. Request local governments reconfirm their commitment to locally funded and “vision” roadway capacity projects in the 2035 MVRTP to retain in the 2040 RTP.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to approve the evaluation criteria and solicitation process for regionally funded roadway capacity projects for the 2040 RTP.

ATTACHMENTS

Table 1 – Proposed project scoring evaluation criteria for the 2040 RTP
Link to the [2035 MVRTP](#) (see Chapter 5)

ADDITIONAL INFORMATION

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

Table 1: Proposed Project Scoring Evaluation Criteria for 2040 RTP
Regionally Significant Roadway Capacity Projects
MVIC Recommended March 5, 2014

Criteria Category	Point Distribution Process	Maximum Points
1. Congestion Severity (Existing and Future) <i>(current or parallel facility)</i> <i>Existing: Congestion Management Program (CMP) Score</i> <i>Future: 2040 Existing and Committed Network Model</i>	Existing Congestion: Points (0-20) based on CMP score Future Congestion: Points (0-10) based on peak period (6.5 hours) volume/capacity ratio (v/c) > 0.89 Prorate by 1-point increments based on range of values	30
2. Cost per Peak Period Person Mile Traveled (PMT) <i>2040 model run</i>	Project cost divided by peak 6.5 hour PMT (from FOCUS Travel Model) Prorate by 1-point increments based on range of values	17
3. Gap Closure <i>completes all or part of a gap in number of lanes for an existing regional system roadway</i>	15 points if gap is completely closed, 8 points for partial gap closure (min 50% closure) (gap must be < 5 miles)	15
4. Arterial Roadway Spacing <i>proximity to parallel Regional Roadway System facilities</i>	5 points if nearest parallel arterial is > 3 miles away 2 points if > 1.5 miles away	5
5. Regional Roadway System Classification <i>Freeways, MRAs, or NHS-Principal Arterial segments</i>	4 points for freeway 2 points for major regional arterial (MRA) 1 point for principal arterial on National Highway System (NHS)	4
6. Serves Urban Centers/Rural Town Center <i>Proximity to designated Urban Centers/Rural Town Centers</i>	5 points if project is within or touching 3 points for roadway segment project, if within 1/2 mile	5
7. Safety Measure <i>Most recent 3-years of crash data</i>	Based on weighted crash rate (crashes/vmt) (Injury and fatal crashes factored by 5) 8 points to 10% of projects with highest value 4 points to next 15% of projects	8
8. Urban Growth Boundary/Area <i>is project entirely within the UGB/A?</i>	2 points if the project is entirely within the contiguous urban growth boundary area (including preserved land)	2
9. Serve Major Intermodal or High Security Facility <i>DIA, Union Station, GA airports</i> <i>intermodal freight terminals, Buckley AFB</i>	4 points if project is within or touching 2 points if within 1 mile	4
10. Rapid/Frequent Transit Corridor <i>support of major transit corridors</i>	Rapid Transit Tier 1 Corridor: 10 points. 15 mins. or better headway (average weekday peak period) corridor: 5 points	10
		100

ATTACH C

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 19, 2014	Consent	8

SUBJECT

This action is related to minor modifications to the content of the Metro Vision Issues Committee description.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends minor content adjustments for the Metro Vision Issues Committee (MVIC) with the intent of describing responsibilities MVIC is already performing, eliminating term limits, and creating a new format template for all DRCOG committees.

ACTION BY OTHERS

N/A

SUMMARY

In an upcoming Phase of DRCOG's Organizational Development activities, the Board will address its current structure. As part of those discussions, the Board will also discuss its various committees and their responsibilities, membership, etc.

In the interim, staff recommends minor adjustments for the Metro Vision Issues Committee (MVIC). The proposed changes identify responsibilities MVIC is already performing, eliminates term limits, and reformats the committee responsibilities, membership requirements and the like for improved readability.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to approve modifications to the Metro Vision Issues Committee description as proposed by staff in the enclosed attachment.

ATTACHMENT

Red-line version of current MVIC description.

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org.

METRO VISION ISSUES COMMITTEE

Type: Standing Committee

Authority: Board Action, April 2001 and revised December 2005

RESPONSIBILITIES

The Metro Vision Issues Committee (MVIC) is intended to be the primary policy committee of DRCOG. It provides recommendations to the Board for action on Metro Vision issues, plans and implementation.

The committee can appoint ad hoc committees as well as direct the Transportation Advisory Committee (TAC) to examine specific issues within a specified timeframe to support MVIC in its work and recommendations to the Board of Directors.

Annually (generally in April), MVIC appoints two members and at least four alternates to serve on the Regional Transportation Committee.

QUORUM

A quorum will consist of one-third of the committee membership plus one.

MEMBERSHIP

The committee will number not more than one-half the total membership of the DRCOG Board. Members are appointed by the Board Chair with approval by the Board of Directors (generally in April of each year).

The DRCOG secretary and treasurer will serve as chair and vice chair of the committee respectively. The DRCOG Board Chair, Vice Chair, and the Immediate Past Chair are also members of MVIC.

Other Members:

- Care will be taken to ensure appointees represent a broad cross-section of the DRCOG Board of Directors, taking into account community size, geographic location, the rate of growth, county and municipality, rural, suburban, rural, etc.
- A Board member and their alternate may not serve on the committee at the same time.

MEMBERSHIP

~~As the chief policy developing committee of the Board, the committee will number not more than one-half the total membership of the DRCOG Board. Members are appointed by the Board Chair with approval by the Board of Directors and shall include the Board Chair, Vice chair and immediate past Chair. Membership is not per jurisdiction. Care will be taken to ensure that appointees represent a broad cross-section of the membership including community size, geographic location, and rate of growth. Members will serve two-year staggered terms and may not serve more than two consecutive terms. The secretary and treasurer of the Board of Directors will serve as chair and vice chair of the committee. A Board member and alternate from the same jurisdiction may not serve on the committee at the same time.~~ Meeting attendance requirements, as established by the Board, allow a maximum of three consecutive absences. If that limit is exceeded, the member is contacted by the Board Chair for possible replacement. A committee member's designated alternate on the Board of Directors (or member if the **MVIC** ~~committee~~ member is the Board alternate), ~~while not appointed to the committee,~~ can attend and vote in the absence of the member. Attendance by a Board member's alternate does not compensate for a Board member's absence.

QUORUM

~~A quorum will consist of one-third of the committee membership plus one.~~

RESPONSIBILITIES

~~The Metro Vision Issues Committee (MVIC) is intended to be the primary policy committee of DRCOG. It will provide recommendations to the Board for action on Metro Vision issues, plans and implementation. The committee can appoint ad hoc committees to examine specific issues within a specified timeframe to develop recommendations to MVIC. Many of these issues will be developed at the annual Board workshop and through surveys of the DRCOG members on regional issues.~~

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 19, 2014	Action	9

SUBJECT

Developing the next *Transportation Improvement Program* (TIP).

PROPOSED ACTION/RECOMMENDATIONS

Approve MVIC's recommended revisions to the TIP policy for selecting projects in the upcoming 2016-2021 TIP.

ACTION BY OTHERS

MVIC is currently discussing and developing the 2016-2021 TIP Policy.

SUMMARY

Since October, MVIC has been actively reviewing current TIP policy to streamline and better define project selection criteria to be used in the development of the 2016-2021 TIP. To date, MVIC has reached consensus on a number of key items including:

- A change in the minimum funding request level for projects
- Revisions to Metro Vision criteria (Attachment 1)
- Elimination of overmatch as a point based criteria
- Replacing Cost Effectiveness criteria with "Funding" Effectiveness criteria
- Redefinition of "Very Small" Communities
- Benefit criteria for bicycle/pedestrian and transit projects

Staff will brief the committee on each item listed above at the March meeting.

Over the coming months, MVIC will continue to explore opportunities to improve the TIP selection process with an understanding that the following key milestones must be met in order to have the new TIP ready to incorporate into the *State Transportation Improvement Plan* (STIP) in the spring of 2015:

- June/July 2014 – Adopt TIP Policy Document which outlines policies and procedures for project selection
- July/August 2014 – Solicit call for projects; sponsors complete applications.
- Fall 2014 – Evaluate project submittals
- January-March 2015 – Select projects to fund; approve the TIP

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to approve TIP policy revisions as recommended by the Metro Vision Issues Committee.

