

Board Officers

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

AGENDA
BOARD OF DIRECTORS
WEDNESDAY, MAY 20, 2015
6:30 P.M. – 8:30 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. *Move to Approve Agenda
5. 6:35 Report of the Chair
 - Report on Regional Transportation Committee
6. 6:40 Report of the Executive Director
7. 6:45 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. 7:05 *Move to Approve Consent Agenda
- Minutes of April 15, 2015
(Attachment A)
 - Approve the DRCOG Metropolitan Transportation Planning Process Self-Certification Statement
(Attachment B) Doug Rex, Director, Transportation Planning & Operations
 - Confirm appointments to the Metro Vision Issues Committee in accordance with the committee guidelines established by the Board
(Attachment C) Jackie Millet, Chair

ACTION AGENDA

9. 7:10 *Move to approve Arapahoe County's request for an additional one (1) square mile of urban growth boundary/area
(Attachment D) Rod Bockenfeld, Arapahoe County Commissioner
10. 7:20 *Move to approve eligibility rules and evaluation criteria for FY2016-2017 studies funded through the Station Area Master Plans/Urban Center Planning Studies Pool outlined in the 2016-2021 Transportation Improvement Program (TIP)
(Attachment E) Brad Calvert, Metro Vision Manager, Regional Planning & Operations
11. 7:30 *Move to endorse the Sustainable Communities Regional Principles and accept the document containing the principles and recommended strategies as presented by the SCI Executive Committee
(Attachment F) Paul Aldretti, SCI Coordinator, Regional Planning & Operations

INFORMATIONAL BRIEFINGS

12. 7:40 Bike to Work Day Presentation
(Attachment G) Steve Erickson, Director, Communications & Marketing
13. 7:50 Presentation on Collaborative Assessment
(Attachment H) Jerry Stigall, Director, Organizational Development
14. 8:00 RTD FasTracks Status Report
(Attachment I) Doug Rex, Director, Transportation Planning & Operations
15. 8:10 Area Agency on Aging Contracts
(Attachment J) Jayla Sanchez-Warren, Director, Area Agency on Aging

***Motion Requested**

INFORMATIONAL BRIEFINGS (cont.)

16. 8:20 **Committee Reports**

The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG

- A. Report on State Transportation Advisory Committee – Elise Jones
- B. Report from Metro Mayors Caucus – Sue Horn
- C. Report from Metro Area County Commissioners– Don Rosier
- D. Report from Advisory Committee on Aging – Jayla Sanchez-Warren
- E. Report from Regional Air Quality Council – Joyce Thomas/Jackie Millet
- F. Report on E-470 Authority – Ron Rakowsky
- G. Report on FasTracks – Bill Van Meter

INFORMATIONAL ITEMS

17. **Legislative Wrap-Up**

(Attachment K) Rich Mauro, Senior Legislative Analyst

18. **Plan/Program adoption voting information**

(Attachment L) Jennifer Schaufele, Executive Director

19. **Draft May 6, 2015 Metro Vision Issues Committee summary**

(Attachment M)

20. **Draft April 15, 2015 Administrative Committee summary**

(Attachment N)

21. **Relevant clippings and other communications of interest**

(Attachment O)

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

22. **Next Meeting –July15, 2015 – Please note: due to a conflict with the annual CML Conference, the June Board meeting is cancelled**

23. **Other Matters by Members**

24. 8:30 **Adjournment**

SPECIAL DATES TO NOTE

June 24

Bike to Work Day

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

CALENDAR OF FUTURE MEETINGS

May

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

June

3	Metro Vision Issues Committee	4:00 p.m.
16	Regional Transportation Committee	CANCELLED
17	Administrative Committee	CANCELLED
	Board of Directors	CANCELLED
19	Advisory Committee on Aging	Noon – 3 p.m.
22	Transportation Advisory Committee	1:30 p.m.

July

1	Metro Vision Issues Committee	4:00 p.m.
14	Regional Transportation Committee	8:30 a.m.
15	Administrative Committee	5:30 p.m.
	Board of Directors	6:30 p.m.
17	Advisory Committee on Aging	Noon – 3 p.m.
27	Transportation Advisory Committee	1:30 p.m.

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

Acronym List

* Denotes DRCOG Program, Committee or Report

AAA	Area Agency on Aging	NARC	National Association of Regional Councils
AASHTO	American Association of State Highway and Transportation Officials	NEPA	National Environmental Policy Act
ADA	Americans with Disability Act of 1990	NHPP	National Highway Performance Program
AMPO	Association of Metropolitan Planning Organizations	NFRMPO	North Front Range Metropolitan Planning Organization
APA	American Planning Association	NHS	National Highway System
APCD	Air Pollution Control Division	NOx	Nitrogen oxides
AQCC	Air Quality Control Commission	NWCCOG	Northwest Colorado Council of Governments
ARRA	American Recovery and Reinvestment Act	O&M	Operations and Maintenance
BMPs	Best Management Practices	O 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, APRIL 15, 2015

Members/Alternates Present

Jackie Millet, Chair	Lone Tree
Eva Henry	Adams County
Bill Holen	Arapahoe County
Elise Jones	Boulder County
Dennis Harward	City & County of Broomfield
Tom Hayden (Alternate)	Clear Creek County
Crissy Fanganello	City & County of Denver
Chris Nevitt	City & County of Denver
Roger Partridge	Douglas County
Don Rosier	Jefferson County
Bob Fifer	City of Arvada
Bob Roth	City of Aurora
Sue Horn	Town of Bennett
Suzanne Jones	City of Boulder
Anne Justen	Town of Bow Mar
Lynn Baca	City of Brighton
George Teal	Town of Castle Rock
Cathy Noon	City of Centennial
Laura Christman	City of Cherry Hills Village
Gale Christy	Town of Columbine Valley
Jim Benson	City of Commerce City
Debbie Nasta	City of Dacono
Daniel Dick (Alternate)	City of Federal Heights
Saoirse Charis-Graves	City of Golden
Jerry Presley (Alternate)	City of Greenwood Village
Brad Wiesley	City of Lafayette
Tom Quinn (Alternate)	City of Lakewood
Phil Cernanec	City of Littleton
Gabe Santos	City of Longmont
Ashley Stolzmann	City of Louisville
John O'Brien	Town of Lyons
Colleen Whitlow	Town of Mead
Joyce Downing	City of Northglenn
John Diak	Town of Parker
Gary Howard	City of Sheridan
Rita Dozal	Town of Superior
Jenice "JJ" Dove (Alternate)	City of Thornton
Herb Atchison	City of Westminster
Joyce Jay	City of Wheat Ridge
Debra Perkins-Smith	Colorado Department of Transportation
Bill Van Meter	Regional Transportation District

Others Present: Jennifer Schaufele, Executive Director, Connie Garcia, Executive Assistant/Board Coordinator, DRCOG; Jeanne Shreve, Adams County; Mac Callison, Aurora; Heather Lamboy, Castle Rock; David Weaver, Joe Fowler, Chris Pratt, Douglas County; Steve Durian, Nate Emswiler, Jefferson County; Kent Moorman, Thornton; Anita Seitz, Westminster; Danny Herrmann, Ron Papsdorf, CDOT; Sam Light, Light Kelly PC; Molly Hansen, Jefferson County Public Health; Dace West, Brad Weinig, Mile High Connects; Ted Heyd, Bicycle Colorado; Ed Bowditch, Jennifer Cassel, George Dibble, Tomlinson & Associates; Aaron Miripol, Urban Land Conservancy; Dick Taft, Rocky Mountain Communities, Jim Taylor, SCI Executive Committee, and DRCOG staff.

Chair Jackie Millet called the meeting to order at 6:34 p.m. Roll was called and a quorum was present. The new member from Dacono, Debbie Nasta, was recognized.

Move to Approve Agenda

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

Presentation by Colorado Department of Transportation Executive Director Shailen Bhatt
Mr. Bhatt discussed funding shortfalls and his enthusiasm for projects currently underway in Colorado. He stressed the importance of identifying funding for transportation infrastructure and encouraged the members to contact their elected officials in Washington DC. He noted he is in favor of managed lanes and tolling of new capacity. He expressed support for a fixed guideway system on I-70 West, and noted the lack of funding for such.

Presentation on DRCOG Roles and Responsibilities

Executive Director Jennifer Schaufele presented information on the role of DRCOG as the Regional Planning Commission (RPC) and the Metropolitan Planning Organization (MPO). Supplemental material was distributed to members. Roger Partridge noted he didn't appreciate Douglas County being called out in the last Board Officer meeting, and did not appreciate the way previous questions have been handled. He noted he would discuss these issues directly with the Executive Director. Members expressed appreciation for the history on how Metro Vision ties the RPC and the MPO functions together.

Report of the Chair

- Chair Millet announced that a Collaborative Assessment will be distributed electronically to the Board for their input. The purpose of the assessment is to continue improve the work at the DRCOG Board table. Comments received through the assessment will be reported back to the Board at the May meeting. She encouraged all members to participate in the assessment. The assessment period will close on April 26.
- Chair Millet reported the Regional Transportation Committee approved the 2016-2021 Transportation Improvement Program at its April 14 meeting.

Report of the Executive Director

- Jennifer Schaufele reported that due to a conflict with the CML annual meeting, the June Administrative Committee and Board of Directors meetings are cancelled.

- Ms. Schaufele reminded members that Statements of Interest for serving on the Metro Vision Issues Committee are due to Connie by April 22.
- The DRCOG 60th Anniversary and Awards Event are also scheduled for April 22.
- Ms. Schaufele noted that at a previous meeting members requested information on the public involvement process for Metro Vision; she directed attention to the materials included at Attachment I.

Public comment

Jim Taylor, SCI Executive Committee; Brad Weinig, Enterprise Community Partners and Mile High Connects; Aaron Miripol, Urban Land Conservancy; Dace West, Mile High Connects; Dick Taft, Rock Mountain Communities, all spoke in support of adopting the Sustainable Communities Regional Principles.

Move to approve consent agenda

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

- Minutes of March 18, 2015
- Approve evaluation criteria, eligibility rules and selection process for the selection of FY 2016-2017 projects to be funded through the DRCOG TDM Pool set-aside program of the 2016-2021 Transportation Improvement Program (TIP).

Move to adopt a position on state legislative issues

Bills on Which Positions Have Previously Been Taken

Rich Mauro reported that there are two bills not yet introduced the Board will not have an opportunity to take action on before the end of the session. Staff could provide input on the bills in accordance with the adopted Policy on State Legislative Issues. The first bill is one that would create a new TRANS bond. In light of comments included in Mr. Bhatt's presentation staff would not recommend supporting the bill. Commissioner Rosier stated the Board could not take a position on the bill since they haven't seen it. Staff noted there have been times in years past when staff provided comment on bills in accordance with the adopted Policy on State Legislative Issues.

A second bill related to SB 228 transfers and TABOR refunds may be introduced, which would cut SB 228 transfers in half or would eliminate them completely. A hospital provider's fee paid by hospitals to the state to draw down federal Medicaid funds is currently considered new revenue for TABOR purposes. The bill would consider the dollars as part of an enterprise fund, which would allow for SB 228 transfer funds. Members discussed whether the Board should support this bill if it is introduced.

It was the consensus of the group to allow the lobbyists to provide input on the bills in accordance with the Board-adopted Policy on State Legislative Issues.

Mr. Mauro reported HB 1100 and HB 1033 both passed third reading in the House of Representatives. The bills will move to the Senate next week. HB 1100 is the bill that allocates the \$4 million increase in funding for seniors. HB 1033 would establish a Strategic Planning Group on Aging. The House Appropriations Committee funded the group with \$365,000. Mr. Mauro encouraged members to contact their State Senators to support the bill.

New Bills

HB 15-1302 – the bill has been amended in committee to address concerns. Staff's recommendation is to monitor the bill.

Elise Jones **moved** to monitor HB 15-1302. The motion was **seconded** and **passed** unanimously.

SB 15-212 – Stormwater facilities – the bill is still in committee. Staff recommends a position of support for the bill. It was noted that there are some amendments to the bill anticipated from the San Luis Valley.

Roger Partridge **moved** to support SB 15-212. The motion was **seconded** and **passed** unanimously.

Herb Atchison noted that SB-177, Construction Defects, has passed out of the Senate to the House of Representatives. He encouraged members to call their representatives to express support for the bill.

Move to adopt the 2016-2021 Transportation Improvement Program (TIP), and the associated DRCOG CO and PM10 Conformity Determination, and the Denver Southern Subarea 8-hour Ozone Conformity Determination

Elise Jones **moved** to adopt the 2016-2021 Transportation Improvement Program (TIP), and the associated DRCOG CO and PM10 Conformity Determination, and the Denver Southern Subarea 8-hour Ozone Conformity Determination. The motion was **seconded** and **passed** unanimously.

Plan/Program adoption voting information

No presentation was provided. The Chair asked members to review the included materials.

Presentation on Sustainable Communities Regional Principles

Jim Taylor and Paul Aldretti presented information summarizing the most important points from all SCI project activities. The Sustainable Communities Regional Principles developed by the SCI Executive Committee can provide suggestions and support to jurisdictions, agencies, and other organizations that choose to incorporate the SCI outcomes into their planning and policy efforts.

Board of Directors Minutes

April 15, 2015

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Committee Reports

No committee reports were provided.

Next meeting – **May 20, 2015**

Other matters by members

No other matters were discussed.

Adjournment

The meeting adjourned at 9:00 p.m.

Jackie Millet, 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 #
May 20, 2015	Consent	8

SUBJECT

The self-certification of the metropolitan transportation planning process is presented for Board action.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends the metropolitan transportation planning process self-certification.

ACTION BY OTHERS

[April 27, 2015](#) – TAC recommended approval.

May 19, 2015 – RTC will act on a recommendation.

SUMMARY

Federal regulations require the State and MPO, concurrent with the submittal of a new TIP to FHWA and FTA, to self-certify that the metropolitan transportation planning process is being carried out in accordance with the applicable federal requirements.

The proposed self-certification statement for the DRCOG MPO is shown in Attachment 1.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to approve the *DRCOG Metropolitan Transportation Planning Process Self-Certification Statement*.

ATTACHMENT

Draft *Metropolitan Transportation Planning Process Self-Certification*.

ADDITIONAL INFORMATION

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

MPO Self-Certification

METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION

The Colorado Department of Transportation (CDOT) and Denver Regional Council of Governments (DRCOG) hereby certify that the transportation planning process is being carried out in accordance with all applicable requirements including:

- 1) 23 U.S.C. 134 and 49 U.S.C. 5303;
- 2) Title VI of the Civil Rights Acts of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 4) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et. seq.) and 49 CFR parts 27, 37, and 38;
- 7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;
- 9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and
- 10) Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93.

Denver Regional Council of Governments

Jennifer Schaufele
Executive Director

Colorado Department of Transportation

Shailen P. Bhatt
Executive Director

Signature

Date

Signature

Date

ATTACH C

To: Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
May 20, 2015	Consent	8

SUBJECT

Appointments to MVIC (Metro Vision Issues Committee) occur annually. Confirmation of the proposed list establishes the membership for June 2015 through May 2016.

PROPOSED ACTION/RECOMMENDATIONS

The Board Chair recommends the proposed appointments be confirmed.

ACTION BY OTHERS

N/A

SUMMARY

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

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

MVIC appointments were considered based on the criteria and committee description as well as their expression of interest in serving.

The Chair appointed all members who expressed interest in serving on the committee.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to confirm appointments to the Metro Vision Issues Committee in accordance with the committee guidelines established by the Board.

ATTACHMENTS

Attachment: List of proposed appointments

ADDITIONAL INFORMATION

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

METRO VISION ISSUES COMMITTEE STATEMENTS OF INTEREST
MAY 2015

Adams County

Eva Henry – Adams County
Rick Teter – Commerce City
Daniel Dick – Federal Heights
Joyce Downing - Northglenn
Val Vigil – Thornton

Arapahoe County

Bill Holen – Arapahoe County
Ron Rakowsky – Greenwood Village
Cathy Noon – Centennial
Phil Cernanec – Littleton

Boulder County

Tim Plass – Boulder
Ashley Stolzmann – Louisville

Clear Creek County

Tim Mauck – Clear Creek County

Denver

Robin Kniech – Denver
Anthony Graves – Denver

Douglas County

Roger Partridge – Douglas County
George Teal – Castle Rock
John Diak – Parker

Jefferson County

Don Rosier – Jefferson County
Bob Fifer – Arvada
Saoirse Charis-Graves – Golden
Shakti – Lakewood

Board Officers (Required)

Bob Roth – Aurora
Sue Horn – Bennett
Elise Jones – Boulder County
Jackie Millet – Lone Tree
Herb Atchison – Westminster

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 #
May 20, 2015	Action	9

SUBJECT

This action is related to a request to increase Arapahoe County's urban growth boundary/area (UGB/A) allocation.

PROPOSED ACTION/RECOMMENDATIONS

Arapahoe County is requesting an additional one (1) square mile of urban growth boundary/area (UGB/A) be added to the county's existing allocation.

ACTION BY OTHERS

N/A

SUMMARY

Urban Growth Boundary/Area (UGB/A) Background

- DRCOG's urban growth boundary/area (UGB/A) is a uniquely voluntary, bottom-up approach to regional growth management.
- DRCOG's policies and procedures for mapping, requesting, and allocation of UGB/A are found in the [Metro Vision Growth and Development Supplement \(G&D Supplement\)](#). A working group of DRCOG Board members developed the current UGB/A rules which were initially adopted in May 2009 and were updated and adopted by the Board in January 2012.
- In March 2013, the Board decided to reassess the UGB/A processes after the adoption of the Metro Vision Plan which is anticipated for later this year.

Arapahoe County Request

- Arapahoe County is requesting the Board approve the addition of one (1) square mile to the county's UGB/A allocation.
- The additional square mile will account for areas previously covered by the county's UGB/A allocation lost to municipal annexations since 2011.
- Arapahoe County Commissioner Rod Bockenfeld will detail the county's request to the Board of Directors during the Board meeting.

PREVIOUS DISCUSSIONS/ACTIONS

- *Metro Vision 2035 Growth and Development Supplement* (Adoption) – January 2012
- Changes to Urban Growth Boundary/Area (UGB/A) policies as proposed by Working Group (Adoption) – May 2009
- Metro Vision 2035 Cycle 1 2011 Amendments – August 2011

PROPOSED MOTION

Proposed motion from Arapahoe County: Move to approve Arapahoe County's request for an additional one (1) square mile of urban growth boundary/area.

LINK

[*Metro Vision Growth and Development Supplement \(Adopted January 18, 2012\)*](#)

ADDITIONAL INFORMATION

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

ATTACHE

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 #
May 20, 2015	Action	10

SUBJECT

This item concerns evaluation criteria, eligibility rules, and selection process for studies to be funded through the DRCOG Urban Center Study and Station Area Master Plan set-aside program of the *2016-2021 Transportation Improvement Program (TIP)*.

PROPOSED ACTION/RECOMMENDATIONS

Approve evaluation criteria, eligibility rules, and selection process for studies (FY16 and FY17) to be funded through the DRCOG Urban Center Study and Station Area Master Plan set-aside program.

ACTION BY OTHERS

April 27, 2015 – TAC recommended approval of eligibility rules and selection process.

May 19, 2015 – RTC will make a recommendation.

SUMMARY

The DRCOG Board established several off-the-top set-aside programs as part of the *Policy on TIP Preparation for the 2016-2021 TIP*. One set-aside program is the Urban Center Study/Station Area Master Plan Pool. DRCOG initiates a “call for studies” every two years – the attached eligibility rules and evaluation criteria will be applied for a solicitation for FY16 and FY17 studies. The approved 2016-2021 TIP Policy establishes \$1.2 million (federal funds) over 2 years for the set-aside.

The Board is asked to approve two component documents of the new Urban Center/Station Area Master Plan Pool process:

1. **Evaluation Criteria** (Attachment 1) - Key changes per TAC's recommendations:
 - In addition to transit corridors included in DRCOG's 2040 Fiscally Constrained Regional Transportation Plan (2040 RTP), the regional prioritization evaluation criteria should also incorporate all FasTracks corridors, including those scheduled for completion beyond 2040 (e.g., not in the 2040 RTP).
2. **Eligibility Rules and Selection Process** (Attachment 2)

If the Board approves the evaluation criteria, eligibility rules, and selection process for studies in May the following schedule will be used for this funding opportunity:

- May - Board approval of process components. Open the call for projects
- June – Required informational meeting for potential applicants
- July – Complete project evaluations (staff and project review panel)
- August – Committee recommendations and Board approve project selection

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend evaluation criteria, eligibility rules and selection process for the FY 2016-2017 projects to be funded through the DRCOG Urban Center Study/Station Area Master Plan Pool set-aside program of the *2016-2021 Transportation Improvement Program (TIP)*.

ATTACHMENTS

1. Evaluation Criteria for the 2015 Urban Center/Station Area Master Plan Pool Selection Cycle (FYs 2016-17)
2. Urban Center/Station Area Master Plan Pool Eligibility Rules and Selection Process

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director at 303 480-6701 or jschaufele@drcog.org; or Brad Calvert, Metro Vision Manager, at 303-480-6839 or bcalvert@drcog.org.

FY 16-17 Urban Center Studies and Station Area Master Plans

Evaluation Criteria

Metro Vision 2035 establishes the importance of urban centers and transit stations areas in the region's efforts to reach our goals for healthy, livable communities connected by a robust multi-modal transportation network. These communities have high levels of internal connectivity and are well-connected to the region at large. DRCOG staff will identify eligible urban center study or station area master plan submittals. All eligible submittals will be evaluated using the criteria below. The FY16-17 Urban Center Studies and Station Area Master Plans review committee will include representatives from DRCOG, RTD and jurisdictions that previously received funds, but are not seeking funding during the current call for studies.

All funding recommendations will be forwarded to the DRCOG Board of Directors for their consideration in determining final funding commitments. In addition to the evaluation criteria the funding recommendation provided to the Board will be informed by the regional priorities listed below.

Study Evaluation Criteria

Project Impact Evaluation Study Need (20%)

- Application will include an issue statement that clearly identifies the local /regional need of the study along with the desired outcomes.

Potential to contribute to the vision, goals and policies embodied in Metro Vision (60%)

- Application will identify how the project contributes to the following:
 - Be active, pedestrian-, bicycle-, and transit-friendly places that experience a higher density than surrounding areas and a mix of uses;
 - Promote regional sustainability by reducing per capita VMT, air pollution and greenhouse gas emissions; and
 - Provide reliable mobility choices to all users: residents and visitors of all ages, incomes and abilities, as well as businesses that provide services and produce or sell goods.

Local commitment and ability to implement (10%)

- Application will describe prior activities in support of quality growth projects in the study area.
- Applicant will demonstrate their ability to successfully complete the project in a timely fashion.

Innovation and feasibility (10%)

- Application will demonstrate:
 - Innovation in project scope; Practicality/feasibility of scope of work;
 - Coordination with other local governments, organizations, and non-profits; and
 - Transferability of project outcomes locally and regionally.

Regional Prioritization

- Priority will be given to existing and planned transit corridors included in RTD's FasTracks program or DRCOG's 2040 Fiscally Constrained Regional Transportation Plan (2040 RTP) as shown in:
 - 2040 RTP, Figure 11 (Fiscally Constrained Rapid Transit, Park-n-Ride, & Station Locations)
 - 2035 Metro Vision Regional Transportation Plan, Figure 16, Tier 1 only (2035 Metro Vision Rapid Transit System).
- Priority will be given to urban centers currently designated as "existing" or "emerging".
- Priority will be given to proposed studies or plans that directly advance Metro Vision 2035 policies through regional planning and implementation.
- Priority will be given to proposed study areas including a rapid transit station and an urban center designated in Metro Vision.

FY 16-17 Urban Centers Studies & Station Area Master Plans

Eligibility Rules

Urban Center Studies and Station Area Master Plans create local visions and action strategies that ultimately assist in the implementation of Metro Vision, the region's long-range plan for growth and development. There are four types of planning studies eligible through this funding opportunity: Urban Center Study/Station Area Master Plan (original); Next Steps Study; Corridor-wide Plan; and Area Planning and Implementation Strategies. Eligible project sponsors include local governments, RTD and non-profits (e.g. TMAs/BIDs). Non-profits must provide letters of support from impacted jurisdictions. Sponsors may submit any number of proposed studies, but are limited to two funded studies per fiscal year.

Urban Center Study or Station Area Master Plan

Eligible projects must include:

Stakeholder Engagement

- Outreach and engagement process that promotes the involvement of regional partners (e.g. DRCOG and RTD), stakeholders in the study area, with efforts and accommodations made to include low to moderate income, minority, and elderly or disabled citizens.

Placemaking

- Identification (map) of type and density of future land uses, including public spaces.
- Internal circulation plan(s) (maps or graphics) for motor vehicles, transit, bicycle and pedestrian and strategies to increase multi-modal connections with the larger region.
- Identifying barriers (e.g. parking, zoning, infrastructure, etc.) to desired station area and/or urban center development.
- Detailed development and investment strategies that allow people of all ages, incomes and abilities the opportunity to access a range of housing, employment, and services.
- A market or fiscal feasibility analysis that assesses plan recommendations and ensures the proposed plan is realistic and/or strategies to market the area to the development community in cases where the market for urban center and transit-oriented development is still emerging.

Action Plan and Implementation Strategies

- A clear and realistic action plan to address key findings, including identification of necessary policy or regulatory changes (e.g. comprehensive plan, zoning, etc.); infrastructure improvements, and housing strategies.
- An implementation strategy that describes the organizational structure and process that will be used to ensure the action plan is implemented, including the roles of community and regional partners.

Assessment and Impacts

- Indicators or metrics related to key strategies (e.g. multi-modal connectivity, leveraging private investment, environmental quality, etc.)
- Identification of the transportation impacts and air quality benefits of the proposed plan
- Current and future population, housing units, and employment estimates to the year 2040 (in five-year increments), including distribution of planned housing units by type and square feet of future non-residential development

Next Step Studies

Eligible projects:

- Planning activities that are related to transportation infrastructure for use by the general public.
- Next step studies should be identified in an existing Urban Center Study/Station Area Master Plan or similar effort. Examples of eligible activities include:
 - Parking assessment and management studies
 - Access management plans
 - Corridor redevelopment strategies
 - Design studies and concepts for multi-modal infrastructure projects

- Street design standards/manuals
- Multi-use trail/Bike facilities plan
- Pedestrian facilities plan
- Urban design guidelines
- Comprehensive wayfinding plans and strategies
- Traffic circulation studies
- First/Last-mile mobility implementation, financing, partnership studies
- Transit enhancement feasibility studies
- Transportation demand management studies and implementation activities

Corridor-wide Studies

Eligible projects:

- Studies that aim to maximize multi-modal connectivity within transit corridors (including high frequency bus corridors that serve one or more urban centers – high frequency bus corridors have headways of 15 minutes or less) and at individual urban center/station areas along the corridor.
- Studies that identify barriers to station area development and increased transit use along the corridor – barriers could include current land use, zoning and development standards; parking availability and cost; inadequate bike and pedestrian facilities, first/last mile challenges, etc.
- Efforts to create corridor-wide implementation strategies and/or an action plan identifying such things as needed plan updates, code revisions, marking activities and financial or regulatory incentive.
- Corridor-wide studies must involve all the local jurisdictions and other major stakeholders along the corridor.

Area Planning and Implementation Activities

Eligible Projects:

- Will promote innovative planning activities that can be replicated throughout the Denver region.
- Include multiple jurisdictions, station areas and urban centers aiming to study a common issue while focusing on local context and implementation strategies.
- Potential studies could include:
 - Parking management planning and strategies
 - TOD strategies including zoning and financing for water, sewer, storm water, parks, recreational facilities, parks and open space infrastructure
 - First- and final-mile mobility implementation, financing, feasibility and partnership studies
 - Pedestrian facility assessment and needs plan
 - Bike amenities and share programs
 - Roadway corridor revitalization plans, strategies and design standards
 - Development of Complete Streets policies and ordinances
 - Alternative fuel/Electric vehicle facility planning
 - Regional multi-use trail feasibility and alignment study

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 #
May 20, 2015	Action Agenda	11

SUBJECT

Endorsement of the Sustainable Communities Regional Principles and accepting the document containing the principles and recommended strategies as presented by the Sustainable Communities Initiative (SCI) Executive Committee.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends endorsement of the Sustainable Communities Regional Principles and acceptance of the document containing the principles and recommended strategies as presented by the SCI Executive Committee

ACTION BY OTHERS

N/A

SUMMARY

Staff will present the Sustainable Communities Regional Principles for action by the Board. As the recipient of a \$4.5M Sustainable Communities Initiative (SCI) grant from HUD, for the past three years DRCOG has been working with a broad cross-section of stakeholders, partners, advocates and interested members of the community to identify challenges and opportunities for the Metro Region to achieve collective benefits of the transit system in the rail and bus rapid transit corridors as well as the region as a whole. The SCI Executive Committee, composed of leaders from the public, private and non-profit sectors, conducted a thoughtful and comprehensive review of the outcomes of all activities funded by the grant including regional and corridor planning, catalytic projects and technical assistance, stakeholder engagement, and the Outcomes Assessment and Knowledge Sharing (OAKS). Based on that review the Executive Committee developed the Sustainable Communities Regional Principles to reflect the outcomes of the project and provide suggestions and support to jurisdictions, agencies and other organizations that, at their individual discretion choose to incorporate the SCI outcomes into their planning and policy efforts.

PREVIOUS DISCUSSIONS/ACTIONS

Board members were briefed on the Sustainable Communities Regional Principles at their meeting in April. Numerous members of the Executive Committee and other SCI partners presented comments in support of the principles. A letter from Governor Hickenlooper in support of the principles was presented to the Board at the April Board meeting.

PROPOSED MOTION

Move to endorse the Sustainable Communities Regional Principles and accept the document containing the principles and recommended strategies as presented by the SCI Executive Committee.

ATTACHMENTS

1. Sustainable Communities Regional Principles Background Document
2. Sustainable Communities Regional Principles document

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschuafele@drcog.org or Paul Aldretti, Sustainable Communities Coordinator, at 303-480-6752 or paldretti@drcog.org.

A banner image for the Denver Region Sustainable Communities Initiative. It features a modern multi-story apartment building on the left, a paved walkway with a few people in the center, and a green fence on the right. The background is a mix of green foliage and a blue sky. The title 'Denver Region Sustainable Communities Initiative' is written in a large, white, cursive font across the top.

Denver Region Sustainable Communities Initiative



Sustainable Communities Regional Principles – Background

The SCI Executive Committee, composed of leaders representing all sectors of the community, reviewed the outcomes of the Sustainable Communities Initiative (SCI). Based on the knowledge and experience gained through every activity conducted under SCI, the Executive Committee offered five Sustainable Communities Principles intended to serve as a common foundation for work to meet shared challenges and goals.

In 2011, as part of a coordinated effort with 86 partner organizations, the Denver Regional Council of Governments (DRCOG) was successful in securing a \$4.5-million grant for the benefit of the region. The three-year grant from the Sustainable Communities Partnership, a federal collaboration of the U.S. Department of Housing and Urban Development, the U.S. Department of Transportation and the U.S. Environmental Protection Agency, supported regional, corridor, and site-level planning and implementation activities.

SCI consisted of a consortium of municipalities, counties, state agencies, housing authorities, nonprofits, corporate interests, and philanthropic and academic organizations. The project's overarching goal was to align investments, programs and policies to maximize the benefits that result from the region's commitment to build-out its transit system. It anticipates a region with greater access to job opportunities across the entire income spectrum, lower combined transportation and housing costs, reduced consumption of fossil fuels, reduced strain on our air and water resources, and ultimately the development of mixed-use, pedestrian- and bicycle-friendly communities along transit lines that allow residents to easily access their daily needs without having to get into a car. These attributes were intended to align with and support Metro Vision, the region's long-range plan for growth and development.

SCI activities were divided into five main activities.

- Regional Planning
- Catalytic Projects
- Corridor Planning & Implementation (East & Gold Rail; NW Rail/US 36 BRT)
- Stakeholder Engagement
- Outcomes Assessment and Knowledge Sharing (OAKS)

SCI Executive Committee Members Appointed by the DRCOG Board

- Jim Taylor, DRCOG Advisory Committee on Aging, SCI Executive Committee Chair
- Jack Hilbert, Douglas County Commission, DRCOG Board of Directors
- Aaron Serna, Colorado Governor's Office
- Cris White, Colorado Housing and Finance Authority
- Lorraine Anderson, RTD Board of Directors*
- Tom Clark, Metro Denver Economic Development Corporation
- Craig Carlson, Metro North Chamber
- Linda Tinney, US Bank Colorado
- Chad Ochsner, REMAX Alliance
- Rob Osborn, Xcel Energy
- Carla Perez, Jacobs Engineering
- Sara Reynolds, Housing Colorado
- Anna Zawisza, Alliance for Sustainable Colorado
- Monica Lyle, Colorado Health Foundation
- Robert Blankenship, Mile High United Way
- Tom Gougeon, Gates Family Foundation/Mile High Connects
- Aaron Miripol, Urban Land Conservancy/Mile High Connects
- Joshua Radoff, Urban Land Institute
- Hon. Elbra Wedgeworth, Denver Health **

* Replaced by Chuck Sisk, RTD Board

** Replaced by Olga Garcia, Denver Health



The SCI Regional Principles include recommended strategies to guide action through partnerships among organizations as well as by specific groups based on their missions, roles and programs. The choice to adopt or implement these strategies will be determined by individual communities, organizations, and agencies.

The Sustainable Communities Principles follow:

1. Housing Opportunity

Housing is more than just shelter. It is a key determinant of local and regional economies, drives travel patterns and habits, and is a primary factor in determining the physical and social health of the region's residents. Ensuring that every resident has a safe, decent, accessible and affordable place to live is critical to the long-term economic success of the Denver region.

2. Healthy Places

One of the biggest attractions of the Denver region has long been the high quality of life and public health supported largely by environmental conditions and access to amenities that encourage active living. As the region continues to grow it must do everything possible to continually support and enhance the quality of public health, environmental resources and the built environment. The expansion of the regional transit system offers new opportunities for achieving this goal by enhancing accessibility to services and amenities, increasing activities that support healthy lifestyles, encouraging development that is conducive to health, and providing the availability of alternative modes of transportation. These activities should be conducted in partnerships with organizations currently involved in related work and should build on existing efforts.

3. Economic Vitality and Resiliency

The strength of the Denver region's economy is its workforce. Continued economic vitality and resilience requires a targeted approach to ensure access to opportunity for all residents. This includes access to good paying jobs, affordable housing, health care and transportation that supports people in maintaining employment. Open communication and collaboration must cut across all sectors of the economy and focus on improving opportunity for all incomes, races and education levels. That is the basis for long-term economic growth.

4. Transit Accessibility

The Denver region's investment in building out its transit service presents an opportunity to provide enhanced access to opportunity such as jobs, education and health for all residents. However, these benefits can only be realized if the transit service is both physically and financially accessible to residents. Increased access to transit and multimodal options is especially critical for communities throughout the region, including low-income communities, the disabled, communities of color and older adults.

5. Transit-Oriented Communities

Vital Transit-Oriented Communities (TOC) are key to fully leveraging the regional transit system. These communities should demonstrate diverse uses including residential, retail, commercial, and industrial depending on the conditions specific to that station area. They should include a range of amenities and services to support people who reside and work in the station area, but also assist those who use the station to access transit. TOCs should be characterized by increased density, infrastructure that enhances accessibility and promotes active living, and design for resource efficiency (including water, energy, etc.). They also should be sensitive to the culture, character and needs of existing and surrounding communities.





Sustainable Communities Regional Principles

Based on the knowledge and experience gained through activities conducted under the Denver Region Sustainable Communities Initiative (SCI), the SCI Executive Committee, composed of leaders representing all sectors of the community, offers the following Sustainable Communities Principles. We encourage agencies and organizations throughout the Denver region accept these principles. They are intended to serve as a common foundation for work to meet shared challenges and goals. The ultimate outcome of these efforts is to ensure the highest possible quality of life for all residents by leveraging opportunities created through the expansion of the region's transit system.