ATTACHMENT

Attachment 1 – Appendix F and G

ADDITIONAL INFORMATION

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

APPENDIX F

PROJECT-RELATED METRO VISION IMPLEMENTATION AND STRATEGIC CORRIDOR FOCUS

See specific definitions below for some criteria

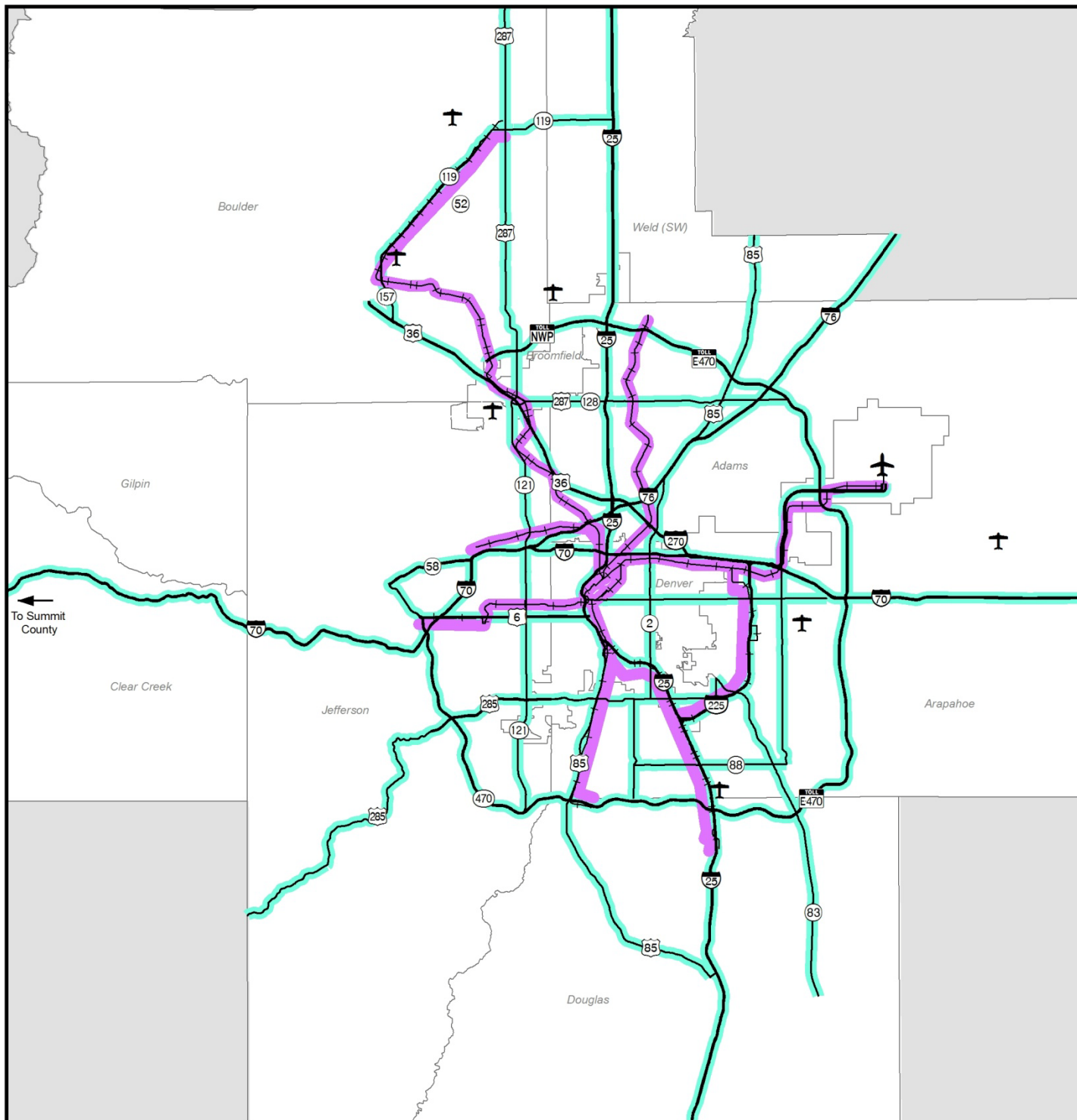
Evaluation Criteria	Max. Points	Scoring Instructions
<u>Project location related to Urban Centers and Rural Town Centers</u> Rapid Transit Stations	<u>5</u> Up to 6	<u>Project is within a ¼ mile of an urban center or rural town center identified in the adopted Metro Vision 2035.</u> (Score points for only one) Project is entirely within an urban center identified in the adopted Metro Vision 2035 (current urban center locations can be found here: http://www.drcog.org/documents/UrbanCenters.pdf, or is within proximity of and helps support the functioning of the urban center by directly or indirectly serving it (definitions below): <ul style="list-style-type: none"> • 6 points for an urban center that is within ¼ mile of a rapid transit station shown on the adopted Metro Vision 2035 RTP • 5 points for an urban center currently served by transit with 15 minute headways or less • 4 points for an urban center currently served by transit with 30 minute headways or less • 2 points for: <ul style="list-style-type: none"> ▪ All other urban centers ▪ A rapid transit station (that is not an urban center) • 0 points if not in or within proximity of an urban center or rapid transit station
<u>Other characteristics of the Urban Center or Rural Town Center identified in the Metro Vision 2035 Plan</u> Features of the Urban Centers the project is within or within proximity	<u>5</u> Up to 4	<u>If project exhibits at least three of the following characteristics it will receive 5 points:</u> <ul style="list-style-type: none"> <u>• Proposed project is located within an urban center or rural town center served by transit with 30 minute combined service headways or less in the peak periods</u> <u>• Proposed project is located within an urban center or rural town center where the community has implemented zoning or development plans that allow a mix of uses</u> <u>• Proposed project is located within an urban center or rural town center where the community has adopted parking management strategies that minimize the potential negative effects of parking on urban center development and multimodal access</u> <u>• Proposed project is located within an urban center with community commitment to preserve or develop affordable housing (rentals available to households earning 0-60% of Area Median Income and/or for-sale units for households earning 0-80% AMI). Preservation means replacing existing affordable units on a 1-for-1 basis. Community commitment for new affordable units could include approved developments with an affordable component, inclusionary</u>

Evaluation Criteria	Max. Points	Scoring Instructions
		<p><u>housing ordinances, housing trust fund, or other development incentives (e.g. permit streamlining, fee reductions, etc.).</u></p> <ul style="list-style-type: none"> <u>Proposed project is identified in an adopted Urban Center Master Plan or Station Area Master Plan.</u> <p>(Score for all that are applicable)</p> <ul style="list-style-type: none"> 1 point for an urban center where the community has implemented zoning or development plans that allow a mix of uses with minimum gross densities that promote population and/or employment densities higher than the minimum required for urban center designation (as specified in the Metro Vision 2035 Growth and Development Supplement) 1 point for an urban center where the community has adopted parking management strategies that increase the competitiveness of non-SOV travel modes (e.g., parking maximums, elimination of parking minimums, shared parking and pricing strategies) 1 point for an urban center where the community has committed to preserve or develop mixed-income housing (see definitions below). 1 point for an urban center where the relevant capital improvement program, operating budget or equivalent has allocated funding over the next four years to the construction or implementation of supportive infrastructure, facilities or programs located in the urban center (see definitions below). This funding allocation must be in addition to the TIP funding request and associated local match, and be equivalent to at least 20% of the TIP funding request
<p>Project location related to the <u>“Modified”</u> Urban Growth Boundary/Area (UGB/A)</p> <p><u>(See definition below)</u></p>	<p><u>3</u> Up to 3</p>	<ul style="list-style-type: none"> 3 points if the project is at least 90% contained within the established UGB of a UGB community or the “committed area” of a UGA community 1 point if the project is at least 40% contained within the established UGB of a UGB community or the “committed area” of a UGA community
<p>Project location related to Denver International Airport (DIA)</p>	<p>4</p>	<p>(Score point if applicable)</p> <ul style="list-style-type: none"> 1 point if project is in or within one-half mile of DIA boundary and provides convenient access to DIA
<p>Project location related to Strategic Corridors</p>	<p><u>4</u> Up to 4</p>	<p>(Score points if applicable, for only 1 of the 2)</p> <p>Project is entirely on a strategic corridor shown on Figure F-1 (including relevant rapid transit lines), or is within proximity of <u>and</u> helps support the functioning of the strategic corridor by <u>directly-physically touching</u> or <u>serving via an existing or included-in-the-project linkage</u> indirectly serving it (definitions below):</p> <ul style="list-style-type: none"> 4 points if two or more strategic corridors 2 points if one strategic corridor



Evaluation Criteria	Max. Points	Scoring Instructions
Total Points Possible 18	17	

***Definitions:**

- ~~Urban center = as identified in the Metro Vision 2035 Plan~~
- ~~Rapid transit station = current or future stations as identified in the fiscally constrained Metro Vision 2035 RTP~~
- ~~Commitment to preserve mixed-income housing = the community has inventoried the number of existing affordable housing units located within the urban center and has committed to preserving or replacing these units (1 for 1)~~
- ~~Commitment to develop mixed-income housing = the community has committed that some portion of the new stock created within the urban center over the next six years will be affordable~~
- ~~Affordable housing = rental units affordable to households earning 0-60% of the area median income (AMI) and for sale units affordable to households earning 0-80% of AMI~~
- ~~Qualifying supportive infrastructure, facilities and/or programs located within urban centers include, but are not limited to:~~
 - ~~Public buildings,~~
 - ~~Structured parking, parking controls or management systems,~~
 - ~~Parks, playgrounds, plazas, squares and other publicly accessible open spaces,~~
 - ~~Sidewalks, medians, enhanced pedestrian crossings and refuges, raised crosswalks,~~
 - ~~Streetscaping: enhanced tread surface materials, public furniture, landscaping, street trees, planters, light posts, thematic signage, monuments and public art,~~
 - ~~Stormwater drainage, detention and infiltration projects~~
 - ~~Wastewater sewer lines~~
 - ~~Utility upgrades~~
- ~~Directly serving = physically touching~~
- ~~Indirectly serving = serving via an existing or included in the project linkage~~
- Proximity (measured in a straight line as-crow-flies)
 - For bus service projects: must directly serve urban center or fixed guideway transit station or use HOV/BRT guideway in strategic corridor.
 - For all project types except new bus projects: project area within 1/2 mile of urban center outer boundary or fixed guideway transit station platform location or fixed guideway transit station platform location or the centroid of a freeway interchange or major intersection (if not freeway) in strategic corridor.
- Modified Urban Growth Boundary/Area (UGB/A)
 - For the purposes of evaluating project location, the geographic extent of the UGB/A will include area entirely surrounded by UGB/A that falls into the following categories:
 - Parks and Open Space facilities in DRCOG's Parks and Open Space layer (last updated in 2013)
 - Bodies of Water
 - Transportation rights-of-way
 - Utility users (e.g. power station, water treatment, etc.)
 - Airports



LEGEND

-  **Strategic Highway Corridors**
(Existing Freeways/Tollways and Major Regional Arterials)
-  **Strategic Rapid Transit Corridors**
(Existing + Fastracks)



0 5 1

Miles

This data is intended for informational purposes only. DRCOG provides this information on an "as is" basis and makes no guarantee, representation or warranty, either express or implied, that the data will be error free. DRCOG further makes no guarantees, representations or warranties, either express or implied, as to the completeness, accuracy or correctness of the data, or as to merchantability or fitness of the data for a particular use or purpose. DRCOG is not responsible to any user for any costs, expenses, liabilities or damages arising from inconsistencies in its data or from any use of the information.

Source: DRCOG
Projection: Colorado State Plan, NAD 83
PJ 02/21

APPENDIX G

SPONSOR-RELATED METRO VISION IMPLEMENTATION CRITERIA

Evaluation Criteria	Max. Points	Scoring Instructions
<u>Local response to changing demographics</u> Adopt Metro Vision community design policies, including policies that promote senior friendly development	1	<u>Demonstrate jurisdiction's plans, programs, and policies to support healthy and successful aging. Please see the Boomer Bond Assessment Tool and Toolkit for example implementation strategies.</u> Demonstrate that Metro Vision community design policies, including policies that promote senior friendly development, have been incorporated into local plans and development regulations or are being implemented.
Implement alternative <u>travel</u> mode plans	1	<u>Provide jurisdiction's adopted plan for either bicycle, pedestrian, transportation demand management, or transit forms of travel. Demonstrate implementation showing an example project in the jurisdiction's currently adopted capital improvement program, operating budget, or equivalent.</u> Show adopted plans for bicycle, pedestrian, transportation demand management (TDM), or transit forms of travel are being implemented by demonstrating that at least \$3/resident*/year (average) has been allocated to the construction or implementation of facilities/programs in the plan(s) by the agency's capital improvement program or operating budget, or equivalent, during the past five years. (* for counties, residents are those in the unincorporated area).
Signed the Mile High Compact	2	Provide the date <u>Date</u> when the local jurisdiction signed the Mile High Compact.
Subtotal:	4	
Sponsor scores for only one <u>of the</u> PM ₁₀ (<u>PM = Particulate Matter pollutants</u>) criterion listed below (PM = Particulate Matter pollutants) , depending <u>on</u> if <u>it the sponsor</u> was asked to make a commitment or not		
<u>Criterion 1: PM₁₀ conformity commitment (for communities that were asked to make a conformity commitment)</u>	4	If the sponsor or project's local jurisdiction has made a conformity commitment (submitted to DRCOG before July 30 <u>31, 2010</u> 2014) for the horizon year in the RTP (2035 <u>2040</u>) that exceeds: <ul style="list-style-type: none"> • 30 percent reduction, award <u>1 point</u>. • 45 percent reduction, award <u>2 points</u>. • 55 percent reduction, award <u>3 points</u>. If the sponsor or project's local jurisdiction is meeting its 2015 conformity commitment in current practice, award 1 additional point to the PM ₁₀ points scored above. The <u>most recent</u> survey of past performance conducted annually in June by the RAQC will be compared to the conformity commitments assembled for the 2035 <u>2040</u> RTP update conformity.
	OR	

Criterion 2: Current practice (for communities that were not asked to make a PM ₁₀ conformity commitment)	4	Based on the survey of past performance conducted annual in June by the RAQC, if the sponsor or project's local jurisdiction has a current practice that exceeds: <ul style="list-style-type: none"> 30 percent reduction, award 1 point. 45 percent reduction, award 2 points. 55 percent reduction, award 4 points.
Subtotal:	4	
Total Points Possible	8	

ATTACHE

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
March 19, 2014	Action Item	10

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. For information only.