These principles are predicated on continuing collaboration among key organizations and interests in the region including the Denver Regional Council of Governments (DRCOG), the Regional Transportation District (RTD), local governments, and foundations, community organizations and other groups through the auspices of Mile High Connects.

The principles include recommended strategies to guide action through partnerships among organizations as well as by specific groups based on their missions, roles and programs. The choice to adopt and implement strategies designed to achieve the shared principles will be determined by what is appropriate for specific circumstances – they are not meant to be universally applicable. The lists of strategies are not exhaustive. They will necessarily change and be augmented over time based on changing needs and situations.

Communities, agencies and organizations operate within a variety of fiscal, political and other realities. The application and implementation of these principles and the strategies that are adopted to implement them must be sensitive to those contexts and not be perceived as mandates.

1. Housing Opportunity

Housing is more than just shelter. It is a key determinant of local and regional economies, drives travel patterns and habits, and is a primary factor in determining the physical and social health of the region's residents. Ensuring that every resident has a safe, decent, accessible and affordable place to live is critical to the long-term economic success of the Denver region.

Each community, agency and organization operates within different realities: fiscal, political, economic, legal, etc. As such, the application and implementation of these principles, as well as the strategies provided herein, must be voluntary and sensitive to those contexts.

- 1.1 Develop regional targets or thresholds to reduce gaps in housing across the income spectrum with an emphasis on those areas in which there is greatest need (i.e., first-time market entry, older adults and low-income households) including home ownership and rental. Include goals for both new development and preservation of existing affordable units. Build consensus around targets/thresholds.**

The region needs quantifiable/measurable goals and outcomes to guide collaborative efforts toward achieving them. Goals and targets provide something against which to measure progress and establish accountability. Currently, there is a shortfall of 58,000 affordable homes (Housing Colorado/Colorado Homebuilders Association). Use existing goals (including 40 x 40 – 40,000 additional affordable homes by 2040) as guidance for these targets and thresholds.



- 1.2 Ensure affordable housing has access to high-frequency transit/multimodal transportation.**
Considerations should include transit accessibility (including first/final mile connections), urban centers, job accessibility, education choices, and accessibility to services/amenities.
Combined housing and transportation (H+T) costs are 60 percent of household expenses for families with income of \$50K or less. Every effort must be made to reduce H+T so that all households, but particularly those at lower-income levels, have funds for other needs. This is essential not only for the budgets of individual households but also for the economy of the entire metro area. Improving access to transit is a principal strategy in achieving this goal.
- 1.3 Identify and develop financing/funding resources sufficient to meet affordable housing targets.**
One of the biggest reasons for the shortfall in affordable housing is the lack of local and state revenue sources available to support affordable housing preservation and development. Federal, state, regional, and local agencies and organizations must collaborate on leveraging existing resources and develop new funding mechanisms necessary to meet the identified goals.
- 1.4 Establish/facilitate greater coordination among entities to support achievement of regional housing targets or thresholds.**
Housing is a regional issue that demands regional solutions and cooperation. Residents don't see city limits when looking for a place to live. Neither do workers when looking for a job. Each jurisdiction benefits from their neighboring jurisdictions' efforts in building and preserving a broad continuum of housing.
- 1.5 Incentivize jurisdictions to adopt plans, policies and incentives to achieve balanced housing plans and goals.**
Because the availability of affordable housing benefits the entire region, support for those communities that work to increase the availability of affordable housing should be a priority. Jurisdictions will be far more likely to take meaningful steps to address regional housing goals if they are incentivized and supported to do so via staff capacity, technical assistance, monetary resources, etc.
- 1.6 Eliminate all Racially Concentrated Areas of Poverty (RCAP) and Ethnically Concentrated Areas of Poverty (ECAP) by 2040.**
Among the top 30 major metro areas nationally, the Denver Metropolitan Statistical Area (MSA) is second to New York in the share of households earning less than \$40,000 in a majority low-income census tract. The Denver MSA also had the third-largest increase in low-income household segregation between 1980 and 2010 (DRCOG Regional Housing Strategy). Reducing racial and economic segregation has been shown to increase economic opportunity, decrease many costs incurred by local government, and improve overall upward mobility.

2. Healthy Places

One of the biggest attractions of the Denver region has long been the high quality of life and public health supported largely by environmental conditions and access to amenities that encourage active living. As the region continues to grow it must do everything possible to continually support and enhance the quality of public health, environmental resources and the built environment. The expansion of the regional transit system offers new opportunities for achieving this goal by enhancing accessibility to services and amenities, increasing activities that support healthy lifestyles, encouraging development that is conducive to health, and providing the availability of alternative modes

of transportation. These activities should be conducted in partnerships with organizations currently involved in related work and should build on existing efforts.

Every community, agency and organization operates within different realities: fiscal, political, economic, legal, etc. As such, the application and implementation of these principles, as well as the strategies provided herein, must be voluntary and sensitive to those contexts.

2.1 Develop regional targets or thresholds related to human health and environmental quality.

People manage what they measure; therefore, having targets for human health and environmental quality should enable a concerted effort to reach the set targets.

2.2 Identify and share best practices, model policies and metrics for human health and environmental quality (including the built environment/active design, access to healthy food, active lifestyle/recreation choices, access to healthcare, etc.). Develop mechanisms to share best practices and metrics with jurisdictions, NGOs, etc.

Best practices and case studies provide examples of what is working that can serve as guidance for communities. The projects and processes that are already working are the best ways people, organizations and communities have of learning, evaluating and implementing/replicating successes.

2.3 Establish and facilitate greater coordination among entities to support achievement of regional human health/environmental quality targets or thresholds. Develop mechanisms to reduce disparities between communities, zip codes, etc.

Human health and environmental quality are comprised of multiple, complex interrelated issues. Most of these issues cannot be addressed by one department or entity; only a coordinated approach can lead to lasting and real progress. Using the expertise of various participants allows for a better approach and ultimately better outcomes.

2.4 Identify and implement appropriate incentives to encourage and support communities in achieving identified targets and goals.

Reward activities by organizations and people that promote and support public health and environmental quality.

3. Economic Vitality and Resiliency

The strength of the Denver region's economy is its workforce. Continued economic vitality and resilience require a targeted approach to ensure access to opportunity for all residents. This includes access to well-paying jobs, affordable housing, health care and transportation that supports people in maintaining employment. Open communication and collaboration must cut across all sectors of the economy and focus on improving opportunity for all incomes, races and education levels. That is the basis for long-term economic growth.

Every community, agency and organization operates within different realities: fiscal, political, economic, legal, etc. As such, the application and implementation of these principles, as well as the strategies provided herein, must be voluntary and sensitive to those contexts.

3.1 Develop regional employment targets or thresholds (by wage level, sector, etc.).

A thriving region requires a balanced approach to employment where opportunities exist for all skill sets and a targeted approach to grow jobs in sectors that meet the region's growing cost of living. In addition, as the region changes over time, employment must meet job demand through diversification across sectors.

3.2 Determine appropriate targeted areas (geographic) for employment growth based on regional and local priorities. Considerations include transit accessibility (routes, fares, etc.), potential employment/sector clusters, accessibility to employment/training, housing proximity, etc.

As the Denver region continues to grow, opportunities to affordably access employment centers are critical for success. Planners and employers should be forward thinking in their location choices to provide the opportunity for employees to live and work in close proximity. This includes a focus on an inclusive choice of housing to meet the needs of all employees across wage levels.

3.3 Adopt plans, policies, and incentives to achieve employment goals.

A resilient region requires a diverse labor force capable of meeting the needs of employers. Establishing goals based on the needs of employers within the region is a necessary step to ensure the availability of the region's labor force today and into the future.

3.4 Enhance connections between jobs and education/training opportunities.

The Denver region supports a vast set of employment sectors. Within those sectors is a wide range of needed skill sets. Providing opportunities to match training to the skill sets that employers demand and to advance along career paths will be crucial for long-term growth.

3.5 Establish and facilitate greater coordination among entities to support achievement of regional employment targets and thresholds.

The Denver region consists of diverse residents, employers, education/training providers and policy makers. Reaching employment targets requires working toward defining shared outcomes so that employment gains can be made by people of every income and educational level throughout the region.

3.6 Ensure that economic growth is inclusive of all income levels, races/ethnicities and education levels.

The Federal Reserve (2006, Eberts, Erickeck and Kleinhenz) documented that a skilled workforce, racial inclusion and improving income equality correlate strongly with economic growth. The continued success of the region depends on recognizing and supporting the inclusive growth across incomes, races and education levels. Increasing income is a necessary step in laying the foundation for long-term, stable economic growth.

4. Transit Accessibility

The Denver region's investment in building out its transit service presents an opportunity to provide enhanced access to opportunity such as jobs, education and health for all residents. However, these benefits can only be realized if the transit service is both physically and financially accessible to residents. Increased access to transit and multimodal options is especially critical for communities throughout the region, including low-income communities, the disabled, communities of color and older adults.

Every community, agency and organization operates within different realities: fiscal, political, economic, legal, etc. As such, the application and implementation of these principles, as well as the strategies provided herein, must be voluntary and sensitive to those contexts.

4.1 Facilitate public/private partnerships and prioritize resources to improve accessibility to transit stations including first and final mile connections.

One of the greatest impediments to the use of transit, and therefore to increasing ridership, is the inability of making easy, safe and timely connections to stations. This is especially true for communities that use or depend most on transit use. Enhancing the ability of people to access stations using all modes of transportation requires improving infrastructure (including sidewalks and bikeways), connections to local bus routes, car sharing services, and public and private shuttle systems. Solutions must factor in potential barriers including accessibility, cost, etc., that are especially critical to low-income communities, the disabled, communities of color and older adults.

4.2 Develop, implement and provide resources to programs to ensure that transit cost has the lowest possible impact on low-income communities, older adults and other vulnerable populations that may be most dependent on transit.

Fare levels are a major determinant to the use of transit. Low-income households, older adults and other populations are particularly vulnerable because of the impact on their already strained budgets. To offset this impact, it is imperative to develop programs and target resources to provide low-cost access to transit for these households. This requires partnerships involving local jurisdictions, RTD, social service agencies and community organizations in developing options that reduce barriers and costs including qualification, distribution, payment methods, etc.

4.3 Meet the service demand of low-income communities, the disabled, communities of color and older adults to improve their access to critical resources and services including good jobs, healthy food, affordable housing, education, child care, and health care.

Because low-income populations, communities of color and other groups often do not participate in planning processes, transit service availability may not sufficiently factor in the needs of these communities including potential benefits and impacts. In particular, changes to routes and land use may cause severe disruptions including loss of access to critical services, increased time, higher costs, etc. Greater collaboration between regional and local governmental entities can improve the ability to identify opportunities and issues to proactively develop more effective service plans.

5. Transit-Oriented Communities

Vital Transit-Oriented Communities (TOC) are key to fully leveraging the regional transit system. These communities should demonstrate diverse uses including residential, retail, commercial, and industrial depending on the conditions specific to that station area. They should include a range of amenities and services to support people who reside and work in the station area, but also assist those who use the station to access transit. TOCs should be characterized by increased density, infrastructure that enhances accessibility and promotes active living, and design for resource efficiency (including water, energy, etc.). They also should be sensitive to the culture, character and needs of existing and surrounding communities.

Every community, agency and organization operates within different realities: fiscal, political, economic, legal, etc. As such, the application and implementation of these principles, as well as the strategies provided herein, must be voluntary and sensitive to those contexts.

5.1 Continue and enhance collaborative regional and corridor planning processes that support the development of TOC. Integrate local, corridor and regional TOC planning to ensure that plans are consistent, integrated and fully leverage opportunities and potential.

Convene representatives of local governments, special districts, state and federal agencies, county workforce agencies, transportation management associations, academic institutions, investors, professional associations (such as, Urban Land Institute and the American Planning Association), community and interest groups – including diverse populations – to evolve the partnerships necessary to advance residential and job development at transit stations along the FasTracks system. This work should be guided by the respective agencies’ transit-oriented development and sustainable development plans and goals, and benchmarks to achieve them, including increased ridership, providing a range of housing types appropriate for all incomes, urban infill and redevelopment, reducing pollution and greenhouse gas emissions, and enhancing public health and well-being.

5.2 Ensure meaningful stakeholder engagement in planning processes for TOC. Adopt outreach and education strategies that promote the benefits of TOC for the entire region and to all audiences.

Work collaboratively across jurisdictions, agencies and organizations to design stakeholder outreach and engagement processes that coordinate, leverage and improve existing efforts to better inform and involve communities in planning and decisions that impact them. These should especially focus on communities that traditionally are not involved in these processes.

5.3 Adopt planning, financing and policy mechanisms that guide and incentivize TOC.

Because transit-oriented communities are aligned with regional and local processes to guide desired growth to the benefit of all communities, jurisdictions should engage in collaborative processes and develop mechanisms that support planning and implementation of projects associated with TOC.

5.4 Develop tools and resources to support TOC planning and development. Consolidate data and information (including best practices, metrics, etc.) and provide these on accessible platforms for local governments, developers and other key stakeholders. Develop mechanisms to share best practices and metrics with jurisdictions, NGOs, etc.

One of the biggest impediments to TOC planning (particularly for small jurisdictions) is access to data and other information that can be used for this process. In addition, ensuring that all communities in the region are working with data and information that is consistent better supports inter-jurisdictional and cross-agency planning and development processes.

5.5 Support coordinated planning for and provision of necessary resource infrastructure to support TOC, including energy, water, wastewater, sewage, etc. Ensure that this infrastructure is sited and constructed in a manner that reduces adverse social, public health, environmental and economic impacts.

The high-density, diverse use nature of transit-oriented development creates new challenges to the provision of resources. These challenges are best met through coordination of all players including jurisdiction planning staff, utilities, etc. This also requires that TOC development emphasize design principles that increase resource efficiency to the highest possible degree and reduce the impacts of their provision.

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 #
May 20, 2015	Informational Briefing	12

SUBJECT

DRCOG's Way to Go Program organizes and manages the region's Bike to Work Day event, which will take place on Wednesday June 24. It is the second largest event of its kind in the country.

PROPOSED ACTION/RECOMMENDATIONS

This item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

Steve Erickson, Communications and Marketing Division Director, will discuss the purpose of the event, its key elements, along with our past results and goals for 2015

We'll also explore how Board members can help contribute to a successful event.

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 or Steve Erickson, Director, Communications and Marketing at 303-480-6716 or serickson@drcog.org.

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 #
May 20, 2015	Informational Briefing	13

SUBJECT

Overview of Board Collaboration Assessment Results and Report format.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

At the April Board meeting, Chair Millet introduced the Board Collaboration Assessment. The purpose of this assessment is to assist Board members in improving their collaboration for regional impact. The assessment was sent to all Board members on April 16. Twenty-five Board members completed the assessment. An overview of results and report format will be presented during the meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Attachment: DRCOG Board Collaboration Assessment Results

ADDITIONAL INFORMATION

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

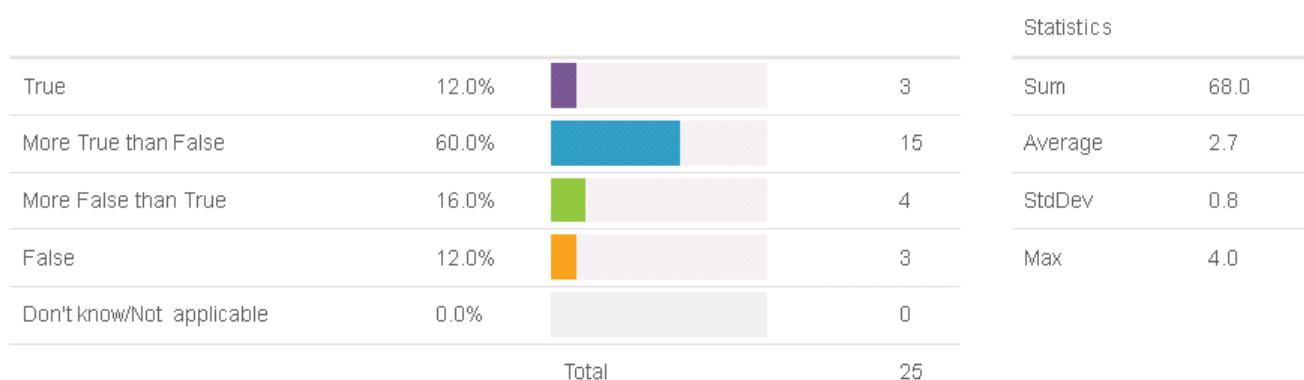
DRCOG Board Collaboration Assessment – 2015

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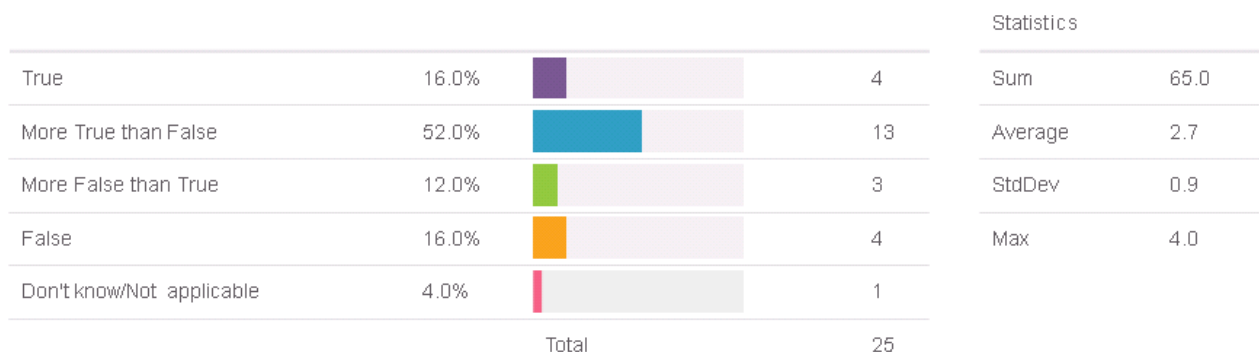
Executive Summary

I. Structural Integrity refers to how Board members perceive the fairness of the collaborative process. A process that has high structural integrity applies criteria for making decisions and allocating resources in a fair and consistent manner, treats all members equitably, and allows sufficient opportunity for members to challenge and revise decisions.

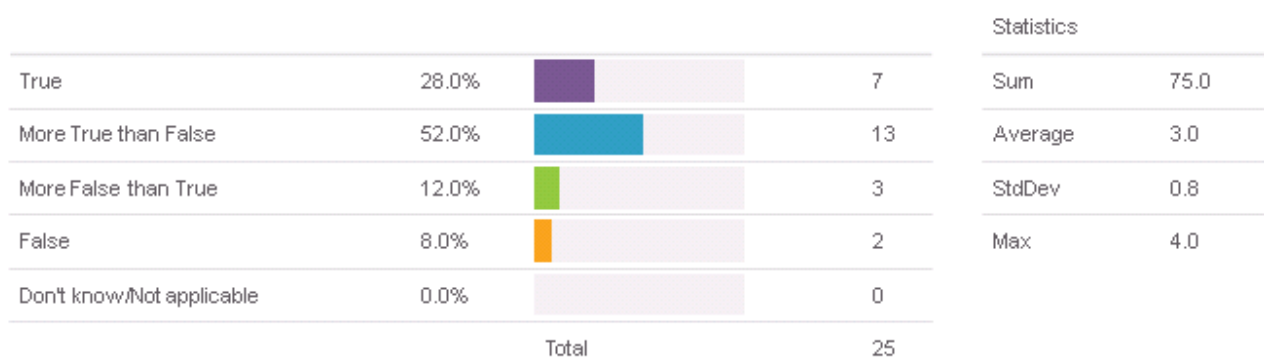
The people involved in the process usually are focused on broader goals (outcomes) of the region, rather than individual agendas.



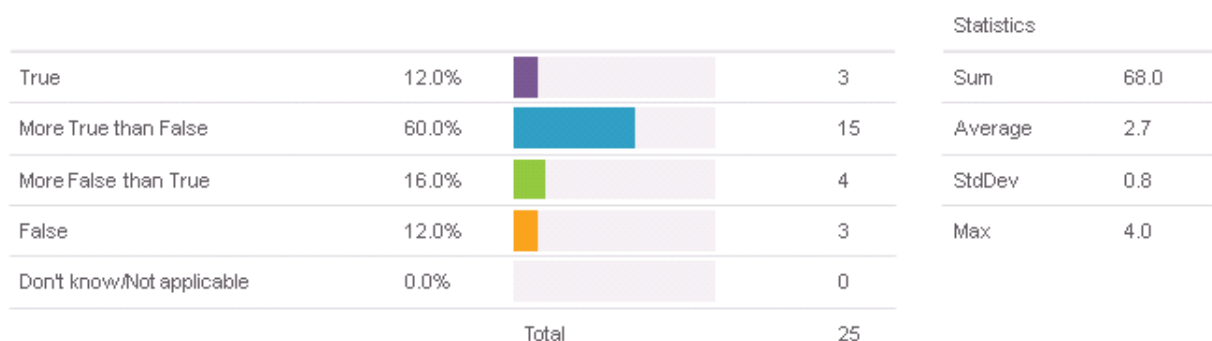
The process is free of favoritism.



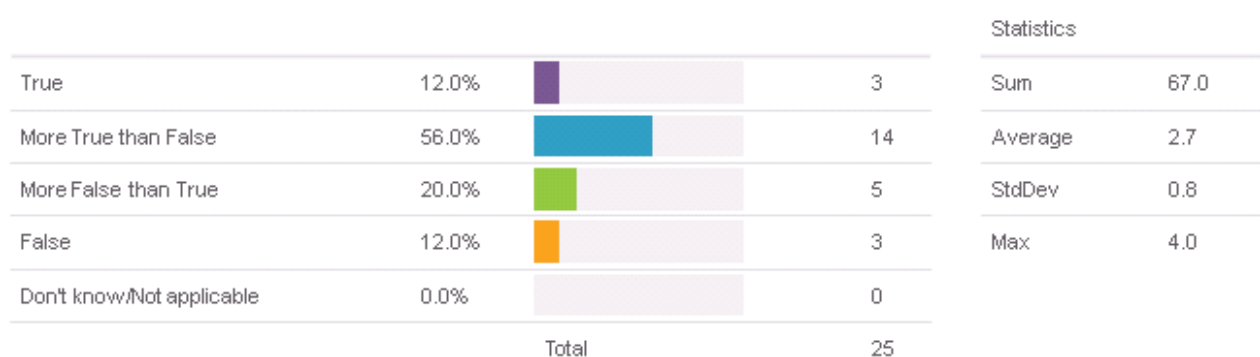
In the process, everyone has an equal opportunity to influence decisions.



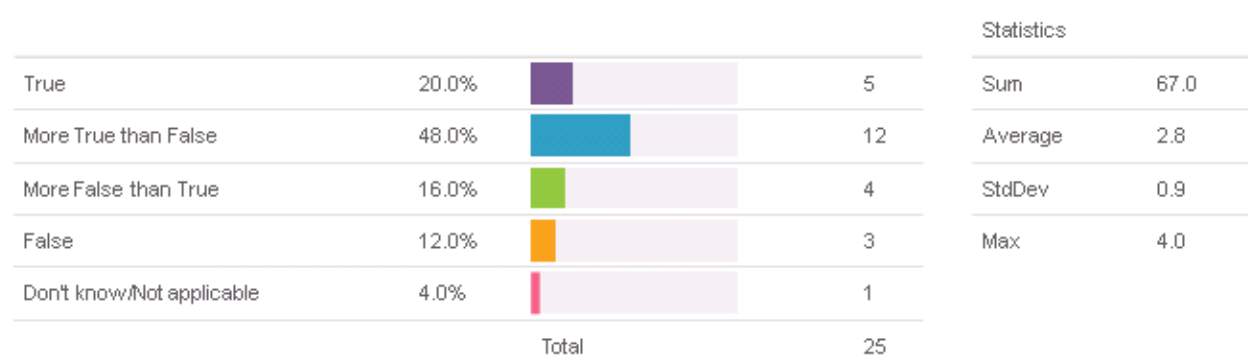
The process responds fairly to the needs of its members.



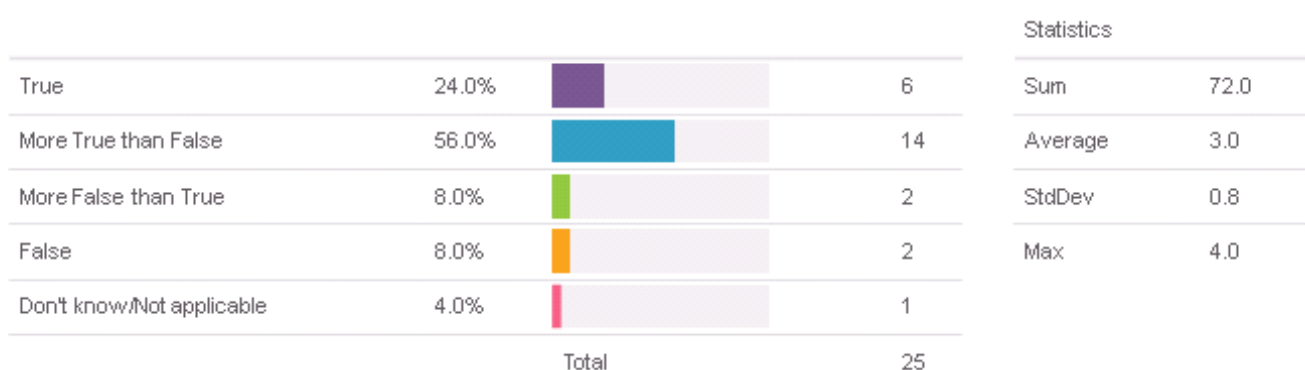
Decisions made in the process are based on fair criteria.



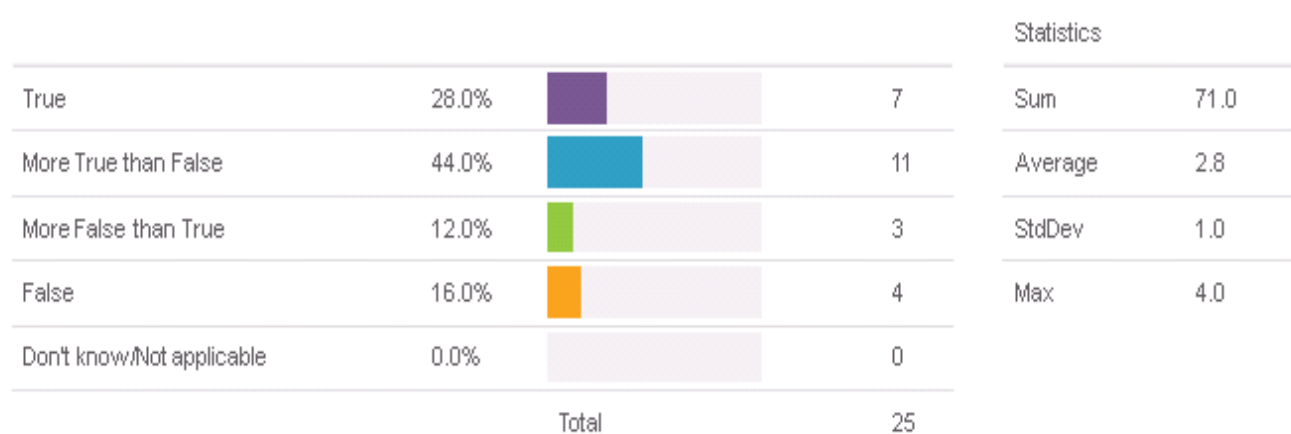
The allocation of resources is decided fairly.



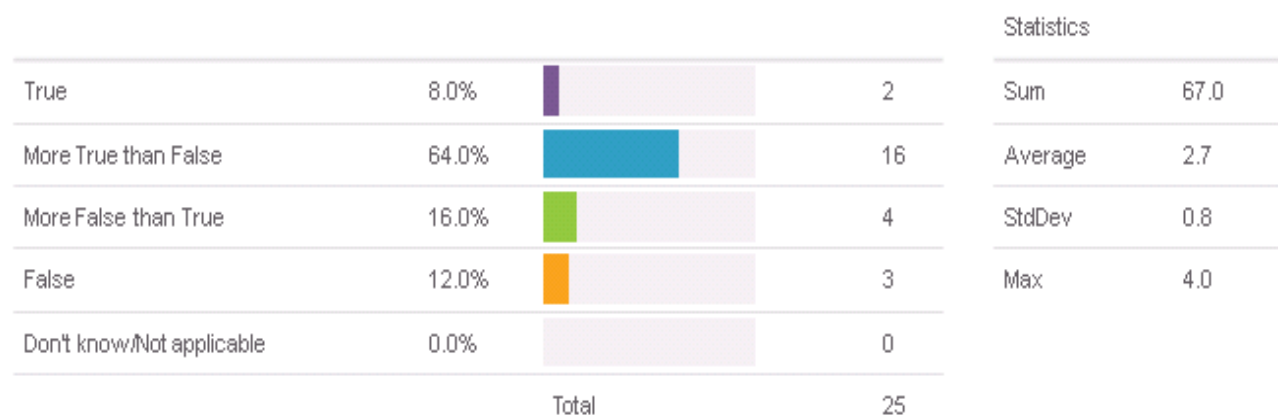
The criteria for allocations are fairly applied.



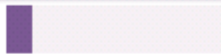

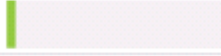


In the process, there is sufficient opportunity to challenge decisions.



The decisions made in the process are consistent.



Decisions are based on accurate information.

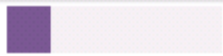
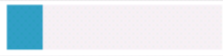
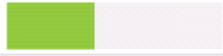
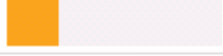
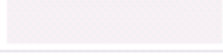
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True	12.0%		3	Sum	70.0
More True than False	72.0%		18	Average	2.9
More False than True	4.0%		1	StdDev	0.7
False	8.0%		2	Max	4.0
Don't know/Not applicable	4.0%		1		
Total			25		

Please provide comments for the Structural Integrity section in the space below.




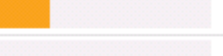
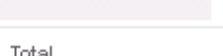
Count	Response
1	No comment.
1	The structure is tilted to a liberal agenda.
1	I feel that certain agencies cultivate power in order to drive their own agenda.
1	none
1	The direction and decisions made at DRCOG represent only a small influential minority. Actions of executive leadership and staff are hidden from the Board and the public
1	We should have a goal to bring the region in alignment - the criteria, in particular, the TIP criteria further divides and puts Board Members and communities at odds. There should be efforts made to create a sustainable TIP criteria model with only one criteria item "is it regionally significant?" replacing the Phase I/Phase II process.
1	All Board Members have the opportunity to express their opinions and have their voice heard, Whether they do so or not cannot be controlled. Those who don't speak out may feel like they are not having an influence, but that's not the fault of the group as a whole. There are times that people forget the "regional" aspect and get pretty parochial. And in some small cases, the rating system is weighted to favor one over another, but no matter the system there will always be a certain amount of that.
1	As long as you show up, you have a voice. It's clear that some groups talk outside of the meeting in order to maximize their influence and to sway the decision-making process in their favor. This comes up sometimes unexpectedly and drives the discussion, time spent on the decision, and the perceived fairness of the decision.
1	While I think a majority of members "wear their regional hats" to DRCOG meetings, the fact that some don't is a challenge.
1	Complex set of considerations and large number of requests over a long future timeframe, all of which can never be fully considered for funding.
1	I am your newest member, so I don't know much about structural integrity. I will say that my first meeting was impressive and I do believe there is collaboration.

II. Authenticity refers to the extent Board members perceive the collaborative process is free from undue outside influence. An authentic process is one where members are confident the group has the power to make independent judgments and evaluations of the issues, and can make decisions on how to respond to those issues that will be respected by all members as well as those in positions of authority.

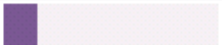
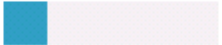

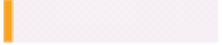
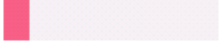
The process gives some people more than they deserve, while shortchanging others.

				Statistics	
True	20.0%		5	Sum	67.0
More True than False	16.0%		4	Average	2.7
More False than True	40.0%		10	StdDev	1.0
False	24.0%		6	Max	4.0
Don't know/Not applicable	0.0%		0		
Total			25		

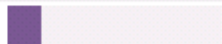
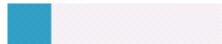

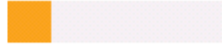
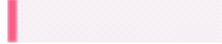
In the process, some people's opinions are accepted while other people are asked to justify themselves.

				Statistics	
True	20.0%		5	Sum	67.0
More True than False	16.0%		4	Average	2.7
More False than True	40.0%		10	StdDev	1.0
False	24.0%		6	Max	4.0
Don't know/Not applicable	0.0%		0		
Total			25		

In the process, strings are being pulled from outside Board discussions which influence important decisions.

				Statistics	
True	16.0%		4	Sum	54.0
More True than False	20.0%		5	Average	2.5
More False than True	48.0%		12	StdDev	0.8
False	4.0%		1	Max	4.0
Don't know/Not applicable	12.0%		3		
Total			25		

In discussions about decisions or procedures, some people are discounted because of the organizations/jurisdictions that they represent.

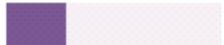

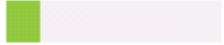
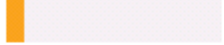
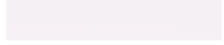
				Statistics	
True	16.0%		4	Sum	64.0
More True than False	20.0%		5	Average	2.7
More False than True	40.0%		10	StdDev	1.0
False	20.0%		5	Max	4.0
Don't know/Not applicable	4.0%		1		
Total			25		

Please provide comments for the Authenticity section in the space below.


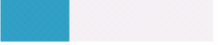
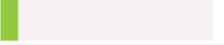
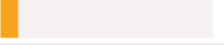
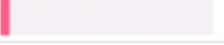
Count	Response
1	Certain individuals dominate every meeting
1	I have heard comments which are structured as "kidding", but really were not kidding.
1	No comment.
1	Nothing to add
1	Strings being pulled sometimes appears to be the case, from the nature of some municipalities having adequate staff to help drive discussion. However, each member still has the opportunity to stand up and be heard. And it seems apparent that people are not discounted based on the organizations they represent just based on our current chair and immediate past chair being from two of the smaller municipalities in the region.
1	How did we have a TIP option called Bicycle Colorado and how were they in a position to interpret Board criteria, submit an option for TAC to consider and the Board to ultimately select?
1	If you represent a more conservative area of the DRCOG region your opinion is discounted immediately. If Denver or Boulder speaks it is taken as gospel. Bad precedent that is supported by DRCOG staff and the executive director.
1	While the process generally works, we can improve it by not judging jurisdictions and by encouraging members not to bring their jurisdictional agendas to the regional table.
1	With any such large collaborative group, certain members will have a stronger voice than others. Must continue to be diligent to encourage and engage all members...particularly those with less perceived influence. The evaluation process while cumbersome is necessary to help ameliorate this.
1	Recent trends have caused me some concern. I feel that to some extent the discussions are being manipulated by a "shadow" group that wants to control the outcome. This kind of manipulation does not serve the good of the region and has no place in the spirit of collaboration.

III. Strong Leadership reflects the perception the Board has an effective organizing/ coordinating body and, is led by committed and effective leaders. The role of the organizing/ coordinating body is to provide a convening location, collaborative environment and relevant information for Board member deliberation and decision-making.

Our collaborative..... has an effective organizer/coordinator.

				Statistics	
True	28.0%		7	Sum	74.0
More True than False	48.0%		12	Average	3.0
More False than True	16.0%		4	StdDev	0.9
False	8.0%		2	Max	4.0
Don't know/Not applicable	0.0%		0		
Total			25		

Our collaborative..... is led by individuals who are strongly dedicated to the Mission and Vision of DRCOG.