ACTION BY OTHERS

N/A

SUMMARY

The attached memo updates the status of all bills previously acted upon by the Board as of March 12.

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 February Board meeting.

PROPOSED MOTION

N/A

ATTACHMENT

Status of Bills—2014 Session

ADDITIONAL INFORMATION

Should you have any questions regarding the bills or recommended positions, please contact Jennifer Schaufele at 303-480-6701 or jschaufele@drcoq.org; or Rich Mauro at 303-480-6778 or rmauro@drcoq.org.

Bill No.	Sponsor	Short Title/Summary	Status	Recommended Position	Staff Comments	Legislative Policy
AGING BILLS						
SB 012	Kefalas/ Exum	<i>Aid to Needy Disabled Program - Economic Opportunity Poverty Reduction Task Force.</i> The AND program provides payments to low-income Colorado residents from ages 18 to 59 who have been medically certified as disabled and are unable to work for a period of at least six months. The current monthly payment is \$175. If a person is later deemed eligible for federal Supplemental Security Income benefits, the state is retroactively reimbursed for any payments made to the person. The bill requires the Department of Human Services to set the monthly assistance payment to be equal to at least 28% of the federal poverty guidelines for a household of one. AND applicants who may be eligible for other state or federal benefits must apply for and accept any such benefits.	Senate Appropriations	Monitor - staff discretion to support	DRCOG typically supports programs like those in SB 14-012, SB 14-013 and SB 14-014 because they help keep older adults independent and living in their own residences. However, these bills will require an additional estimated \$13 million in the state budget. At the same time, with the Board's support, staff also is pursuing a \$4 million increase in the appropriation for senior services. In order to have the flexibility to work with Joint budget committee members and supportive legislators, staff requests discretion to monitor or support these bills with the caveat that they are not funded at the expense of our \$4 million request.	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.
SB 013	King/	<i>Allowing Gifts to Old Age Pensioners</i> - For a person eligible for an old age pension, allows the person to receive up to \$300 per month in gifts, grants, or donations without reducing the amount of the pension or reporting the gifts, grants, or donations.	Senate Appropriations	Monitor - staff discretion to support		
SB 014	Kefalas/ Pettersen	<i>Property Tax/Rent/Heat Fuel Grants For Low-Income</i> - Expands the property-related expense assistance grants for low-income seniors and individuals with disabilities by increasing the maximum awards, creating a minimum award and increasing the income threshold.	Senate Appropriations	Monitor - staff discretion to support		

Bill No.	Sponsor	Short Title/Summary	Status	Recommended Position	Staff Comments	Legislative Policy
SB 87	Ulibarri/ Fields	<i>Identification Card Issuance Standards - Economic Opportunity Poverty Reduction Task Force.</i> Requires the issuance of identification cards for an applicant that is at least 70 years old or at least 50 years old and is an honorably discharged or retired veteran of the armed forces using certain documents issued by the United States government to prove name, age and lawful presence. The Department of Revenue is required to promulgate rules to clear up minor spelling discrepancies and to accept alternate documents showing lawful presence. Creates a simplified process for a person to change his or her name to settle name discrepancies.	Senate Appropriations	Support	Colorado residents who lack a valid state identification card can find themselves marginalized and excluded from essential services and assistance including access to health care, housing, employment and public benefits. In addition, citizens need a picture ID when opening a bank account, cashing a check, picking up prescriptions, boarding a plane and even entering some government buildings. State IDs are issued by the Division of Motor Vehicles (DMV) within the Department of Revenue. The ID application process can be daunting and confusing to individuals who lack documents required by the DMV. The elderly, for instance, often need IDs for medical care, banking needs and public assistance. For both groups, access to a state ID provides a means to improve independence, economic opportunity and	DRCOG supports services that support individuals continuing to live independently in their homes and communities.
SB 98	Zenzinger/ Schafer	<i>Crimes against At-risk Elders</i> - Amends provisions of Colorado statutes enacted in SB 13-111, which replaced Colorado's voluntary reporting statute with a statute mandating reporting of abuse and neglect of at-risk adults. These include clarifying the definition of the crime of exploitation and the procedures for reporting to a local law enforcement agency or county department of social services.	House Judiciary	Support	As operator of an Area Agency on Aging and Long Term Care Ombudsman program, DRCOG is mandated to advocate for older adults, particularly those living in long-term care facilities. Last year, DRCOG supported SB 13-111, which replaced Colorado's voluntary reporting statute with a statute mandating reporting of abuse and neglect of at risk adults.	DRCOG supports increases in consumer protections for older adults and their caregivers and, in particular, legislation strengthening the role of the long-term care ombudsman as a resident/consumer advocate.
SB 130	Tochtrop/ Primavera	<i>Increase Personal Care Allowance Nursing Facility</i> - The bill changes the personal needs allowance by increasing the minimum amount payable to a resident of a nursing facility or an intermediate care facility for individuals with intellectual disabilities from \$50 to \$75 per month and provides for annual cost adjustments.	Senate Appropriations	Support	A personal needs allowance for residents of Medicaid nursing facilities was enacted by federal law in 1987, at which time the minimum allowance was set at \$30. The purpose is to allow for the purchase of clothing and other goods and services that are not reimbursed by any state or federal program. States have the option to set the allowance at a higher rate. The most recent adjustment to the Colorado allowance occurred in 1999, when the allowance was increased to the current \$50 from \$34.	As the Long-Term Care Ombudsman for the region, DRCOG is an advocate for the rights of residents in long-term care communities and for improvement in the quality of care in such facilities.

Bill No.	Sponsor	Short Title/Summary	Status	Recommended Position	Staff Comments	Legislative Policy
SB143	Steadman/ May & Gerou	<i>Payment of Appeals Nursing Facility Cash Fund</i> - The bill authorizes appropriations from the Medicaid Nursing Facility Cash Fund to satisfy settlements or judgments resulting from nursing facility provider reimbursement appeals.	Senate Appropriations	Monitor	The need for this legislation has been identified by the Joint Budget Committee and the state Attorney General to clarify that prior year rate adjustments, including settlements and appeals, will be handled through a payment process the following year through the Nursing Facility Provider fee. Currently, such adjustments are made through the supplemental appropriations process. The state expects this clarification to reduce the risk of appeals.	As the Long-Term Care Ombudsman for the region, DRCOG is an advocate for the rights of residents in long-term care communities and for improvement in the quality of care in such facilities.

Bill No.	Sponsor	Short Title/Summary	Status	Recommended Position	Staff Comments	Legislative Policy
TRANSPORTATION BILLS						
HB 1203	Duran/ Lambert	<i>Funding For Digital Trunked Radio System Maintenance</i> -Annually, beginning with FY 2013-14 through the FY 2024-25, the bill directs the General Assembly to appropriate a total of \$3.5 million from the Highway Users Tax Fund (HUTF) to the Public Safety Communications Trust Fund (trust fund) for the replacement of legacy radio equipment and hardware at radio tower sites. Annually, beginning with the FY 2017-18 through the FY 2024-25, the bill directs the General Assembly to transfer \$3.7 million from the General Fund to the trust fund for software upgrades.	House Appropriations	Oppose	The statewide digital trunked radio system provides interoperable radio communications that allow personnel from multiple agencies in different levels of government to rapidly share information and coordinate efforts in emergency situations. The General Assembly established the Public Safety Communications Trust Fund for the acquisition and maintenance of public safety communications systems, including the digital trunked radio system. The bill also authorizes the General Assembly to appropriate moneys from the HUTF to the trust fund for use by the state patrol to maintain infrastructure on the digital trunked radio system.	DRCOG opposes “Off-the-Top” appropriations from the Highway Users Tax Fund.
HB 1259	Del Grosso/ None	<i>General Fund Transfer To State Highway Fund</i> - Requires the state treasurer to transfer \$100 million from the General Fund to the State Highway Fund on July 1, 2014. CDOT is required to: allocate the money among its engineering regions in proportion to the number of state highway system lane miles in each engineering region; and expend the money transferred only for the maintenance, repair, reconstruction, and replacement of existing state highways and bridges.	House Transportation	Monitor	DRCOG has considered proposals to transfer General Fund moneys to transportation, taking into account this can place transportation funding in competition with funding for other priorities, such as funding for senior services. DRCOG typically has taken positions on such proposals on a case-by-case basis. Staff also is concerned about setting a precedent for allocating those moneys based solely on lane miles.	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.

Bill No.	Sponsor	Short Title/Summary	Status	Recommended Position	Staff Comments	Legislative Policy
SB 125	Jahn & Harvey/ Pabon & Szabo	<i>Transportation Network Companies Regulation</i> - Authorizes the Public Utilities Commission to exercise limited regulatory authority over transportation network companies - companies that match drivers and passengers through a digital network, such as a mobile phone application, for transportation from an agreed-upon point of origin to an agreed-upon destination. Exempts transportation network companies from much of the PUC's authority. Authorizes the PUC to regulate permit holders with respect to safety conditions, insurance requirements, and driver qualifications.	House Transportation	Amend	Staff has some concerns that even though the definition of "transportation network company" in the bill exempts a "ridesharing arrangement" from regulation, its focus on how the arrangement is made – through a digital network – could create uncertainty as to whether MyWayToGo would fall within the regulatory net. MyWayToGo uses a digital network, while the current definition of ridesharing arrangement is focused on "the vehicular transportation of passengers traveling together" – the transportation act itself. There also is not an express exemption for nonprofit corporations or quasi-governmental entities, including contract ridesharing services. The sponsors have accepted DRCOG's amendment. It is expected to be put on the bill in the House committee.	DRCOG supports carpooling, vanpooling, and schoolpooling and infrastructure that facilitates these transportation options to promote transportation demand management.

Bill No.	Sponsor	Short Title/Summary	Status	Recommended Position	Staff Comments	Legislative Policy
OTHER BILLS						
HB 1017	Duran/ Ulibarri	<i>Expand Availability of Affordable Housing</i> - Makes modifications to statutory provisions establishing the Housing Investment Trust Fund, the Housing Development Grant Fund, and the Low-Income Housing Tax Credit. Expands the funding sources.	Senate Finance	Support	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. The bill makes modifications to three existing tools to increase their capacity and effectiveness.	DRCOG supports the following principles pertaining to the quality, quantity and affordability of housing in the Denver metro area: <ul style="list-style-type: none"> • Regional approaches to addressing the affordable housing issue that incentivize local efforts, particularly as they relate to preservation of existing affordable housing stock. • An adequate supply of permanently affordable housing located near job and transit hubs and continued public- and private sector support for such an effort. • Increased state financial support for loan and grant programs for low- and moderate-income housing. • Collaboration among public and private entities, including efforts to develop loan programs and address the jobs-housing connections. • Actions to provide more accessible and obtainable housing options for seniors.

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
March 19, 2014	Action Item	10

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

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 12 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

Move to adopt positions on new bills as proposed by staff.