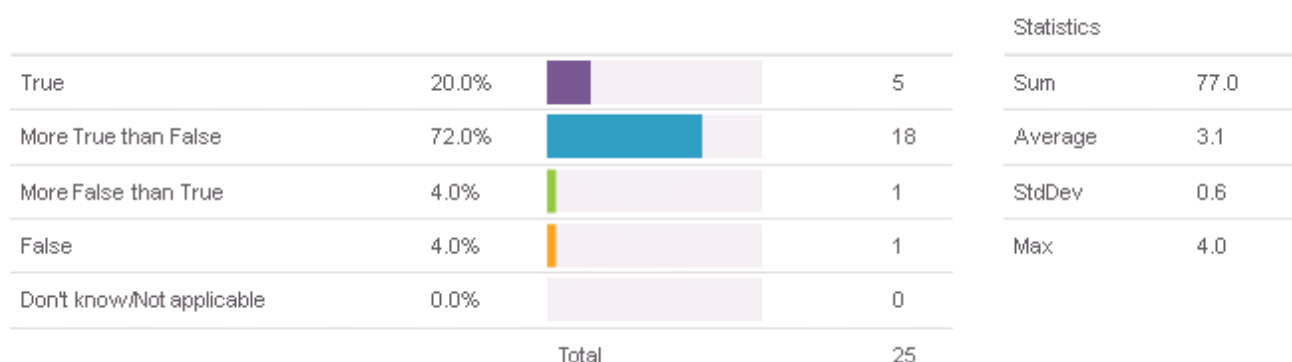
				Statistics	
True	48.0%		12	Sum	78.0
More True than False	32.0%		8	Average	3.3
More False than True	8.0%		2	StdDev	0.9
False	8.0%		2	Max	4.0
Don't know/Not applicable	4.0%		1		
Total			25		

Please provide comments for the **Strong Leadership** section in the space below.

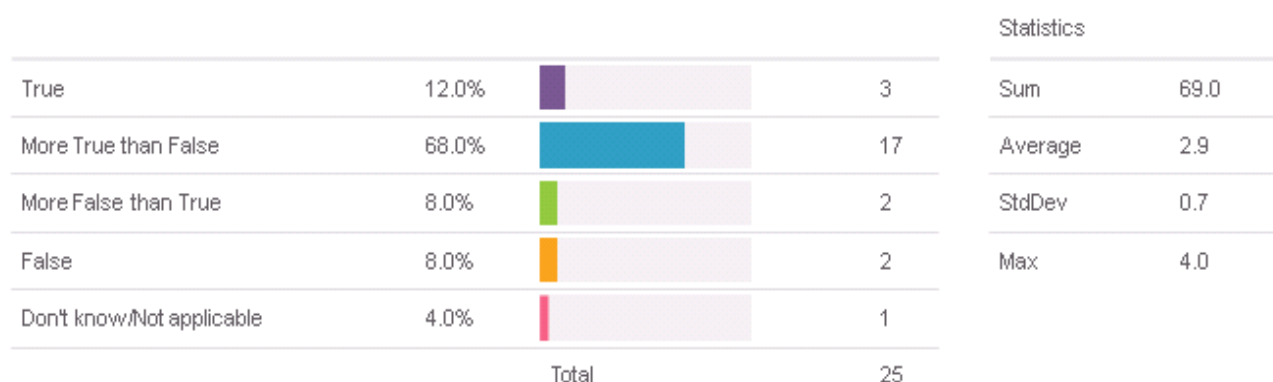
Count	Response
1	Jerry is great!!!!
1	Leadership is very effective. They need to spend more time in each member community.
1	The leadership is biased towards the outcomes they want. Not what is best for the COG or the MPO
1	Very impressed by all the documentation and dedication of the staff.
1	I don't think all board officers fully embrace Metro Vision as their vision for the region or are fully committed to its implementation.
1	Our current leadership displays these qualities. I think we can't overemphasize the word "collaboration."
1	A collaborative environment cannot be reached unless there is recognition that the previous (and current) environment when making decisions and funding choices are not collaborative. In the past, decisions have been made that favor communities with specific attributes - thus penalizing the other communities. Any attempt to award points or funding to a community or organization that achieves or focuses on a specific "foundational principle" creates some degree of preference or favoritism toward a specific "regional goal" or community and further divides the region. I believe every community has the conviction to take steps to achieve Metro Vision goals and does so in their own way - it is not proper for a guiding document to have ties to funding sources that encourage/promote only certain/specific goals within the document.
1	Organizational leadership for this group demands a unique set of requirements not naturally resident in large corporate/business organizations. Decisions to spend such large project money are always difficult, but particularly so when done collaboratively without individual accountability for the decisions.

IV. Members refers to how Board members perceive other member's capacities to collaborate: Are they willing to devote their efforts to furthering the goals of the collaborative rather than simply garner additional resources for their individual programs? Will they support the ideas that have the most merit even at the expense of their own interests? And, do they think there is sufficient trust among members to honestly share information and feedback?

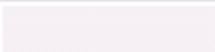

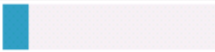
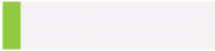
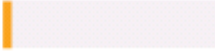
Members... ..are effective liaisons between their home organizations and our group.



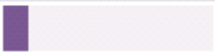

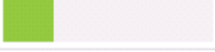
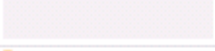

Members.....trust each other sufficiently to honestly and accurately share information, perceptions, and feedback.



Members.....are willing to let go of an idea for one that appears to have more merit.

				Statistics	
True	0.0%		0	Sum	65.0
More True than False	76.0%		19	Average	2.7
More False than True	12.0%		3	StdDev	0.6
False	8.0%		2	Max	3.0
Don't know/Not applicable	4.0%		1		
Total			25		

Members...are willing to devote the effort necessary to achieve Metro Vision Outcomes.

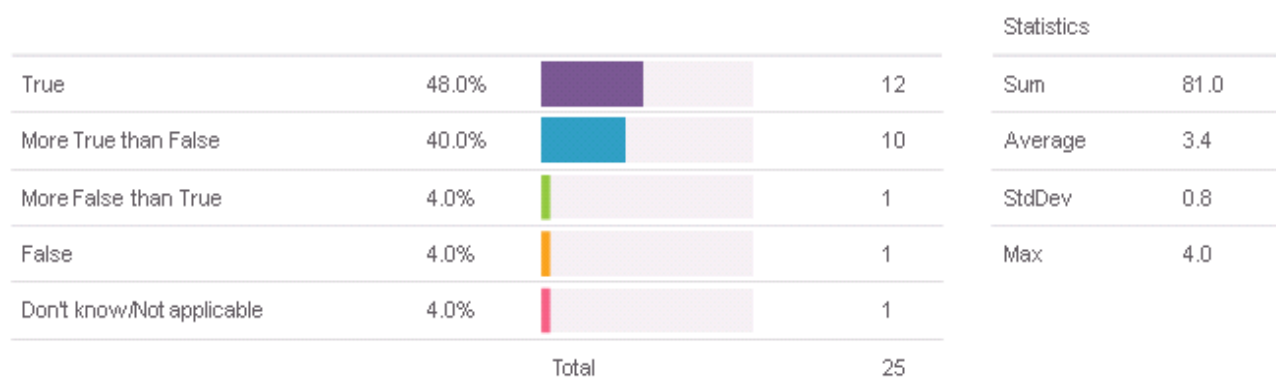
				Statistics	
True	12.0%		3	Sum	69.0
More True than False	60.0%		15	Average	2.9
More False than True	24.0%		6	StdDev	0.6
False	0.0%		0	Max	4.0
Don't know/Not applicable	4.0%		1		
Total			25		

Please provide comments for the Members section in the space below.

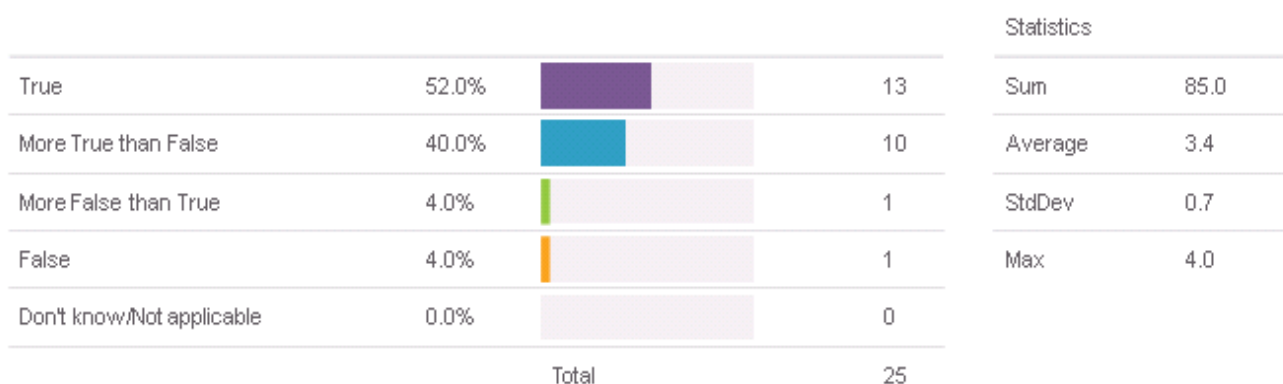
Count	Response
1	Members are self centered
1	More effort needs to be made to embrace new members
1	No comment.
1	It is natural and expected that individual members come to the Board to represent their entities needs first. It is also difficult to "let go" of an idea when the process is drawn out over such a long timeframe with the opportunity to bring the idea back in the future...this won't likely ever be resolved due to the nature of the funding horizons involved.
1	An example was the Boulder County Commissioner stating the need for funding for the E-70 east project. Far away from her district, yet she spoke up for that project.
1	We could do better on this. The board is fairly polarized at times, with some members voting based on ideology rather than what's best for the region.
1	The only part of this that I question is the ability of some members to let go of their strongly held belief for one that might be of more benefit to the region. Sometimes members are so focused on their municipality, or their region-within-the-region, that they lose focus on what is good for the entire region.
1	More true than false for the majority. For some, the goals of the collaborative are not their primary agenda. In some cases, my trust is guarded.
1	Why are we focused on Metro Vision when it doesn't represent the majority of the communities at DRCOG. To tie MVIC to TIP scoring is a terrible way to try and social engineer the region.

V. Structure refers to the clarity members have about the scope of its authority and the roles and responsibilities assigned to its members.

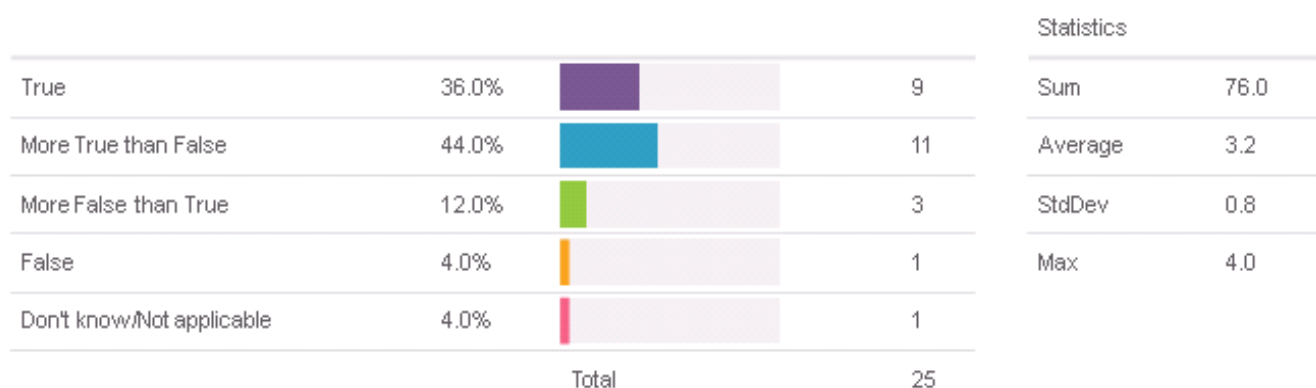
Our group has set ground rules and norms about how we will work together.



We have a method for communicating the activities and decisions of the group to all members.



There are clearly defined roles for group members.

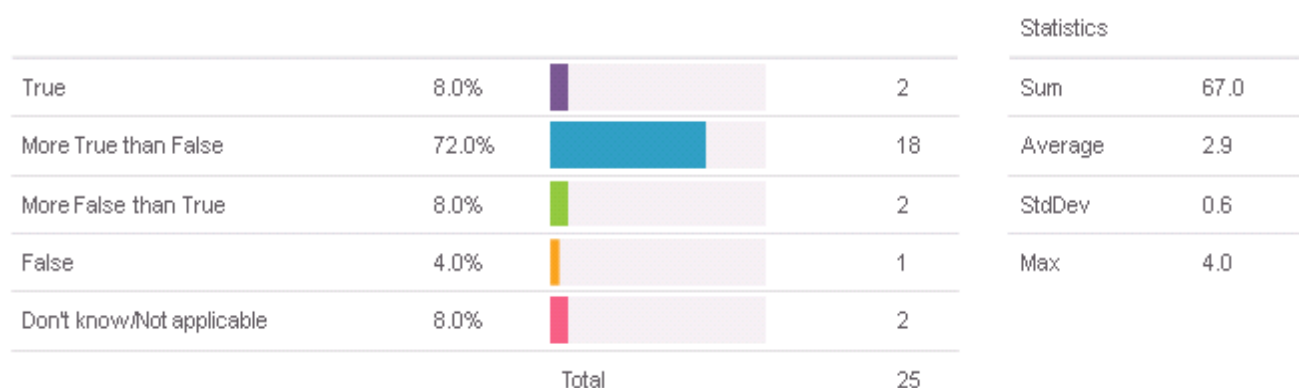


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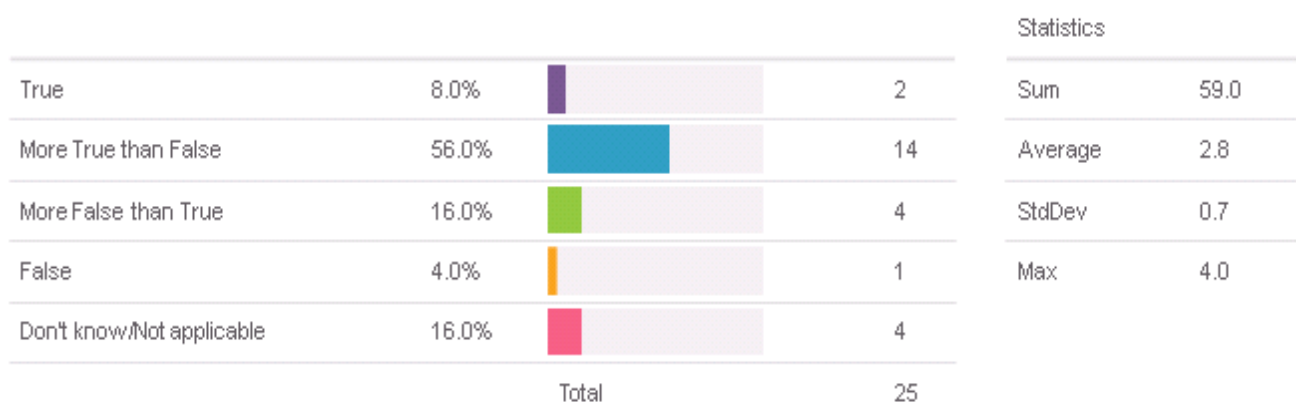
Count	Response
1	No additional comments.
1	No comment.
1	The standards procedures are never followed
1	While these exist in documents, I'm not sure all members have read and fully understand them.
1	We all received a very good overview of the scope of the Board and our roles and responsibilities during the 4/15/15 meeting.
1	This is trending better but additional initiatives are needed to integrate the smaller communities voice into the equation. Additionally, we talk about mentorship for new Board members - we make introductions at the Board meeting - but I do not know what the expectations of a mentor are or how this goal is being accomplished.
1	The Guiding Principles and Norms/Code of Conduct are clearly something to strive for, and I think it is the way we expect ourselves to operate and generally do operate. I think leadership needs to remind us sometimes of certain principles and norms. ;)

VI. General Success reflects the perceived level of success achieved by the collaborative and assesses the extent to which members accomplished the objectives set out for the **most recent performance period**.

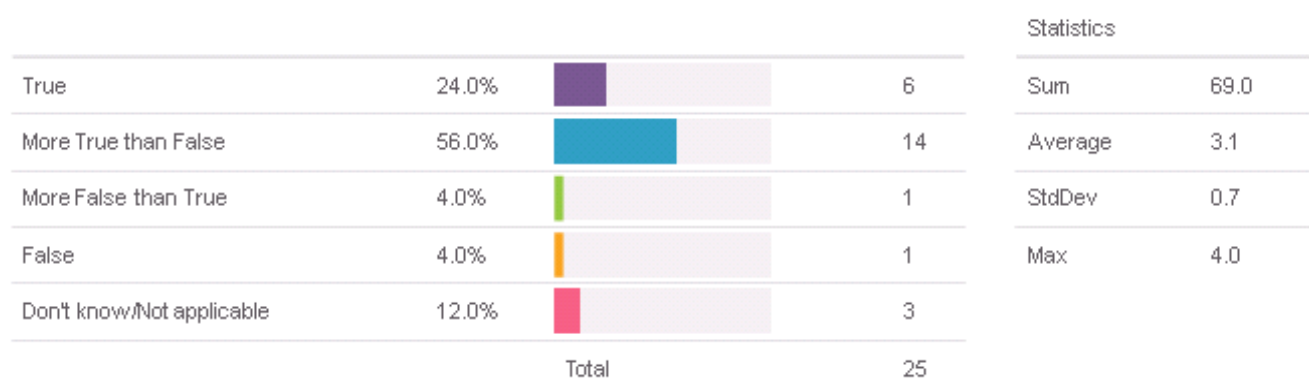
Our Collaborative.....has accomplished its specific objectives.



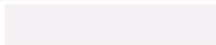

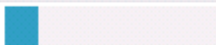
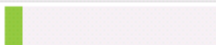
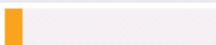
Our Collaborative.....has achieved more than its original objectives.



Our Collaborative.....has led to new projects or efforts.



Our Collaborative.....has achieved extraordinary success.

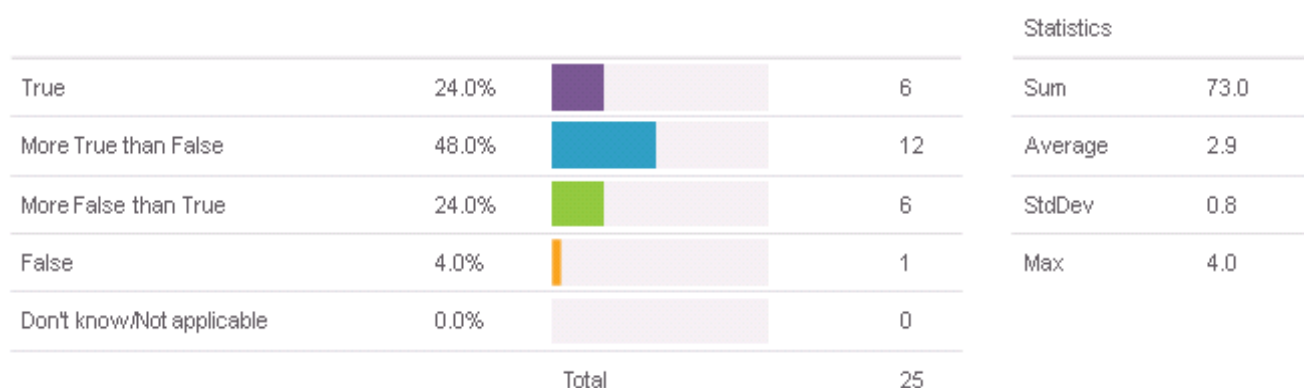
				Statistics	
True	0.0%		0	Sum	61.0
More True than False	68.0%		17	Average	2.7
More False than True	16.0%		4	StdDev	0.6
False	8.0%		2	Max	3.0
Don't know/Not applicable	8.0%		2		
Total			25		

Please provide comments for the General Success section in the space below.

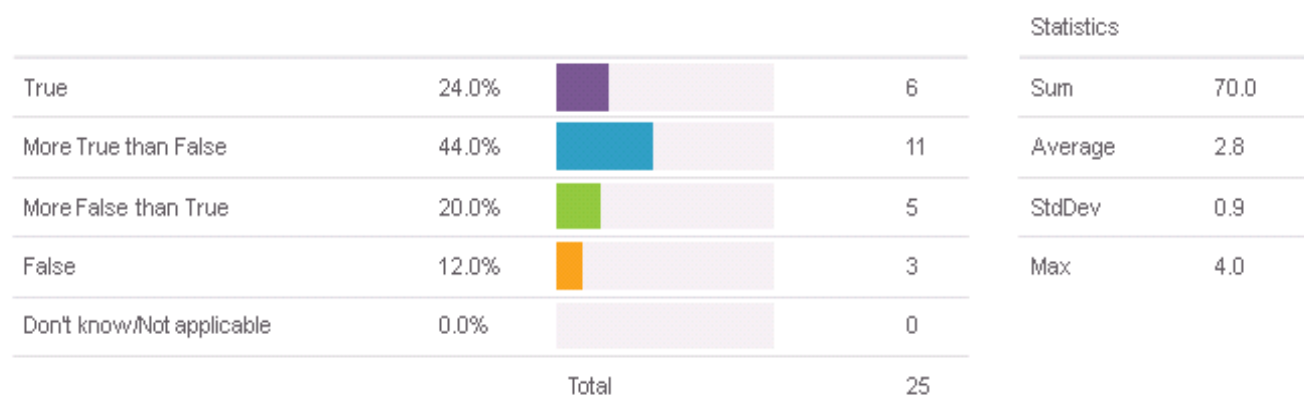
Count	Response
1	No additional comments
1	No comment
1	With any such large, extended effort it may be more optimal to focus on the Goal(s) of the organization rather than More specific Objectives.
1	I think DRCOG is heading in the right direction and making incremental progress towards its goals. But I wouldn't call our success "extraordinary"; it is a work in progress.
1	Sorry, I don't have history with the group to know. But I do perceive that you have achieved extraordinary success or you wouldn't be an organization after 60 years.
1	We are not collaborative at DRCOG. It is a narrow focused organization full of liberal elitists who wish to remove our liberties

VII. Community Involvement & Collaboration refers to the extent to which the collaborative has engaged a wider or more diverse set of partners, or has stimulated greater commitment to collaboration among communities/jurisdictions.

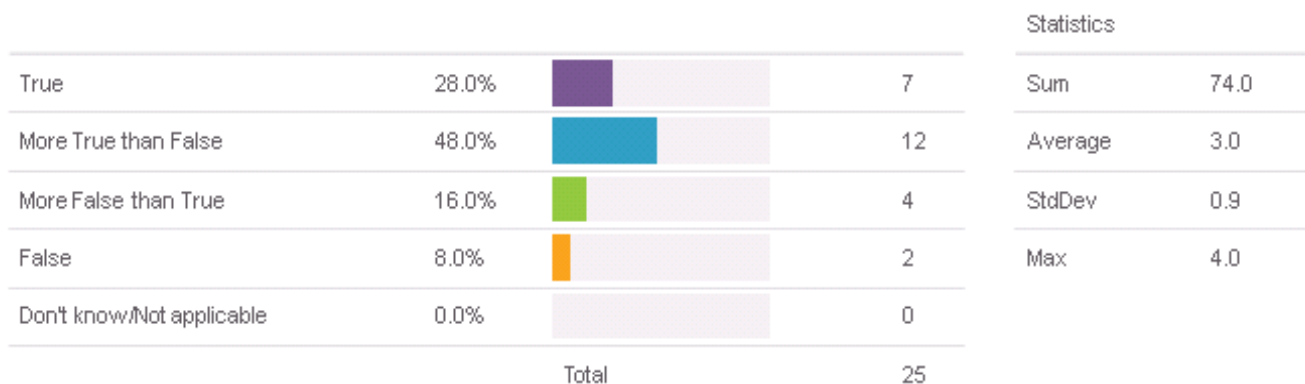
Our Collaborative.....has led to broader and more meaningful engagement of diverse partners.



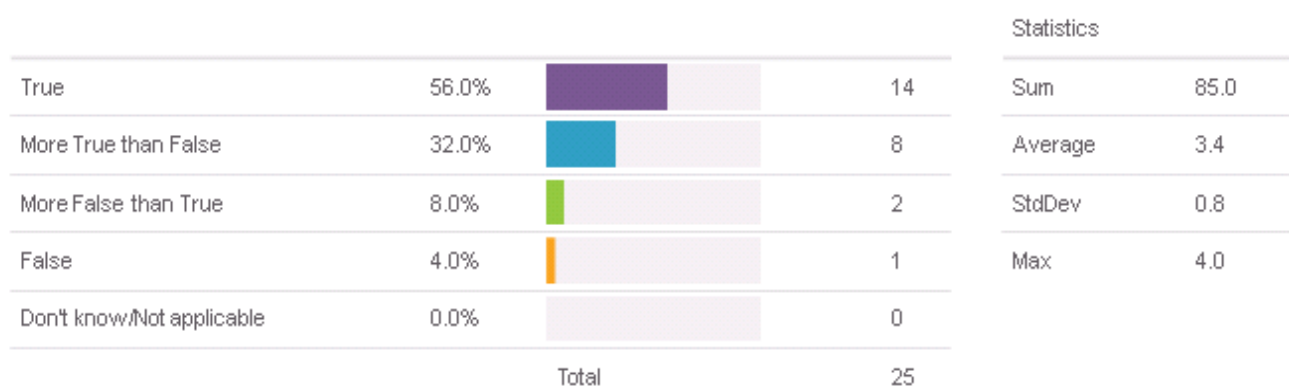
Our Collaborative... ..has resulted in the emergence of new leaders committed to collaboration.



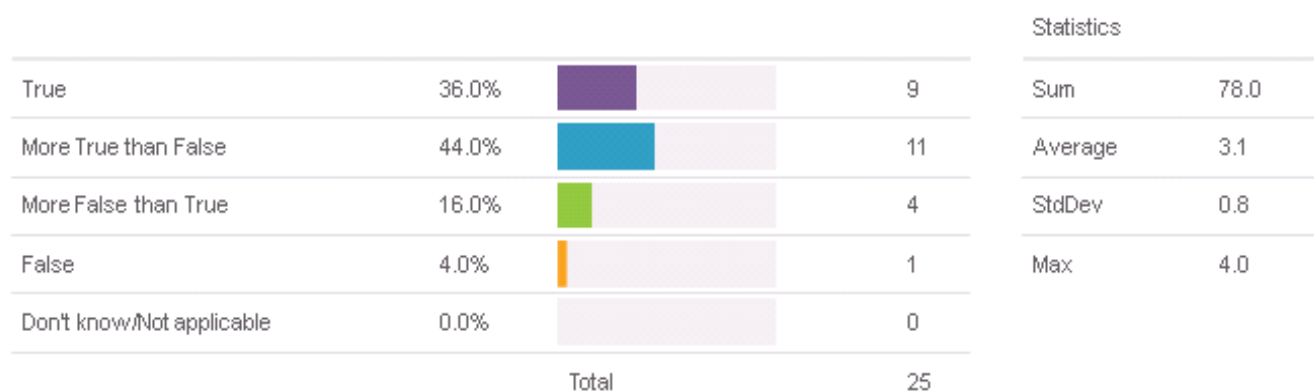
Our Collaborative.....has helped improve the way our participating jurisdictions work together.



Our Collaborative.....has increased my knowledge of resources outside of my agency/organization.



Our Collaborative.....has increased my access to resources outside of my agency/organization for my community.

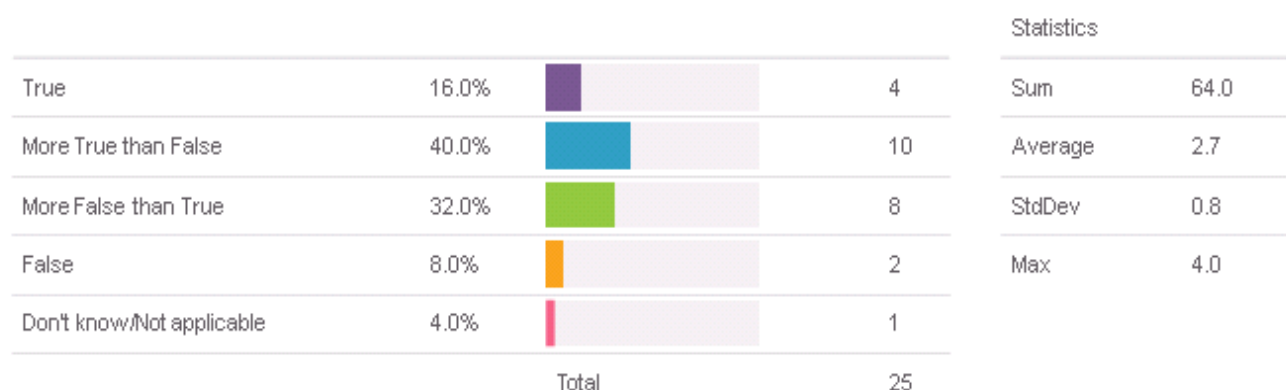


Please provide comments for the Community Involvement & Collaboration section in the space below.

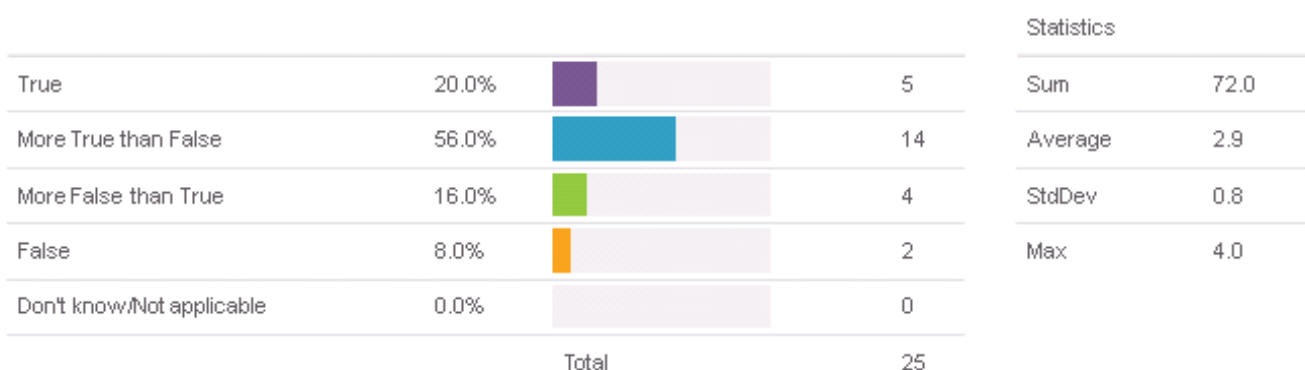
Count	Response
1	DRCOG is not a collaborative
1	No additional comments
1	No comment.
1	The concept of bringing together community and agency representatives is important - the ability to listen and share ideas and thoughts strengthens all communities for those that are engaged and willing to participate.
1	As a small community, the scope of what we are able to do is different from the large communities. Sometimes, it's hard to gauge how to adapt the knowledge/resources to a small community.
1	Great benefit to have an opportunity to regularly collaborate with such a large diverse group of community leaders.
1	I think the SCI effort increased engagement of external stakeholders but much of DRCOG's work do this as well.
1	Prior to serving on DRCOG, not only did I not know the extent of resources available within DRCOG, I didn't know they existed anywhere.

VIII. Outcomes refer to the extent to which members believe the collaborative has had an impact on the outcomes it is targeting. For example an outcome is; *The built environment accommodates the needs of residents of all ages, incomes, and abilities; Development patterns are easy to navigate, enhance multimodal connectivity, and maximize the ability for all people to access opportunities.* (Metro Vision 2035)

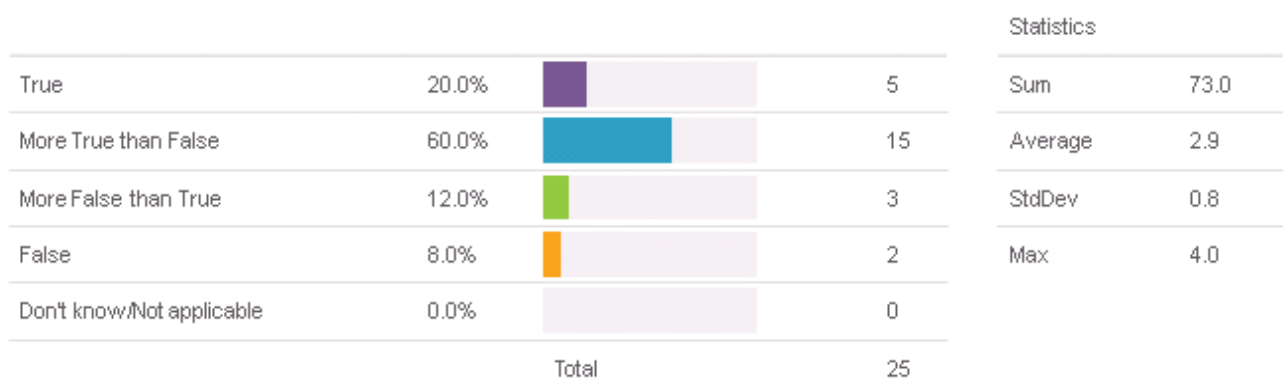
Our Collaborative.....is committed to a “no wrong door” approach where any idea can be considered.



Our Collaborative.....has had an impact on the outcomes it is targeting.



Our Collaborative.....has resulted in improved outcomes for the population served.

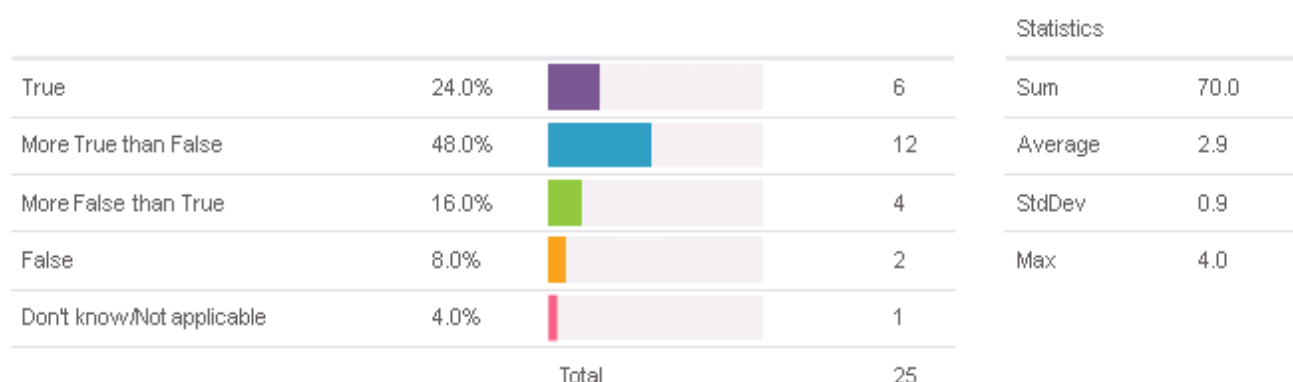


Please provide comments for the Outcomes section in the space below.