ATTACHMENT

New Bills—2014 Session

ADDITIONAL INFORMATION

Should you have any questions regarding the bills or recommended positions, please contact Jennifer Schaufele at 303-480-6701 or jschaufele@drcoq.org; or Rich Mauro at 303-480-6778 or rmauro@drcoq.org.

Bill No.	Sponsor	Short Title/Summary	Status	Recommended Position	Staff Comments	Legislative Policy
AGING BILLS						
SB 151	Tochtrop/Young	<i>Nursing Home Innovations</i> - Changes the nursing facilities civil penalties law including how the moneys are used to fund innovations in nursing home care. Changes the name of the Nursing Facility Culture Change Accountability Board to the Nursing Home Innovations Grant Board. Increases representation on the board for nursing facilities from 3 to 4. Specifies grants must have a direct impact on the residents of nursing facilities or an indirect impact through education of nursing facility staff. Specifies programs approved for grants must be portable and not proprietary to the grantee so they can be shared without cost to other providers; Increases the amount available for grants to \$250,000 annually, if the balance in the fund is above \$2,000,000. If the balance in the fund falls below \$2,000,000, the amount remains 25% of the moneys deposited in the fund the prior year. Appropriates \$250,000 from the fund for implementation of the bill in FY 2014-15.	Senate Health & Human Services	Support	HB09-1196 allowed for moneys derived from civil penalties imposed on nursing facilities that are noncompliant with certain regulations governing participation in the Medicare and Medicaid program, to be used to promote the philosophy and practice of "culture change" in nursing facilities. After four years' experience those involved in the program have agreed that certain changes should be made to the statute to authorize more funding be made available for grants, make the program more accountable, and have a more direct impact on the residents living in nursing care facilities.	DRCOG supports increases in consumer protections for older adults and their caregivers and, in particular, legislation strengthening the role of the long-term care ombudsman as a resident/consumer advocate. DRCOG urges the state, when making decisions regarding funding for long-term care communities, to structure such funding to protect the quality of care for residents.
TRANSPORTATION BILLS						
HB 1301	Mitsch Bush/Kerr	<i>Safe Routes to School Program State Funding</i> - The bill authorizes the appropriation of state moneys to the program and requires that at least 20% but not more than 30% of the state moneys be used for noninfrastructure projects. The bill appropriates \$3 million of general fund moneys for the program.	House Transportation	Support	Under current law, the Colorado Department of Transportation administers the Safe Routes to School Program. The program distributes federal moneys to local governments and schools for projects to improve safety for pedestrians and bicyclists in school areas. Beginning in FY 2014-15, CDOT will receive no federal moneys for the Safe Routes to School grant programs.	DRCOG supports legislation that promotes efforts to create and fund a multimodal transportation system. DRCOG supports funding for safe routes to schools.

ATTACH G

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
March 19, 2014	Action	11

SUBJECT

This item pertains to the Board Workshop follow-up and next steps.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends several actions: a policy revision to the Board Handbook; direction to the Administrative Committee on Executive Policies; adoption of DRCOG commitments - those activities in which the Board engage no matter what; and, authorize the Chair to approve a representative group of volunteer Board members and alternates to serve on a Governance Committee, formally initiating the second phase of the Board's Organizational Development activities.

ACTION BY OTHERS

N/A

SUMMARY

In September 2013, Executive Director Schaufele described her plan for help staff and the Board sustain DRCOG over the long term, improved Board/staff relations, improved capacity building, develop measures to gauge success and create an even more efficient, effective, visionary organization.

In February, the Board adopted revised mission/vision statements, more accurately describing the activities of the Board and staff as well as the anticipated outcomes of those activities. As a next step, at the Board's annual workshop in February, attendees discussed governance (the role of the board and its interaction with the Executive Director and staff), the Executive Director's responsibilities and, potential new responsibilities of the Board's officers.

This item continues the Board's forward progress and follows up on discussions held during the workshop.

PREVIOUS DISCUSSIONS/ACTIONS

September 2013 – Executive Director Schaufele laid out a strategy for organizational development.

February 2014 – Board adopted new mission and vision statements

February 2014 – Board held its annual workshop

PROPOSED MOTIONS

1. Move to approve the revisions to policy in the Board handbook as shown in the attachment.
2. Move to direct the Administrative Committee to work with the Executive Director and the Director of Organizational Development to review and revise as necessary and take the

appropriate actions to manage the Executive Director through the attached executive policies.

3. Move to accept DRCOG's "commitments" stated in the revised DRCOG Mission statement: Transportation and Personal Mobility, Growth and Development, Aging and Disability Resources.

ATTACHMENT

- Workshop summary
- 2014 Board Workshop Evaluation results
- Bill Dodge (guest speaker at workshop) biography and comments on workshop
- Recommended revision to Board Handbook
- Proposed policy governance principles
- Proposed executive policies

ADDITIONAL INFORMATION

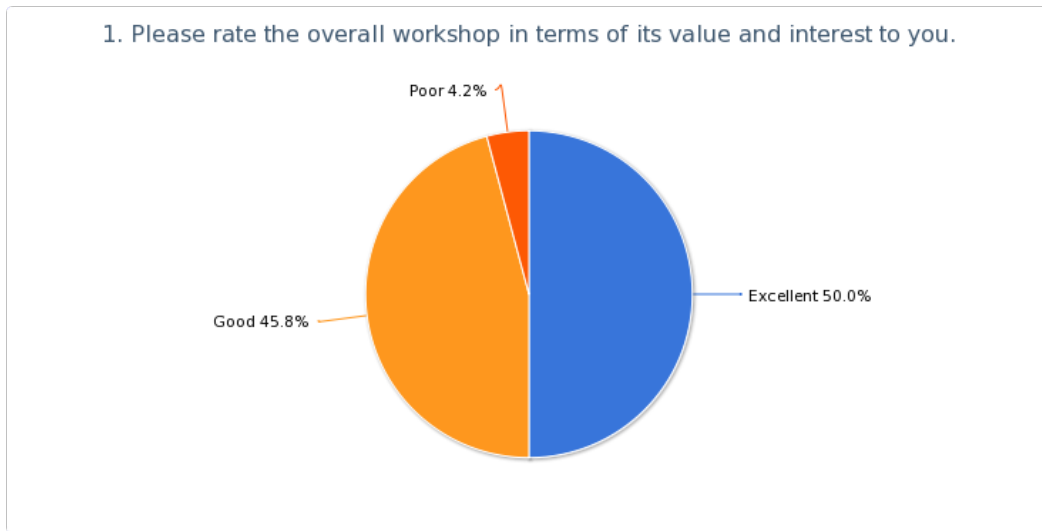
If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschuafele@drcog.org or Jerry Stigall, Organizational Development Director at 303-480-6780, or jstigall@drcog.org.

2014 Board Workshop Summary

The majority of Board members reported that the 2014 Board workshop held at Cheyenne Mountain Resort in Colorado Springs was a beneficial event. William (Bill) Dodge, former Executive Director of NARC, spoke on Friday evening about regionalism. The evening concluded with a team exercise with Board members participating in a Jeopardy type simulation on facts about DRCOG. Saturday's session focused on Governance topics and included breakout sessions for Board members to respond to the Executive Director's and Organizational Development director's recommendations for; a governance model, an expanded Board officer role, a revision to the Board handbook, and a collaboration assessment for Board members to assist in developing strategies for increased collaboration across the region.

DRCOG Board Workshop Evaluation - 2014

1. Please rate the overall workshop in terms of its value and interest to you.



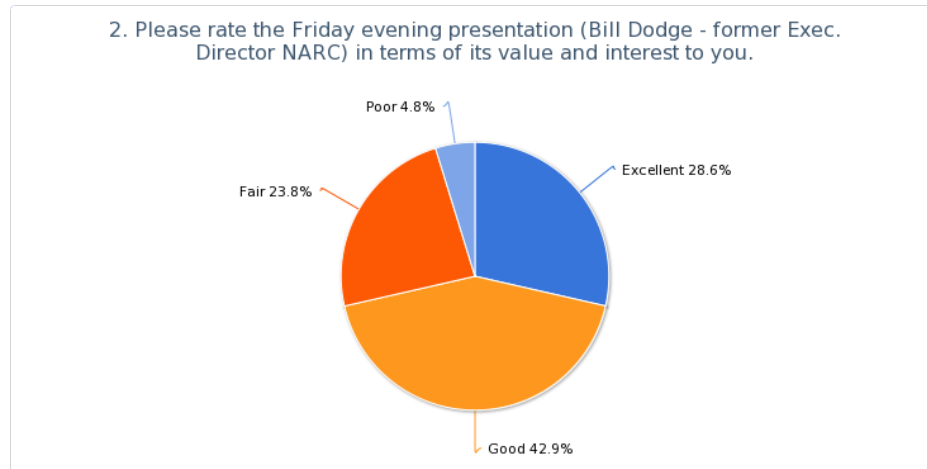
Value	Count	Percent
Excellent	12	50.0%
Good	11	45.8%
Fair	0	0.0%
Poor	1	4.2%

Statistics	
Total Responses	24
Sum	82.0
Avg.	3.4
StdDev	0.7
Max	4.0

Comments

Count	Response
1	Excellent opportunity to interact and network with peers
1	Great engaged group of Board Members. Too bad so few participated.
1	It was a very necessary exercise for the ability of the group to move forward on our purpose. Hopefully gave direction for the organization. In other MV cycles has the workshop been more about working on the actual MV?
1	As a new alternate, I was confused about the purpose of reviewing the policy governance document (breakout sessions) at least initially. Better direction in written form would help me.
1	New members should have an orientation prior to training. Too much about which I had no background.
1	Liked the interactive break-out sessions with the group brainstorming, feedback and idea sharing. Too Short, however, to be 100% effective and productive.
1	We are discussing relevant issues that will benefit the board both now and in the future. A benefit would be to increase or make Saturday all breakout sessions to discuss relevant issues.
1	It was good to discuss some substantive issues with the other members present. I think a few things came up that need to be addressed in the near term that will affect our success as a board, specifically how we as a board define regional and how that definition is further defined by the board for success.

2. Please rate the Friday evening presentation (Bill Dodge - former Exec. Director NARC) in terms of its value and interest to you.