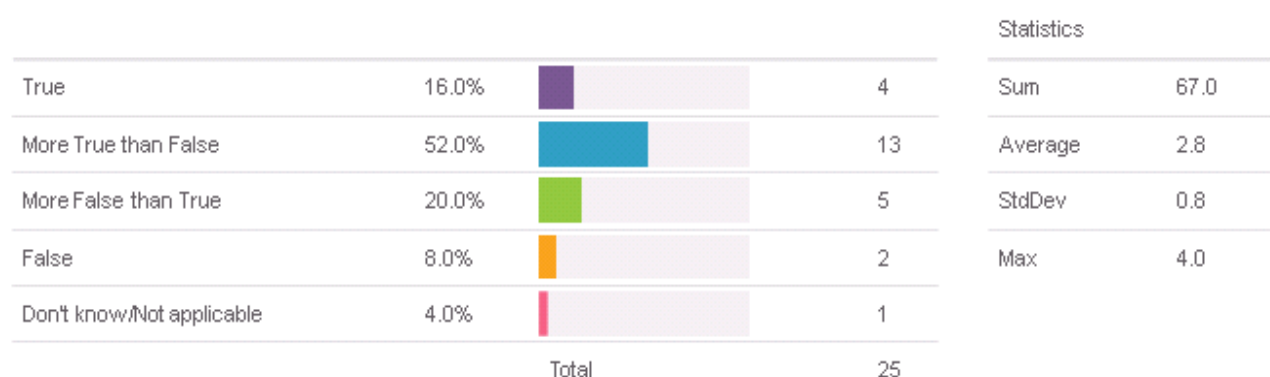
Count	Response
1	DRCOG is not a collaborative. It is a self serving government bureaucracy.
1	No additional comments
1	No comment.

IX. Quality of Services assesses members' perceptions about the level of improvement in the quality of services for the population served, in areas such as access to needed services, navigating the system of services, time to obtain services, etc.

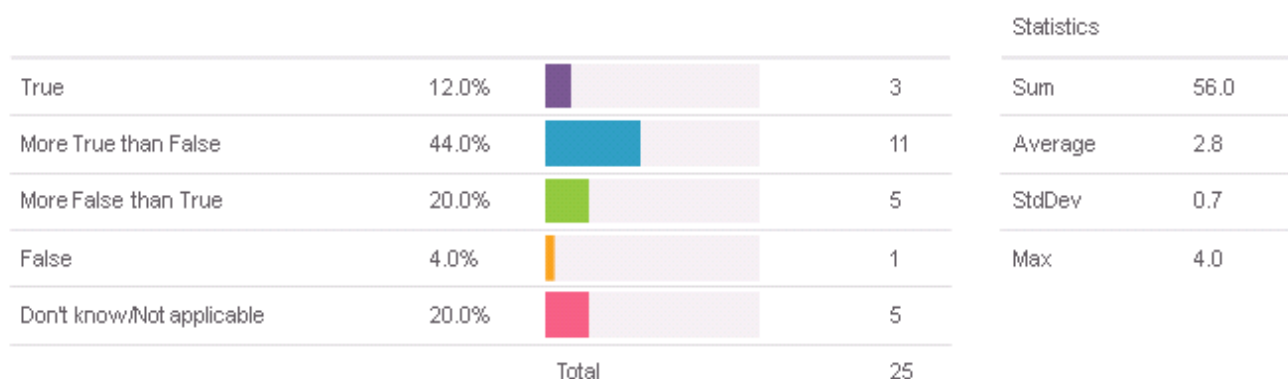
The work of our Collaborative.....has improved the quality of services for the population served.



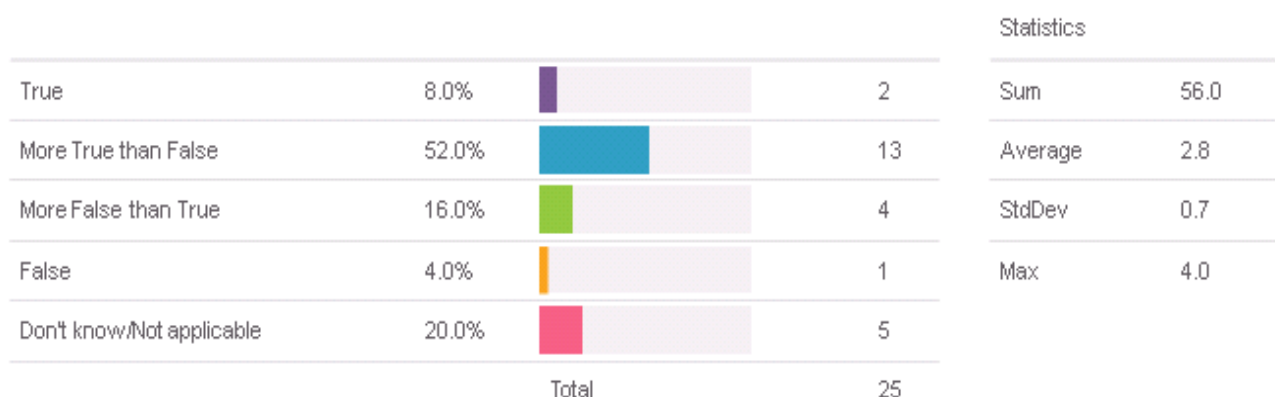
The work of our Collaborative.....has resulted in more streamlined service provision across participating jurisdictions/organizations.



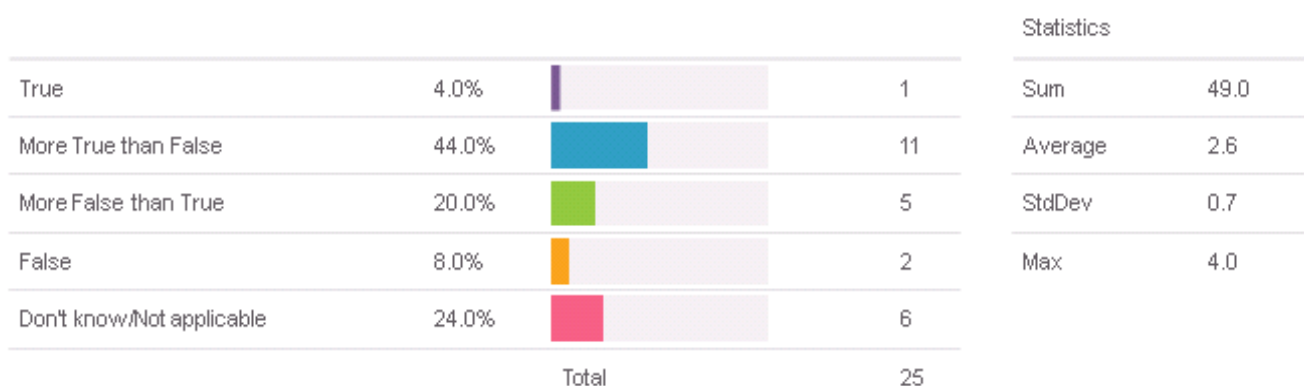
The work of our Collaborative.....has resulted in the creation of a system that is easier for the population served to navigate.



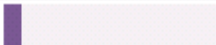
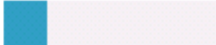
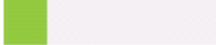
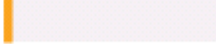

The work of our Collaborative.....has resulted in a system that makes it easier for population served to access needed services.



The work of our Collaborative.....has resulted in improved quality of services within my agency/organization due to our participation on the DRCOG Board.



The work of our Collaborative.....has reduced the cost of delivering services for the population served by my agency/organization that are also served by DRCOG.


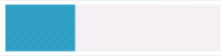
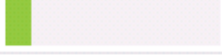


				Statistics	
True	8.0%		2	Sum	34.0
More True than False	20.0%		5	Average	2.6
More False than True	20.0%		5	StdDev	0.8
False	4.0%		1	Max	4.0
Don't know/Not applicable	48.0%		12		
Total			25		

Please provide comments for the Quality of Services section in the space below.

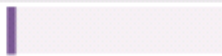

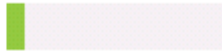
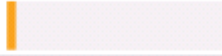
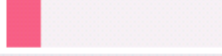
Count	Response
1	No additional comments
1	No comment.
1	I think DRCOG's AAA has particularly improved services and the quality of life for the clients it serves.
1	DRCOG is not a collaborative. It is a self serving government bureaucracy that has wasted tax payer money, slowed down vital transportation improvements and focused on expanding their control.
1	As a representative of one of the larger municipalities in DRCOG, I think many of the services/products offered are already available to my constituents within our city. However, I see the benefit provided both to us, and particularly to the smaller jurisdictions.
1	Agency DRCOG members (RTD, CDOT, etc.) should be required to engage/report and be accountable to each community in order to participate in funding - this can be done more easily if the communities come together at the County level. This would allow the smaller communities at the table to have another way to engage and be heard if they have a specific issue. If there are issues with any of our members and these agencies, it would color my judgment on funding requested projects at the DRCOG level and incentivize these agencies to treat all communities with some level of importance. Simpler is better and less barriers - the more policy DRCOG tries to create and recreate policy, the less members can talk and discuss issues and best practices to align and drive our region at the local level. DRCOG should be a facilitator, consultant, solutions provider and an unbiased resource to all member entities. They should be above the agencies - when we attempt to create and recreate policy every cycle - this type of thought becomes challenging and difficult to achieve.

X. Fragmentation of Services refers to the extent to which members of the collaborative perceive a reduction in the fragmentation of services for the population served. This reduced fragmentation may result from increased availability of continuous and uninterrupted services, greater integration of services, more comprehensive service plans, or other improvements.

The work of our Collaborative..... has increased the availability of continuous and uninterrupted services for the population served by DRCOG, regardless of the funding source.

				Statistics	
True	8.0%		2	Sum	39.0
More True than False	32.0%		8	Average	2.8
More False than True	12.0%		3	StdDev	0.8
False	4.0%		1	Max	4.0
Don't know/Not applicable	44.0%		11		
Total			25		

The work of our Collaborative.....has generally led to the creation of more comprehensive services plans for the population served by participating jurisdictions/organizations.

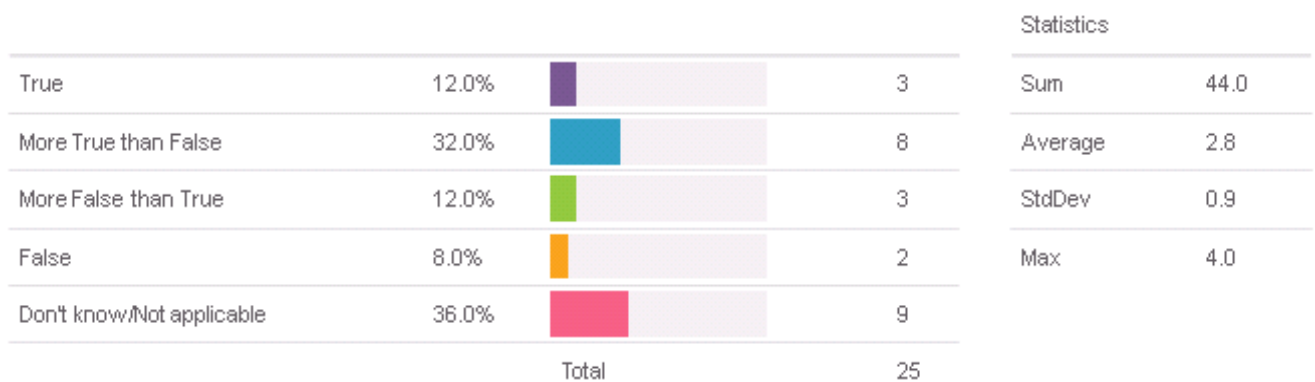
				Statistics	
True	4.0%		1	Sum	60.0
More True than False	68.0%		17	Average	2.9
More False than True	8.0%		2	StdDev	0.6
False	4.0%		1	Max	4.0
Don't know/Not applicable	16.0%		4		
Total			25		

Please provide comments for the Fragmentation of Services section in the space below.

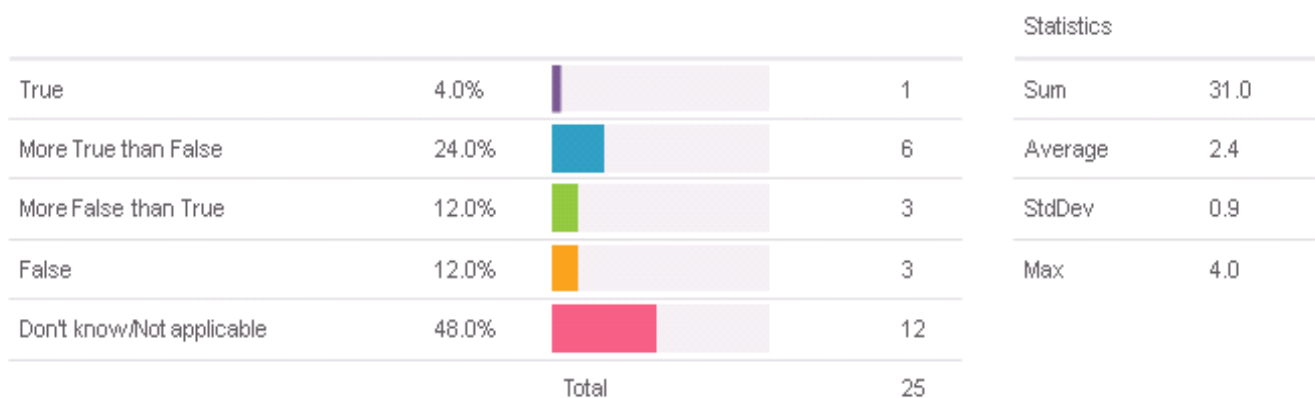
Count	Response
1	No additional comments
1	No comment.
1	DRCOG is not a collaborative. It is a self serving government bureaucracy that has wasted tax payer money, slowed down vital transportation improvements and focused on expanding their control.
1	This is answered from my jurisdiction's eyes - I believe steps in the core areas are getting better. The fringe areas are still struggling to find consistent RTD service that allows them to fully commit to their 100% participation in the Vision. It would be great to have agencies like RTD review the plan and determine the viability of our thought to their capacity to provide service and build out based on their resources. Additionally, I would like updates on what type of benefits DRCOG can bring the municipalities - bringing together transportation plans and actively dialoging with communities/counties to ensure consistency and awareness, sharing of perceived trends that affect community and developing a menu of offerings to ensure what type of services they can assist with (and which ones they can't).

XI. Duplication of Services refers to two qualities of duplication: a reduction in the duplication of services; and a reduction in the number of professionals providing services for the population served by DRCOG.

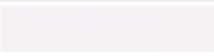
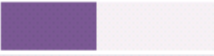
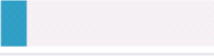
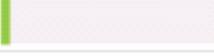

The work of our Collaborative.....has led to a reduction in the duplication of overlapping services across all participating jurisdictions/organizations when serving the region's population.



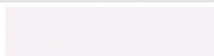

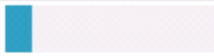

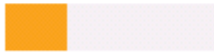
The work of our Collaborative.....has led to a reduction in the number of professionals providing overlapping services for the population served.



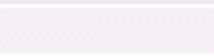

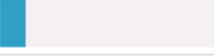


The work of our Collaborative.....has increased the availability of continuous and uninterrupted services for the population served, regardless of the funding source.

				Statistics	
True	0.0%		0	Sum	40.0
More True than False	44.0%		11	Average	2.7
More False than True	12.0%		3	StdDev	0.6
False	4.0%		1	Max	3.0
Don't know/Not applicable	40.0%		10		
Total			25		

The work of our Collaborative.....has resulted in greater integration of services for the population served.

				Statistics	
True	0.0%		0	Sum	49.0
More True than False	56.0%		14	Average	2.7
More False than True	12.0%		3	StdDev	0.6
False	4.0%		1	Max	3.0
Don't know/Not applicable	28.0%		7		
Total			25		

The work of our Collaborative.....has generally led to the creation of more comprehensive services plans for the population served.

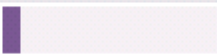

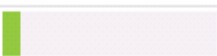
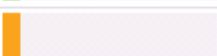
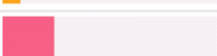
				Statistics	
True	0.0%		0	Sum	52.0
More True than False	60.0%		15	Average	2.7
More False than True	12.0%		3	StdDev	0.5
False	4.0%		1	Max	3.0
Don't know/Not applicable	24.0%		6		
Total			25		

Please provide comments for the Duplication of Services section in the space below.

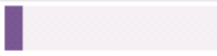

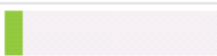
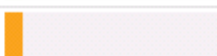
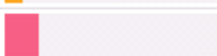
Count	Response
1	No comment.
1	With the exception of our Ageing program
1	The Collaborative has provided an opportunity for smaller organizations to provide services without needing to duplicate efforts or when they wouldn't have been able to due to lack of resources.
1	DRCOG is not a collaborative. It is a self serving government bureaucracy that has wasted tax payer money, slowed down vital transportation improvements and focused on expanding their control.

XII. Costs refers to the extent to which members view the collaborative as reducing costs, either by reducing the costs of delivering services to the population served or by promoting a sharing of costs between jurisdictions/organizations participating in the collaborative.

The work of our Collaborative.....has reduced the costs of delivering services to the population served.

				Statistics	
True	8.0%		2	Sum	53.0
More True than False	52.0%		13	Average	2.8
More False than True	8.0%		2	StdDev	0.8
False	8.0%		2	Max	4.0
Don't know/Not applicable	24.0%		6		
Total			25		

The work of our Collaborative.....has resulted in the sharing of costs between jurisdictions/organizations participating in the collaborative.

				Statistics	
True	8.0%		2	Sum	59.0
More True than False	60.0%		15	Average	2.8
More False than True	8.0%		2	StdDev	0.7
False	8.0%		2	Max	4.0
Don't know/Not applicable	16.0%		4		
Total			25		

Please provide comments for the Costs section in the space below.

Count	Response
1	No comment.
1	Still a lot of work to do in this area.
1	This section should have provided examples
1	DRCOG has increased the cost of providing services to our citizens. Total waste of our tax payer dollars.

Please provide additional comments in the space below.

Count	Response
1	None
1	I feel we do not need to sing happy birthday to board members, make comments thanking a group of people for the work they do then have another board member repeat what was just said. This is not a venue for standup comedy we should stay on track and on the issues at hand.
1	I would like to formally go on record that I was appalled at the actions of the DRCOG Executive Director at last night's Administrative Committee and Board meetings. Her direct and public attack of those Board members who have legitimate questions was an overstep of her authority and lacked professional character.

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 #
May 20, 2015	Informational Briefing	14

SUBJECT

This agenda item provides an update on the status of RTD FasTracks projects.