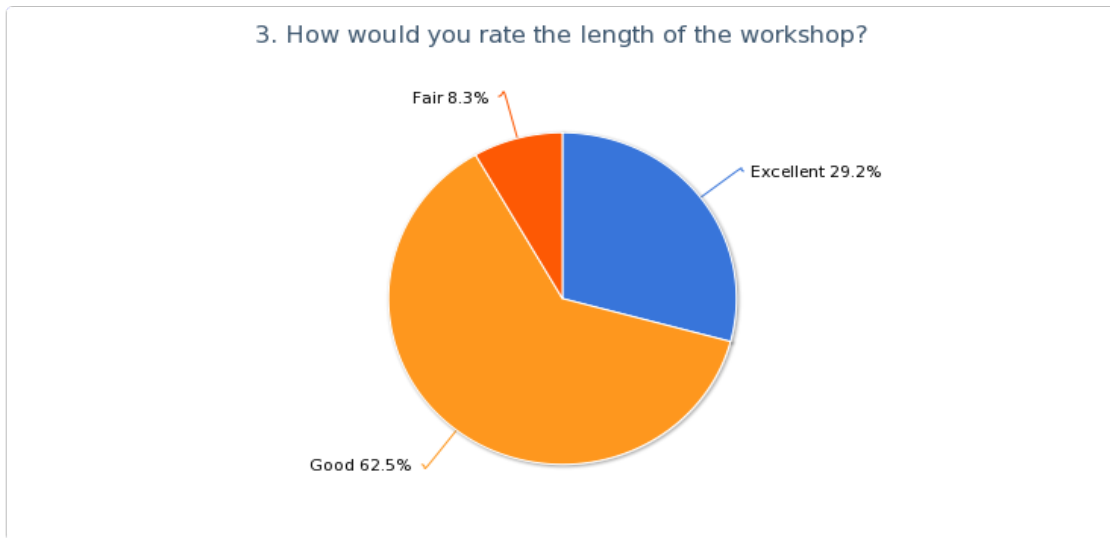
Value	Count	Percent
Excellent	6	28.6%
Good	9	42.9%
Fair	5	23.8%
Poor	1	4.8%

Statistics	
Total Responses	21
Sum	62.0
Avg.	3.0
StdDev	0.8
Max	4.0

Comments

Count	Response
1	I did not participate.
1	N/A - I was unable to attend.
1	Poor use of this speaker.
1	Would have preferred hearing his insight after he spent time with our Board.
1	I felt he was a bit vague and too high level. Thought he was doing intro to next day work shop but never saw the close...
1	Would have liked to see a little more evaluation of what works, doesn't work specifically at DRCOG
1	Would be of interest, if not beneficial, to hear from Bill his reflections/perception from observing our proceedings. Maybe his comments will yet be coming?

3. How would you rate the length of the workshop?



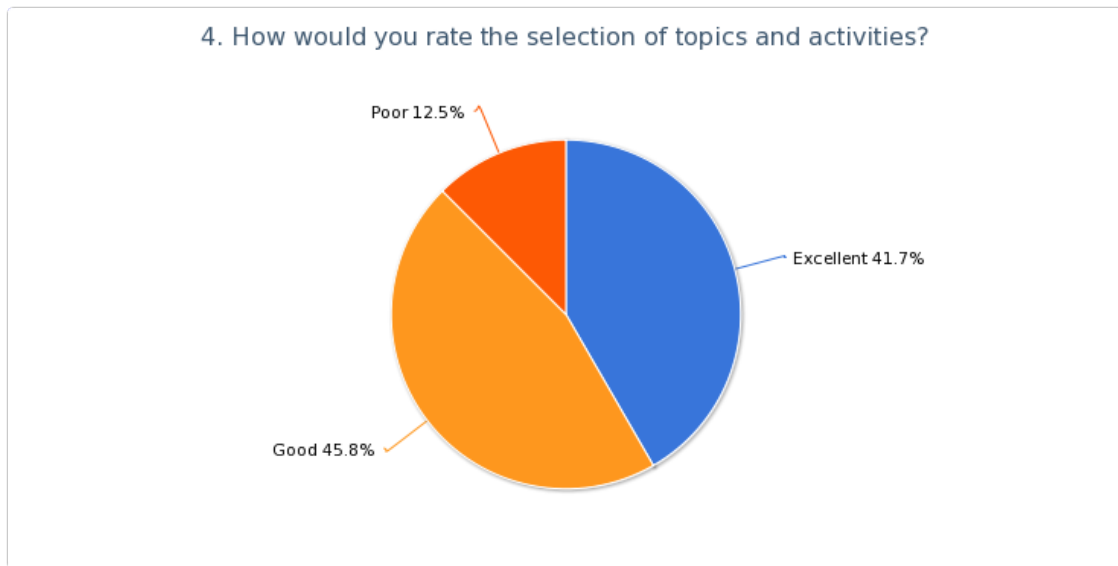
Value	Count	Percent
Excellent	7	29.2%
Good	15	62.5%
Fair	2	8.3%
Poor	0	0.0%

Statistics	
Total Responses	24
Sum	77.0
Avg.	3.2
StdDev	0.6
Max	4.0

Comments

Count	Response
1	Extend Friday to an earlier start. This could help members miss excessive traffic.
1	My apologies for missing the last 20 minutes, or so.
1	Seems we are always rushed. Would not want to do a second night, however.
1	could be a day longer
1	I think much more could be accomplished if it were Friday night, all day Saturday and a half day on Sunday. The breakout sessions did not allow enough time to fully discuss the issues or topics.
1	Too much to do in too little time. Suggest considering earlier on Friday (maybe 3:30 PM) and ending later on Saturday (say 4:00 PM). That would have given us two extra hours.

4. How would you rate the selection of topics and activities?



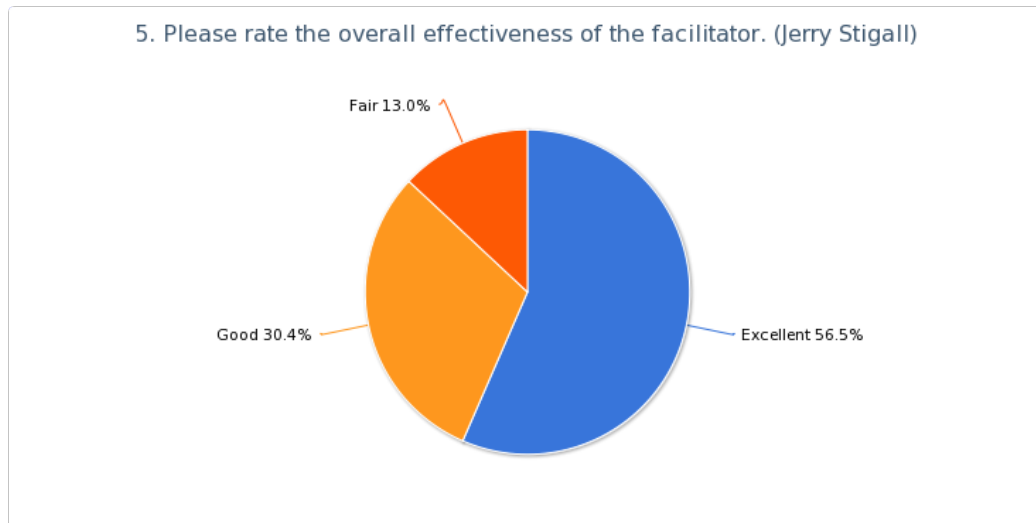
Value	Count	Percent
Excellent	10	41.7%
Good	11	45.8%
Fair	0	0.0%
Poor	3	12.5%

Statistics	
Total Responses	24
Sum	76.0
Avg.	3.2
StdDev	0.9
Max	4.0

Comments

Count	Response
1	All groups seemed to be actively engaged and interested in the topics
1	Would have been excellent but the Mars exercise wasn't very useful to me.
1	You seemed to pick what was relevant
1	I realize "Car Wars" was a play on Star Wars but was disappointed that it was an auto focused approach. I also thought the exercise could have been more valuable than simply a post lunch exercise for the sake of an exercise.
1	Increase breakout sessions - you have all of us captive, please take advantage by bringing topics and letting us provide input.
1	Execution was very good. However, the DRCOG Board, and Officers, have taken a step backwards to reexamine the Mission, Goals, and Roles. I would have preferred to spend time exploring how to make DRCOG more relevant in the region (communicating directly through the local Planning Commissions? recent Social Media opportunities/enhancements? Expanding on existing/new website capabilities? etc.)
1	The de-brief on CarWars could have included a reflection on how decisions were made where each groups selections were different than the DRCOG Board's project choices, and some post-discussion as to what learnings there may be.

5. Please rate the overall effectiveness of the facilitator. (Jerry Stigall)



Value	Count	Percent
Excellent	13	56.5%
Good	7	30.4%
Fair	3	13.0%
Poor	0	0.0%

Statistics	
Total Responses	23
Sum	79.0
Avg.	3.4
StdDev	0.7
Max	4.0

Comments

Count	Response
1	Jerry did a good job of 'herding cats.'
1	Nice guy and very knowledgeable
1	Should have hired him sooner.
1	He used 15-year old facilitation techniques, which perhaps may have been appropriate for old politicians.
1	Jerry is very good at breaking down complex concepts and presenting in a way that is understandable and applicable.

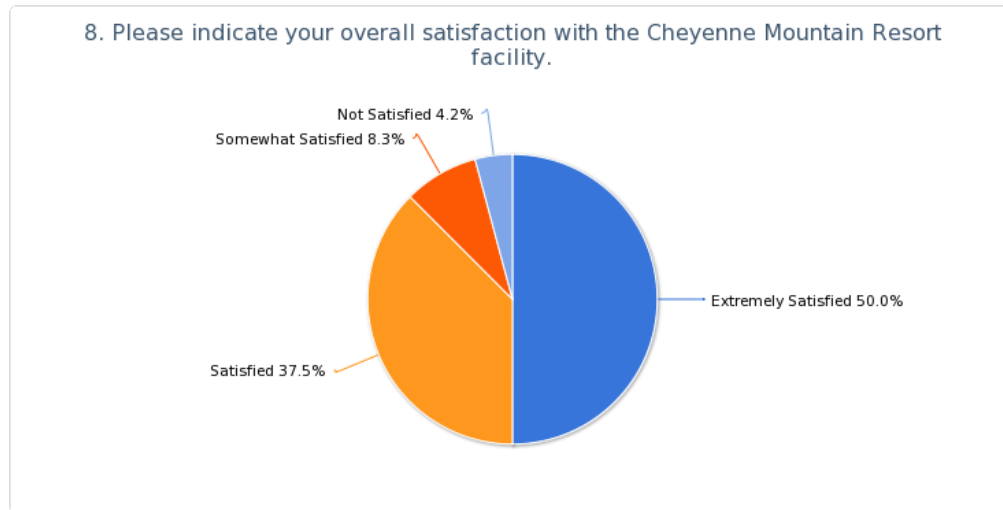
6. What was the most useful part of the workshop?

Count	Response
1	All of it!
1	Breakout sessions
1	Chair Hilbert's remarks
1	Interactions with other electeds.
1	Meeting people
1	Morning breakout
1	Networking
1	Networking Defining regionalism
1	Networking and brainstorming
1	Not useful to me,.
1	Rationale behind regional thinking.
1	The breakout discussions.
1	The breakout groups
1	Work session and information was beneficial and pertained to what we do.
1	Working with and becoming acquainted with the other members of the board
1	it all was good
1	performance ratings of staff
1	Break out group sessions and then information/idea sharing about the topics or issues being asked about.
1	I enjoyed the meals. The breakout session were spot on. Waiting for follow info that should be shared with the entire board.
1	Hearing an acceptance that "one size might not fit all" while respecting the differences in communities. If we can build on that, we will accomplish much (and suffer far less) in Board meetings.
1	Overall information and interaction. Working with different groups of board members in a more relaxed setting. Getting to know some of them better.
1	Small group discussions and report outs--it will be good to understand what the next steps are with the information gathered and how some of the important definitions of regional and success are defined by the board.

7. What was the least useful part of the workshop?

Count	Response
1	All parts were useful.
1	N/A
1	None
1	Results of employee survey
1	See above3
1	Speaker Friday night
1	The DRCOG Employee Survey, good information, however, better used internally.
1	The detailed information about employee satisfaction
1	The ice-breaker and Car Wars
1	The workshop was very strong throughout.
2	not sure
1	Car Wars. Board Survey - only due to the fact that so few members actually took the survey; how to get better engagement and greater participation should be examined. Also, I read page 12 of the hand out regarding the board handbook revision after the workshop. I felt like issues regarding this were raised during the small groups and report out sessions but I don't recall discussing this page as a group. Will these changes be implemented? I don't think there is alignment with the proposed changes and the discussion so I believe this needs to be revisited by the board.
1	Mars - while very entertaining, it needed clearer parameters. The outcome seemed the purpose was to "match" our previous TIP criteria, rather than discuss what criteria might/might not be used. But the instructions were there were "no criteria", so not terribly valuable.
1	Not enough broad group discussion / inquiry time for developing some understanding of what different directions/comments/insights were developed by other groups.
1	Nothing. I would better explain the expected outcomes of the breakout a bit more, but in the end it all came together nicely.

8. Please indicate your overall satisfaction with the Cheyenne Mountain Resort facility.



Value	Count	Percent
Extremely Satisfied	12	50.0%
Satisfied	9	37.5%
Somewhat Satisfied	2	8.3%
Not Satisfied	1	4.2%

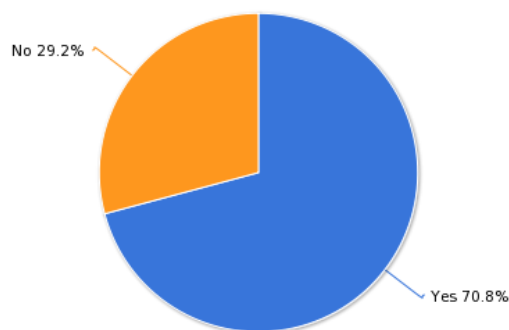
Statistics	
Total Responses	24
Sum	80.0
Avg.	3.3
StdDev	0.8
Max	4.0

Comments

Count	Response
1	Great food and space.
1	Very nice rooms. Buffet has lots of choices for different dining tastes.
1	When are they going to add karaoke?
1	Would love to go here every time!
1	Friday night the mashed potatoes were cold. The door handle to my room was difficult to engage. Saturday morning scrambled eggs were cold.
1	Last year, I was distracted because the heat didn't work in my room. Therefore, I had low expectations this year, and the weather cooperated, so the facility was fine. I don't think Colorado Springs bent over backwards, or even knew that we were there.

9. The out-of-town venue helped us better focus on the workshop topics.

9. The out-of-town venue helped us better focus on the workshop topics.



Value	Count	Percent
Yes	17	70.8%
No	7	29.2%

Statistics	
Total Responses	24
Sum	75.0
Avg.	3.1
StdDev	1.4
Max	4.0

Please provide any additional comments below.

Count	Response
1	Great conference, but felt too time-constrained on most discussions.
1	I think this is a must for teambuilding, especially as we add new members.
1	The out-of-town venue helped us better focus on the workshop topics!!!!!!
1	Would have appreciated a wrap up from Bill at the conclusion.
1	Just to reiterate, it is critical that we have a shared definition of what regional means as well as a shared understanding of how that definition translates down to the local level. I also think the discussion with regards to means and ends could be continued as I'm not sure we found a place of agreement as it is tied to the above need for a shared definition of regional. I was also concerned to learn that the word "sustainable" was removed from the vision statement. A statement which seems to pertain more to how we would define the region today more so than how we want the region to look in the future.
1	Would like to see a weekend workshop if this format continues - which was very beneficial. The breakout sessions felt rushed given the time limitations and topics just got discussed at a "tip of

Count	Response
	the iceberg" level. Could have been 100% more productive if all day Saturday and a half day on Sunday.
1	Would like to have heard Mr. Dodge's thoughts on our process and group. Was expecting something more from him than just the Friday night talk. Will his observations be shared with the staff, Board?
1	I much preferred the retreat that was held at the Warwick Hotel in Downtown Denver. After-all we are the DENVER metro region. I like the energy of downtown. It's good for economic development and sends a better message. If we are to rotate out of downtown, I would recommend using a facility in the suburbs within the DRCOG region. Imagine how appreciative that community would have been to host a DRCOG event.

WILLIAM R. DODGE

Summary Bio

William R. (Bill) Dodge has assisted community leaders and citizens to foster regional cooperation and build successful regional communities over the past three decades.

Bill helps individuals, organizations, and communities to build their capacities to address the tough regional challenges, such as safeguarding against natural and manmade threats, overcoming intercommunity fiscal, economic, and ethnic disparities, and shaping sustainable regional growth. He authors a column, *Regional Excellence*, which is shared in various publications and on national websites. Bill is currently writing a new book on the key components of effective regional charters, including becoming excellent regional citizens, connecting regional decision-making networks, and negotiating regional cooperative growth compacts.

Recently, as Executive Director of the National Association of Regional Councils, Bill offered assistance on the latest regional tools and techniques and shared information on emerging regional developments with regional councils of governments and other public, private, academic, and civic regional organizations. He brought regional leaders and their organizations together, in annual Regional Summits, to help advance a National Regional Agenda and guided the preparation of the first National State of the Regions report. He also represented the interests of regional councils before the U. S. Congress and federal agencies.

Earlier, Bill held senior management positions in local, state and national government and directed private, academic, and civic organizations. Bill recently served as the Interim Town Administrator for Silverton, Colorado, guiding the preparation of the annual budget and pursuing key infrastructure and recreation improvements.

Bill has been a visiting professor in graduate schools of public affairs and administration. He co-authored Shaping a Region's Future: A Guide to Strategic Decision Making for Regions, a manual to guide regional strategic planning processes, and wrote Regional Excellence: Governing Together to Compete Globally and Flourish Locally, a book to guide explorations of regional decision making.

Bill holds bachelor's and master's degrees in civil engineering (Cornell University), a master's degree in foreign affairs and economics (University of Virginia), and a certificate in urban and regional planning (Harvard University/Massachusetts Institute of Technology).

Bill is active nationally as a Fellow of the National Academy of Public Administration. He is the recipient of the Don Stone Intergovernmental Cooperation Award of the American Society of Public Administration. He has been active in Southwestern Colorado as a board member of the Mountain Studies Institute and the San Juan 2000 Development Association.

Regional Excellence Consulting

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Silverton, CO 81433

970-946-3280

Bill Dodge Comments on Workshop

Jack and Jennifer

Many, many thanks for inviting me to participate in the DRCOG Board retreat. The setting was superb and the discussions provocative.

I would like to share a couple of thoughts on the topics raised in your discussions, based on working with other regional council of governments (COGs) domestically and exploring their counterpart organizations globally.

First, and maybe foremost, COGs and other regional organization boards are exploring expanding their accountability activities, for a number of reasons. They realize that their track record for successfully addressing regional challenges, especially as the challenges become tougher, is mixed, and they want to know how to improve their record. All too often, their monitoring efforts do not forewarn them early enough on obstacles to addressing regional challenges, much less suggest ways to remove them. Moreover, their evaluation efforts are often too limited and too late to help them make informed decisions on addressing the next round of challenges. And they know all too well that the demand to address regional challenges is growing while the potential sources of funding are shrinking, making the pursuit of successful strategies to address selected regional challenges even more critical.

Second, to compensate for expanding accountability activities, as well as help train the next generation of regional citizens, COG and other regional organization boards are exploring ways to delegate more of their decision-making powers to other internal and external groups. For example, they can set policies for selecting priority plan initiatives or funding projects, ask other groups to review options and make recommendations, and limit board activities to approving the set of recommendations. If the boards conclude that the policies were not fully followed, they can ask the other groups to consider revising their set of recommendations.

Third, to stay future oriented, COG and other regional organization boards are exploring becoming the "turn to" resource for their regions. They are offering to provide limited staff assistance to individuals and especially groups that are interested in pursuing initiatives to address particular regional initiatives. They offer to meet with them, share any sources of information that might be helpful, and even help convene a gathering of potential participants. The boards generally set guidelines for assistance, such as assuring that the initiatives are open to all and not pursuing a particular political agenda. If there is a request for additional assistance, such as applying for funding or providing staff assistance, the COG staff makes a recommendation to the COG Board.

Becoming a "turn to" resource can help the COG Board identify new regional challenges as well individuals and groups that are willing to work on them. It can also allay the criticism that the COG is only interested in its own agenda. Maybe, most importantly, it sends the message that the COG "table" is open to other regional interests and potential partners in pursuing regional challenges.

Again, thanks. If there is an interest in expanding the organizational excellence conversations into exploring strengthening regional governance, I would be pleased to be of assistance. I have attached a copy of an article that I prepared on this topic for *Public Administration Review*.

I hope that our paths cross again in the near future.

Bill

Recommended revision to Board Handbook

From the section of the Board Handbook titled - Direction to staff and placement of items on the agenda.

Each year, the DRCOG Board meets at its workshop to decide on Board priorities for the coming year. Based on that direction, the staff compiles the annual strategic plan for Board approval in May or June. The Board sets staff priorities throughout the year with actions at Board meetings and the Executive Director ensures that the priorities are communicated to and completed by staff.

Proposed Inclusion in Board Handbook:

A Board member's interaction with the Executive Director or with staff must recognize the lack of authority vested in individuals except when explicitly BOARD authorized. The Executive Director is accountable only to the BOARD as an organization or whole body, and not to individual Board members. Therefore, the relationship between the Executive Director and individual Board members of the BOARD, including the Chair, is collegial, not hierarchical.

In addition, any Board member can bring up an item for Board consideration during the section of the agenda, "Other Matters by Members." If relevant, a simple majority of the Board can determine whether to pursue the item further. If an issue arises between Board meetings that a Board member would like the DRCOG Board to address, the Board member must request, in writing to the Board Chair and Executive Director, that the issue be placed on an upcoming agenda. The Board officers and the Executive Director, at their monthly meeting, will decide when to schedule said issue on the Board's agenda. Please also see "Staff communications."

The Principles of Policy Governance *From The Policy Governance FieldBook*

Key Terms used in this document

- **Ends** – strategic results or outcomes established by the Board and contained in Metro Vision.
- **Means** – processes, activities, tasks performed by staff to accomplish ‘ends’.
- **Executive policies** – limitations of the Executive Director and staff in accomplishing ends/results of the Board. Violation of Board expectations is not permitted in the pursuit of organizational results.

Ten Principles of Policy Governance

1. The Trust in Trusteeship

Because Board members act as trustees on behalf of a larger group (which is called the “moral ownership”) and because the Board is a subset of that group, the Board must do the following things: (1) Clearly identify who that larger group is and (2) Make certain that the organization achieves what the group wants it to achieve. This requires the Board to communicate (or link) with its owners.

2. The Board Speaks with One Voice or Not at All

Although unanimity is not required, the Board’s group decision must be unambiguous, recorded in policy, and upheld by all members of the Board as if it had been a decision that each made individually. No member has the authority to speak for the Board unless specifically authorized to do so by the whole Board. The Board’s policies are the Board’s voice.

3. Board Decisions Should Be Policy Decisions

Because the Board’s voice is expressed in its policies, Board decision making is always an amendment of, or an addition to, existing policy.

4. Boards Should Formulate Policy by Determining the Broadest Values Before Progressing to Narrower Ones

By developing policies at the highest level initially, Boards can delegate details and concentrate on why those details matter. For example, instead of deciding that staff members should receive a certain number of vacation days each year, the Board could decide that fair and competitive staff treatment is a Board value. Board members can then leave it to the chief executive officer (CEO) to interpret their words, or they can go to the next level of specificity.

5. A Board Should Define and Delegate Rather Than React and Ratify

If a Board truly chooses to govern, then it must not be led by staff members or by its own committees. The Board itself should work incessantly, continually, and obsessively to define the results the organization is to produce (*Ends* policies or strategic results like those in Metro Vision 2035) and define the “acceptable boundaries” (Board expectations) within which it can delegate the achievement of those results to the CEO. If truly governing, the Board should not be simply reacting to and ratifying staff or committee ideas.

6. Ends Determination is the Pivotal Duty of Governance

On behalf of the moral ownership (which cannot conveniently assemble on a regular basis), the Board must paint the target toward which the staff should shoot in terms of the benefits to be produced, the people to be served, and the cost of meeting these goals. There is no greater governance job than this and it cannot be delegated. **Board ends or strategic results are defined in Metro Vision.**

7. The Board Can Best Control Staff Means by Limiting, Not Prescribing

Although Boards try to develop complete ‘To Do’ lists for CEOs, for other staff members, or for committees, Boards cannot oversee all the detail involved. It is easier, and in fact more complete, for a Board to tell the CEO what should be achieved on behalf of the moral ownership (in *Ends/results* policies) and then to allow the CEO to use his or her expertise and experience to determine how best to get there within the limits of the law, prudence, and ethics. (**Executive Policies**)

8. A Board Must Explicitly Design Its Own Products and Processes

Because the Board’s governance function is distinct from the staff’s management function, the Board must determine its own definition of governance and then decide how it will actually govern. All Board members should clearly understand why the Board exists; the purpose is not to oversee staff but rather to define the future on behalf of the moral ownership and to ensure that this future is achieved in a legal, ethical, and prudent manner.

9. A Board Must Form an Empowering and Safe Linkage with Management

Role clarity means that the Board clearly knows its own role and the staff’s role and that the staff has a similar understanding. If both understand each other’s roles, if these roles do not overlap, and if both parties agree to adhere to these roles, the staff members can function freely yet be fully aware of their limitations. Board members essentially tell staff members, “We will not interfere if you can achieve the Ends/Results without violating Executive Policies”.

10. CEO Performance Must Be Monitored Rigorously but Only Against Policy Criteria

In a fair contest, contestants are only judged if they know the rules. Similarly, in Policy Governance the Board judges the staff only according to the Board’s own rules, and the staff will know those rules because they have been stated in policies.

Executive Polices

(see additional content on the next page)

Executive policies – limitations of the Executive Director and staff in accomplishing ends/results of the Board. Violation of Board expectations is not permitted in the pursuit of organizational results.

The following list of Executive Policies has been adapted from *The Policy Governance Model™* – John and Miriam Carver. (see the following pages for detail on each Executive Policy)

1. GENERAL EXECUTIVE DIRECTOR CONSTRAINT
2. TREATMENT OF CITIZENS, TAXPAYERS, STAFF AND VOLUNTEERS
3. COMPENSATION, BENEFITS, EMPLOYMENT
4. FINANCIAL PLANNING AND BUDGET
5. FISCAL MANAGEMENT AND CONTROLS
6. PROTECTION OF ASSETS
7. IMMEDIATE SUCCESSION
8. COMMUNICATIONS WITH AND SUPPORT OF THE BOARD

Executive Policies

Executive policies provide the necessary guidance for the Executive Director to effectively lead the organization toward progressing the goals and priorities of DRCOG. Executive policies state the actions that **cannot** be taken (limitations) in order to achieve organizational goals and priorities. The logic behind Executive Policies is that it's easier to establish the 'fence around the power station' that to prescribe what should be done. The goals of the organization are the ends to achieve. The Executive Policies prevent the goals from being achieved through means that create liabilities for the organization.

The following list of Executive Policies has been adapted from *The Policy Governance Model*TM – John and Miriam Carver.

1. GENERAL EXECUTIVE DIRECTOR CONSTRAINT

Within the scope of authority delegated to him/her by the Board, the Executive Director shall not cause nor allow any practice, activity, decision or organizational circumstance that is either unlawful, imprudent, or in violation of commonly accepted business and professional ethics. The Executive Director shall not cause or allow conditions that are unsafe, unfair, dishonest, disrespectful or undignified.

2. TREATMENT OF CITIZENS, TAXPAYERS, STAFF AND VOLUNTEERS

The success of DRCOG depends upon the partnership between citizens, taxpayers, elected officials and DRCOG employees.

The Executive Director shall not:

- Ignore community opinion on relevant issues or make material decisions affecting the community in the absence of relevant community input.
- Allow the community to be uninformed (or informed on an untimely basis) about relevant decision-making processes and decisions.
- Be disorganized or unclear with respect to interactions with the community.
- Ignore problems or issues raised by the community or address them in an untimely manner.
- Allow incompetent, disrespectful or ineffective treatment from employees.
- Unduly breach or disclose confidential information.

TREATMENT OF CITIZENS, TAXPAYERS, STAFF AND VOLUNTEERS, cont.

Accordingly, pertaining to paid staff and volunteers within the scope of his/her authority, the Executive Director shall not:

- Allow staff or volunteers to operate without written personnel policies and/or procedures, approved by legal counsel, which clarify personnel rules for staff, provide for effective handling of grievances, and protect against wrongful conditions.
- Allow staff or volunteers to be unacquainted with their rights under this policy upon and during their employment.
- Retaliate against any staff or volunteers for non-disruptive internal expressions of dissent.
- Prevent staff or volunteers from using established grievance and/or due process procedures.
- Prevent staff or volunteers from bringing a grievance to the Board when internal grievance procedures have been exhausted, or the individual alleges that Board policy has been violated.

3. COMPENSATION, BENEFITS, EMPLOYMENT

With respect to employment, compensation, and benefits to employees, consultants, contract workers and volunteers, the Executive Director shall not:

- Cause or allow jeopardy to fiscal integrity of DRCOG.

Accordingly, the Executive Director shall not:

- Change his, or her, own compensation and benefits,
- Promise or imply permanent or guaranteed employment or benefit,
- Establish compensation and benefits that deviate materially from the regional or professional market for the skills employed, unless approved by the Board,
- Establish deferred or long-term compensation and benefits.

4. FINANCIAL PLANNING AND BUDGET

With respect to strategic planning for projects, services and activities with a fiscal impact, the Executive Director may not:

- Jeopardize either programmatic or fiscal integrity of DRCOG.

Accordingly, the Executive Director shall not:

- Allow budgets or financial planning that deviates materially from the Board's Goal priorities,
- Risks financial jeopardy, or is not derived from a plan projecting in two and five year increments, deviate from statutory requirements,
- Deviate materially from BOARD-stated priorities in its allocation among competing budgetary needs.
- Contain inadequate information to enable credible projection of revenues and expenses; separation of capital and operational items; cash flow projections; audit trails; identification of reserves, designations and undesignated fund balances; and disclosure of planning assumptions.
- Plan the expenditure in any fiscal year of more funds than are conservatively projected to be received in that period, or which are otherwise available.
- Allow designated working capital (or revenue shortfall) fund balance to fall below 10% of operating expenditures.
- Fail to maintain a Budget Contingency Plan capable of responding to significant shortfalls within the DRCOG's budget.
- Fail to protect, within his or her ability to do so, the integrity of the current or future bond ratings of DRCOG.
- Present a risk that relates to situations or conditions described as unacceptable in the Fiscal Management and Controls Policy.
- Provides less for Board activities during the year than is set forth in the Governance Investment Policy.
- Fails to show reserves and designations subject to the requirements of the law and "Generally Accepted Accounting Principles."

5. FISCAL MANAGEMENT AND CONTROLS

With respect to the actual, ongoing financial condition of DRCOG, the Executive Director may not:

- Cause or allow the development of fiscal jeopardy or a material deviation from Board-established priorities.
- Expend more funds than have been received in the fiscal year, or are otherwise available. For purposes of this limitation, restricted fund expenditures are not considered revenues or “otherwise available” funds.
- Pay DRCOG obligations in an untimely manner or outside of the ordinary course of business.
- Engage in any purchases wherein normally prudent protection has not been given against conflict of interest and shall not engage in purchasing practices in violation of the law or DRCOG purchasing procedures.
- Use any fund for a purpose other than for which the fund was established.
- Fail to establish and implement competitive purchasing policies and procedures that ensure openness and accessibility of contract opportunities.
- Make any purchase or contract, or obligate the DRCOG for any amount over \$60,000.
- Allow any other appointed or elected official to make any purchase or contract, or obligate DRCOG for any amount over \$25,000.
- Exercise inadequate internal controls over receipts and disbursements or allow material dissipation of assets.
- Compromise the independence of the Board’s audit or other external monitoring or advice.
- Accept revenues from sources that are not, in fact and appearance, consistent with Board Goals. Incur debt to finance current operating expenditures.
- Allow the debt period for bonds used to finance capital projects to exceed the useful life of the project.
- Allow fiscal management practices that would cause the rating on any DRCOG bond issue to fall below Standard and Poor’s AA- rating (or the equivalent rating of another rating agency).
- Allow reserved, designated and undesignated fund balances to reach levels inadequate to mitigate the risk of current and future revenue shortfalls or unanticipated expenditures.
- Jeopardize the DRCOG’s creditworthiness and financial position from unforeseen emergencies.

6. PROTECTION OF ASSETS

Within the scope of his/her authority in the Executive Director and given available resources, the Executive Director shall not:

- Allow the DRCOG's assets to be unprotected, inadequately maintained or unnecessarily risked.
- Fail to have in place a Risk Management program that insures against property losses and against liability losses to the Board, staff and DRCOG to the amount legally obligated to pay, or allow the organization to be uninsured against theft and casualty losses, against liability losses to Board members, staff and the organization itself in an amount equal to or greater than the average for comparable organizations, and against employee theft and dishonesty.
- Allow un-bonded personnel access to material amounts of funds, or fail to provide adequate insurance to protect against employee dishonesty and theft.
- Subject facilities and/or equipment to improper wear and tear or insufficient maintenance (except normal deterioration and financial conditions beyond Executive Director control).
- Unnecessarily expose DRCOG, the Board or staff to claims of liability.
- Fail to protect intellectual property (including intellectual property developed using DRCOG resources), information, and files from loss or significant damage.
- Allow internal control standards for the receipt, processing and disbursement of funds to be less than that necessary to satisfy generally accepted accounting/auditing standards recognizing that the cost of internal control should not exceed the benefits expected to be derived.
- Endanger DRCOG's public image, its credibility, or its ability to accomplish the Board's Goals.
- Fail to adequately plan for short and long-term capital or facility needs.
- Compromise the independence of the Board's auditor or other external monitors or advisors.
- Engaging parties already chosen by the Board as consultants or advisors is not permitted.

7. IMMEDIATE SUCCESSION

In order to protect the Board from sudden loss of Executive Director services, the Executive Director may have no less than one other member of the management team familiar with Board and DRCOG issues and processes.

8. COMMUNICATIONS WITH AND SUPPORT OF THE BOARD

The Executive Director shall not:

- Permit the Board to be uninformed or unsupported in its work.

Accordingly, the Executive Director shall not:

- Withhold, impede or confound information necessary for the Board's informed accomplishment of its job.
- Allow the Board to be uninformed (or informed on an untimely basis) about relevant events and issues.
- Neglect to submit reports, as well as reporting data, required by the Board in a timely, accurate and understandable fashion.

- Allow the Board to be unaware of any actual or anticipated noncompliance with any Goals or Executive Policies, regardless of the Board's reporting/monitoring schedule.
- Let the Board be without decision information it requests, or unaware of relevant trends, or other points of view, issues and options as needed for well-informed Board decisions.
- Let the Board be unaware of incidental information it requires, including but not limited to anticipated adverse media coverage, threatened or pending lawsuits, or material external and internal/organizational changes – including Administrative Policies. Notification of planned internal changes is to be provided in advance, when feasible.
- Fail to report to the Board any and all matters related to actual or perceived sexual harassment; hostile workplace conditions; or discrimination on the basis of basis of race, color, religion, national origin, gender, age, military status, sexual orientation, and marital status, or physical or mental disability.
- Fail to inform the Board, if, in the Executive Director's opinion, the Board is not in compliance with its own policies on Governance Process and Board-Management Delegation, particularly in the case of the Board behavior that is detrimental to the work relationship between the Board and the Executive Director.
- Present information in unnecessarily complex or lengthy form.

ATTACH H

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
March 19, 2014	Informational Briefing	12

SUBJECT

This is a final report on the activities and accomplishments of the Board-appointed Metro Vision Implementation Task Force.

PROPOSED ACTION/RECOMMENDATIONS

This item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

This presentation will include a brief overview of what activities have occurred to date by the MV Implementation Task Force and how the remaining issues that were identified by the group as key issues for further research and discussion are being handled within the framework of SCI and MV 2040.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

N/A

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschuafele@drcog.org, or Dr. Flo Raitano, Special Projects Manager, Regional Planning and Operations at 303-480-6789 or fraitano@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

Meeting Date	Agenda Category	Agenda Item #
March 19, 2014	Informational Briefing	13

SUBJECT

This item is a joint briefing on Community/Stakeholder Outreach activities for both the Sustainable Communities Initiative (SCI) and Metro Vision 2040.

PROPOSED ACTION/RECOMMENDATIONS

This item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

This presentation will include a brief overview of what outreach activities have occurred to date and those that are still in process as well as what target audiences have been reached. Staff will provide a brief summary of what those audiences have been saying and the issues that they have identified to date. The presentation will set the context for subsequent briefings on specific topics for both SCI and MV 2040.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

N/A

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org, Brad Calvert, Senior Planner, Regional Planning and Operations at 303-480-6839 or bcalvert@drcog.org, or Paul Aldretti, SCI Coordinator, at 303-480-6752 or paldretti@drcog.org

MINUTES
ADMINISTRATIVE COMMITTEE
Wednesday, February 19, 2014

Present:

Jack Hilbert, Chair
Eva Henry
Bill Holen
Sue Horn
Elise Jones
Doug Tisdale
Chris Nevitt
Ron Rakowsky
Don Rosier
Jackie Millet
Val Vigil

Douglas County
Adams County
Arapahoe County
Bennett
Boulder County
Cherry Hills Village
Denver
Greenwood Village
Jefferson County
Lone Tree
Thornton

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

Chair Jack Hilbert called the meeting to order at 5:35 p.m. with a quorum present.

Motion to Adopt the Consent Agenda

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

- Minutes of December 18, 2013
- Resolution No. 1, 2014 authorizing the Executive Director to negotiate and execute contracts with the State of Colorado Department of Transportation and with operating agencies to purchase traffic signal system equipment.

Move to select Distinguished Service Award Recipients

Doug Tisdale **moved, seconded** by Don Rosier, selection of the following to receive Distinguished Service Awards, Jim Fox, Denver; Nathan Mosley, Wheat Ridge; Bob Wilson, Citizen; Bob Watkins, Aurora; Kelli Fritts, AARP Colorado; Paul Ryan, (posthumous) Denver; George Gerstle, Boulder County. The motion **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 semi-annual Awards event in April.

Report of the Chair

Jack Hilbert reported the 6-month update for the Executive Director is not completed. Only 3 members responded to the survey. Staff will re-send the survey, members were asked to respond.

Report of the Executive Director

The Executive Director did not provide a report.

Other Matters by Members

Ron Rakowsky asked about the date for the June 2014 Board meeting. Jennifer Schaufele reported the Board and Administrative Committee meetings for June and November were rescheduled due to conflicts with outside agency events. An email will go out to the Board to inform everyone of the rescheduled dates.

Anthony Graves reported that Mayor Hancock has appointed Crissy Fanganello, Director of Transportation, to represent him on the Board.

Next Meeting

The next meeting is scheduled for March 19, 2014

The meeting adjourned at 5:55 p.m.

Jack Hilbert, Chair
Administrative Committee
Denver Regional Council of Governments

ATTEST:

Jennifer Schaufele, Executive Director

Jan's take: Let's stop fooling around and fast-track roads, transit

February 25, 2014

By: Jan Buchholz

Austin Business Journal

I've attended two panels focused on real estate in the past two weeks, and eventually the conversations evolved into a discussion about transportation and the fact that Austin simply can't kick increasing traffic congestion and gridlock down the road any longer.

Tuesday at the Bisnow Retail & Restaurant Development Summit, experts talked about the changing face of retail and the murky future of brick-and-mortar development in the face of Internet competition. But eventually, transportation issues surfaced.

Greg Weaver, executive vice president for Catellus Development Corp., said that if taxpayers in Central Texas don't pony up for some major multimodal transportation bond measures, then Austin is going to suffer eventually. The popularity party will be over.

I couldn't agree more. In fact, the first time I visited Austin in 2006, I was amazed at the awful condition of I-35 in the shadow of the State Capitol. How could lawmakers ignore the fact that the major interstate running through the city was mired in 1960s' capacities? I could not believe how much time my daughter and I were stuck in traffic trying to navigate the city as she shopped for a college to attend.

Growing up in Denver and also living for several years in Phoenix, I saw how those two growing metropolitan areas finally bit the bullet and funded huge transportation infrastructure.

Perhaps Denver did it best with strong leadership from the city, a collaborative called the **Denver Regional Council of Governments**, the Colorado Department of Transportation and the Regional Transportation District. That vision and cooperation resulted in the huge T-REX project, which massively increased the capacity of I-25 and I-225 and added light rail. Also during this time of the late 1990s and early 2000s, the FasTracks plan for light rail was established.

None of this was easy. In fact, it was quite a mess, but a well-managed mess. It was also expensive. T-REX alone was \$1.7 billion. FasTracks has had its problems and setbacks when the estimated cost of \$4.7 billion ballooned to \$6.5 billion. In both cases, taxpayers have had to pay, but Denver's transportation system is really something to behold and will benefit the city for many years to come.

Phoenix was late to the party, too. For many years, area leadership figured that if they didn't build freeways, no one would come. That's insane thinking in this day and age. You have to grow and expand or die. But eventually voters approved huge transportation measures and the Phoenix freeway system is impressive. A starter light rail line, which runs from Mesa to north

central Phoenix, has exceeded ridership from the get-go, and hopefully voters will support more lines and extensions.

At the heart of the success of these transportation plans were politicians, business leaders and everyday citizens who felt passionately about transportation and worked together to make it happen. I think a lot of the credit belongs to the **Denver Regional Council of Government** and the Maricopa Association of Governments in Phoenix. Folks in these organizations lobbied tirelessly for support and persevered when the going got tough.

Which brings me back to Austin.

As Weaver and others said, asking voters to approve \$90 million in bonds for parks and trails funding is not what is called for at this time. Austin's future as a viable economic engine is at stake. Huge expenditures — in the billions of dollars — are needed for both highways and transit. A strong regional effort must emerge, and yet, several real estate folks have told me that there is no clear path for collaboration between Central Texas governments. The governments collaborative up to this point are pretty anemic and businesses haven't been strong in pushing forward an ambitious transportation agenda.

Instead of patting each other on the back and citing the latest national accolades, the time has come for the politicians, bureaucrats and business interests to buckle down and create a regional highway and transit plan that will take Central Texas into the next century. To do anything less would be lazy, irresponsible and maybe a little arrogant.

Institute plans to sue CDOT over U.S. 36

February 18, 2014

By: Joshua Lindenstein

Boulder County Business Report

BOULDER - The Boulder-based Drive SunShine Institute has announced plans to file a lawsuit against the Colorado Department of Transportation on Wednesday in hopes of halting a contract that covers the private management of U.S. Highway 36 for the next 50 years.

The lawsuit is being filed on the grounds that CDOT failed to do a complete Environmental Impact Assessment on the U.S. 36 Express Lanes Project that is under way between Denver and Boulder. The charge is one that CDOT spokeswoman Amy Ford on Tuesday said is unfounded.

In addition to filing the lawsuit Wednesday, Drive SunShine is leading a protest of the contract at CDOT headquarters, where CDOT's High-Performance Transportation Enterprise board will be meeting to review the contract with Plenary Roads Denver. The group will also deliver a petition supporting public ownership of U.S. 36 to U.S. Department of Transportation officials.

CDOT's Express Lanes Project adds a new toll lane to U.S. 36 in each direction between Boulder and Denver. The lane will also be used for Bus Rapid Transit and carpool vehicles carrying three or more people. The project also refurbishes the existing general-purpose lanes and adds a commuter bike lane.

Plenary Roads Denver was chosen in April through a bid process to manage the highway and collect tolls on the new express lanes. But the contract defining the public-private partnership has come under fire recently by lawmakers and citizens who say there was too much secrecy surrounding the deal.

Specifically, people have been upset about aspects of the contract that raise the definition of a high occupancy vehicle from two to three people as it relates to being able to use the toll lanes for free, as well as the fact that tolls for a round trip from Boulder to Denver could rise to as much as \$28.

Drive SunShine officials could not be reached Tuesday. But in a press release they said that deterrents like the potential for high tolls and the tightened definition on HOVs could decrease the public's carpooling efforts and actually increase environmental impact caused by the new project.

"The bottom line is that the 2009 Environmental Impact Assessment for the US 36 project is seriously flawed," said Ken Beitel, a clean energy analyst for Drive SunShine. "A deficient EIA that actually increases carbon emissions on U.S. 36 means that federal tax dollars in the form of TIFIA loans cannot be used to support the U.S. 36 privatization project."

CDOT funded Phase 1 of the project - running from Interstate 25 to 88th Ave. - with a combination of money from CDOT itself, the Regional Transportation District, the **Denver Regional Council of Governments**, and federal Transportation Infrastructure Finance and Innovation Act program loans.

Phase 2, from 88th Ave. to Boulder, is also slated to receive TIFIA financing. And Ford said Plenary Roads Denver will be assuming the TIFIA debt for both phases as part of the management contract.

Ford said CDOT went through the necessary process for the environmental studies required for receiving such funds.

"Certainly it was a very extensive and expensive process that was overseen and approved by the federal government," Ford said.

Ford said CDOT officials don't believe the lawsuit will slow down the financial close of the contract with Plenary Roads Denver, which is still slated to take place by the end of this month.