PROPOSED ACTION/RECOMMENDATIONS

This item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

The DRCOG Board adopted [Resolution No. 14, 2013](#) in September 2013 which modified the FasTracks annual review process. The resolution requires RTD to provide a FasTracks Annual Status Report for informational purposes no later than May 1 of each year. The 2015 Annual Status Report is attached. RTD staff will summarize the report at the May Board meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

2015 RTD FasTracks Annual Status Report

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director at 303-480-6701 or jschaufele@drcog.org or Doug Rex, Director, Transportation Planning & Operations at 303-480-6747 or drex@drcog.org.



May 1, 2015

Jacob Riger, Long Range Transportation Planning Coordinator
Denver Regional Council of Governments
1290 Broadway, Suite 700
Denver, CO 80203-5606

Dear Mr. Riger:

Attached is the 2015 FasTracks Status Report for your review and distribution. This document is being submitted per DRCOG resolution number 14, dated September 18, 2013, which states that RTD is to provide a status report to DRCOG on the FasTracks Program annually for informational purposes. This year the Status Report consists of the RTD FasTracks Progress Fact Sheet (second quarter 2015), which provides a status on each project as well as a map with schedule information, and updated FasTracks estimated capital costs as of March 2015.

Sincerely,

A handwritten signature in black ink, appearing to read "William Van Meter", written over a horizontal line.

William Van Meter
Assistant General Manager, Planning

cc: David Genova, Interim General Manager and CEO
Rick Clarke, Assistant General Manager, Capital Programs
Brian Welch, Senior Manager, Planning Technical Services
Genevieve Hutchison, Senior Transportation Planner

FasTracks Progress

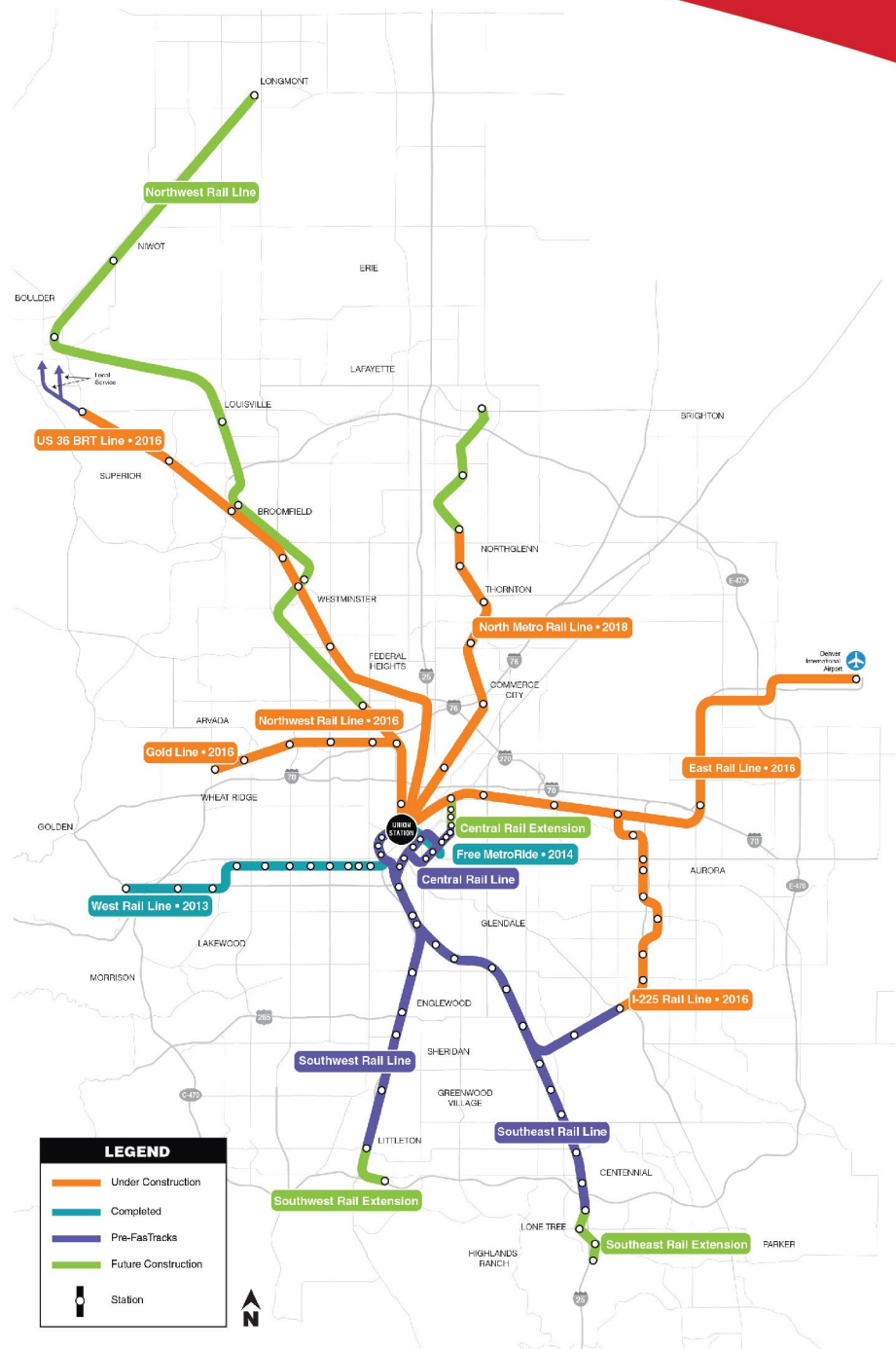
- Construction is underway on five additional rail lines and the U.S. 36 bus rapid transit, or BRT project. Four rail lines and the BRT line open in 2016.
- Projects already complete and opened include the West Rail Line (W Line); the Union Station Bus Concourse and the Free MetroRide. Testing has commenced on the East Rail Line, with the first new commuter rail cars out on the tracks between Union Station and Denver International Airport. Opening date in 2016 will be determined later this year.

FasTracks is an Economic Driver for the Region

- Since 2005, FasTracks has created more than 15,000 direct full-time jobs.
- \$5.3 billion is being invested to date across the region.
- Every \$1 invested in transit infrastructure translates into a \$4 investment into the local economy over 20 years.

FasTracks Moving Forward

- The Southeast Rail Extension continues to move forward. Four teams received a Request for Proposal Feb. 27. Their proposals will be due to RTD in May. After a finalist is selected and the RTD Board awards a contract, the Notice to Proceed (NTP) for design work is expected to be granted later this year while the NTP for construction is expected in 2016.
- The project teams for the Central and Southwest Rail Extensions are updating the estimates for the projects which will be included in RTD's amendment to the region's 2040 Regional Transportation Plan, or RTP. RTD will submit the revised plan to the Denver Regional Council of Governments (DRCOG) later this year.
- It took a region to create FasTracks and it will take a region to get it done.



FasTracks at a Glance

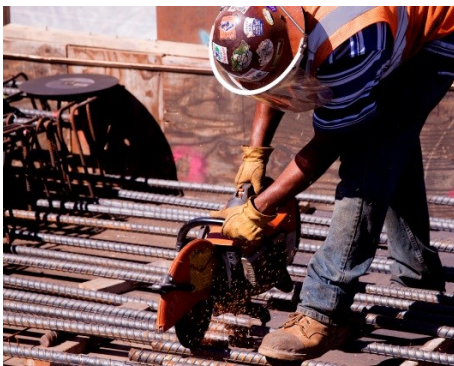
- 122 miles of new commuter rail and light rail
- 18 miles of bus rapid transit service
- 21,000 new parking spaces at rail and bus stations
- Redirected bus service for easy, convenient bus/rail connections
- Redevelopment of Denver Union Station as a mixed-use transit hub

Central Rail Extension

- RTD staff is continuing with advanced basic engineering as well as updating the cost estimate.

Denver Union Station

- The Union Station Bus Concourse is completed and open. The first piece of public art, Lola, has been installed on the CRT pedestrian bridge. Signals and overhead power are being installed by DTP.



A worker trims the ends off steel reinforcing bar as part of Gold Line bridge construction

Eagle P3

- The commuter rail maintenance facility is now home to 16 commuter rail cars that have been delivered from the assembly plant in Philadelphia. The cars are being tested with 25Kv AC power now being fed to the facility from the nearby Argo substation.

East Rail Line

- The first trains are running on the line. Testing started on the Peña Boulevard segment, where there are no crossing conflicts with public streets. RTD continues its safety outreach program with schools along the corridor and community groups. All are encouraged to watch for trains and stay a safe distance away.

Free MetroRide

- This service began in May 2014 and is a popular complement to the Free MallRide.

Gold Line

- All 11 bridges are either complete or nearing completion, with track installation well under way. Arvada has started construction on the Olde Town Transit Hub project, which will move the station's 400 parking spaces and bus transfer facility from the existing surface lot into a structure adjacent to the station platform.

I-225 Rail Line

- All seven light rail bridges on the project are either complete or nearing completion. Assembly and placement of the Florida Pedestrian Bridge is underway. Street closures in the Aurora city center area are taking place to make way for street running trains.

North Metro Rail Line

- Design and right-of-way acquisitions on the North Metro Line are continuing. Utility relocations are underway and bridge construction at 120th; the North Metro Skyway and Marion Street are scheduled to begin this spring.



East Rail Line track approaches the Denver Airport Station platform

Northwest Rail Line

- The enhanced pedestrian underpass for the Westminster Station is well advanced; forming part of the station betterments negotiated with the city in support of its mixed-used transit oriented development plans. The 64th Avenue bridge, the only road bridge in the entire Eagle Project, is under construction as part of a year-long road closure between Federal Boulevard and Pecos Street.

Southeast Rail Extension

- Proposals to design and build the extension are due in May. The project remains in the pipeline to receive a \$92 million federal grant through the New Starts program.



Crews work on the North Toll Gate Bridge on the I-225 Rail Line project.

Southwest Rail Extension

- Southwest Rail Extension stakeholders and RTD staff are evaluating opportunities to move the project forward. Meetings with stakeholders are taking place throughout Q2.

U.S. 36 BRT

- The U.S. 36 Bus Rapid Transit Line will open through series of events, celebrating milestones this year and culminating with the BRT service change Jan. 17, 2016. Celebratory events include the unveiling of the Flatiron Flyer vehicle at a media event June 30; opening of the Boulder Junction transit facility Aug. 13; and station ribbon-cutting ceremonies and station parties Oct. 24.

- RTD will also participate in the openings of the express lanes and bikeway planned by CDOT.

West Rail Line

- This project opened in April 2013.



FasTracks Program Costs through 2019 (millions of dollars)		
Project	Spent Through 2014	Total Project Budget
Central Extension	\$11.0	\$10.9
Denver Union Station	\$310.7	\$314.9
Eagle Project	\$1,599.3	\$2,274.3
Free MetroRide	\$10.9	\$16.9
I-225	\$340.4	\$693.2
Light Rail Maintenance Facility	\$17.2	\$17.2
Misc. Projects	\$253.1	\$337.3
North Metro	\$152.6	\$724.3
Northwest Rail	\$18.8	\$29.2
Southeast Extension	\$34.4	\$239.0
Southwest Extension	\$23.2	\$24.5
US 36 BRT	\$158.1	\$198.7
West Corridor	\$676.8	\$678.4
Total Program	\$3,606.6	\$5,558.9

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 #
May 20, 2015	Information	15

SUBJECT

This item provides information on continuing to contract with Colorado Department of Human Services for the DRCOG Area Agency on Aging and with service providers.

PROPOSED ACTION/RECOMMENDATIONS

No action requested, this item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

The Denver Regional Council of Governments is designated by the State as the Area Agency on Aging (AAA) to receive and administer federal Older Americans Act (OAA) and State Funding for Senior Services (SFSS) monies to provide services to older adults and their caregivers throughout the region. The amount of the funding anticipated for the upcoming fiscal year, July 1, 2015 – June 30, 2016, is approximately \$15,606,174.

The amount referenced above represents an anticipated increase in OAA funding from the current fiscal year of \$82,000 (nearly \$74,000 in service dollars and approximately \$8,000 in administrative funds for DRCOG) and a statewide increase in SFSS of \$4 million (approximately \$1.7 million for DRCOG).

A Request for Proposals (RFP) was distributed to solicit proposals from local community service providers to provide various services throughout the coming two-year contract cycle. Those proposals (which totaled more than \$13.7 million) were vetted by the ACA, and their recommendations for funding for the first fiscal year of the contract term are attached.

Utilizing the evaluation criteria from the RFP, including Need of Service within Region, Cost Information and Experience/Capability, the ACA is recommending funding to 26 contractors, with 40 proposals amongst them, based on their weighted scoring figures compared to other proposals within the same service category. The recommendation is to fund 21 current contractors, with 34 proposals amongst them, and 5 new contractors, with 6 proposals amongst them.

The ACA denied funding to 5 out of the 45 proposals received. Four of these 5 proposals were denied due to their low weighted scoring figure as compared to other proposals within the same service category. The fifth proposal that was denied was First Transit, Inc., who submitted a proposal to receive continued funding for transportation in Denver County. The ACA is recommending funding to Seniors' Resource Center (SRC)

for transportation in Denver County due to SRC's significantly lower cost per unit and cost per client figures in Denver County as compared to First Transit, Inc.

Included in the \$15,606,174 funding referenced above is \$215,894 for State Visually Impaired Services. Successful respondents to a request for proposals (RFP) distributed in October 2014 entered into a two year and five month contract with DRCOG's AAA beginning February 1, 2015 and ending June 30, 2017 with the understanding that funding levels would be determined on an annual basis, according to the State Fiscal Year calendar, and dependent upon funds being made available to DRCOG. Attached are the recommendations for funding for the second fiscal year of the contract term, July 1, 2015 - June 30, 2016.

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 or Jayla Sanchez-Warren, Director, Area Agency on Aging, at 303-480-6735 or jswarren@drcog.org.

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 #
May 20, 2015	Informational Item	17

SUBJECT

This item provides a final report to the Board on the status of bills acted on by the Board during the recently completed legislative session.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

The Colorado General Assembly completed the 2015 legislative session on May 6. This was a successful session for DRCOG.

The attached Legislative Wrap-Up highlights the most significant pieces of legislation for DRCOG during the 2015 legislative session.

The attached spreadsheet provides a list of the bills on which the DRCOG Board took a position, with updated status.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

- 2015 Legislative Wrap Up
- Bills of Active Interest—2015 Session

ADDITIONAL INFORMATION

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

2015 LEGISLATIVE WRAP-UP

May 7, 2015

During the First Regular Session of the 70th General Assembly, the DRCOG Board took positions on 24 bills. DRCOG staff and lobbyists lobbied these bills, including seeking specific amendments to the bills where appropriate and providing input to legislative sponsors, committees and staff on these and related legislative issues.

The 24 bills on which positions were taken were of special interest because of an identified impact on member governments or the regional programs administered by DRCOG. DRCOG staff and lobbyists also monitored and in some cases provided input and advice on the Long Appropriations Bill and at least four dozen other bills for potential impact on DRCOG, its programs or its members.

The most significant pieces of legislation for DRCOG are summarized below. A final status report on all the bills on which official positions were taken is attached.

State Fiscal Issues

Every year there are challenges in balancing the state budget and the 2015 legislative session was no exception. While the FY 2015-16 budget marked the third year in a row the General Assembly enjoyed additional revenue available to fund state priorities, various factors converged to limit this. With improved budget forecasts, the year began with numerous proposals for restoring cuts from previous sessions and even new initiatives. These included proposed investments in K-12 education, higher education, economic development, Medicaid and other human services, capital construction, transportation and the state's reserve fund. But consideration of many of these proposals became problematic as it became clear that the state's positive revenue picture was going to put it in a TABOR rebate situation, meaning all the additional revenue above the TABOR revenue cap would have to be set aside for rebates. [See HB 15-1389 discussion below.]

This includes the SB 09-228 earmark for transportation that has been triggered by 5 percent personal income growth in 2014. Depending on the size of the TABOR rebate, the estimated \$215 million of General Fund to be set aside for transportation for the next five years will have to be reduced by half and possibly to zero.

Older Adults

State Funding for Senior Services (SFSS) is increased by \$4 million. For many years, DRCOG has collaborated with various senior advocacy groups to protect and whenever possible increase the statutory appropriation to the Older Coloradans Fund (OCF) and the General Fund appropriation for "State Funding for Senior Services," which supply money to the Area Agencies on Aging (AAAs) for services provided under the Older Coloradans Act. During this time, DRCOG has worked with AARP, the Bell Policy Center, the Colorado Senior Lobby, Colorado Commission on Aging, Alliance for Retired Americans, and many other organizations and service providers to advocate for these funds.

Working with this coalition again last summer, DRCOG staff produced a letter to the governor requesting a third straight year of \$4 million increases in this funding that garnered signatures from 21 organizations representing all areas of the state. This advocacy effort resulted in the governor including the increase in his budget request. With the precarious fiscal picture that emerged after the first of the year, DRCOG staff and lobbyists had to work extra hard to ensure the Joint Budget Committee (JBC) included the \$4 million appropriation in the FY 2015-16 budget. For the second year in a row, the JBC expressed its intent that \$500,000 of the total appropriation be used to provide services to the blind and visually impaired. Additionally, the JBC set aside \$150,000 from the appropriation to be used to improve data gathering and analysis by AAAs and the state.

Monies appropriated through the OCF and SFSS are allocated to the AAAs for programs – such as home delivered and congregate meals, in-home services, options counseling, and transportation – that help seniors live independently longer. DRCOG's AAA receives approximately 40 percent of the funds. These programs are safety net services for the recipients and are more cost effective with taxpayer dollars than institutional services.

Strategic Planning, Services, Older Adult Protection. With the aging of the population and the impact of this demographic shift on state and local governments and the private sector, arguably the most important bill of the session for DRCOG was HB 15-1033, which establishes a “strategic action planning group on aging” appointed by the governor to study issues related to the older population growth and to issue a comprehensive strategic action plan on aging. This DRCOG-initiated bill (working closely with AARP Colorado and the Bell Policy Center) identifies specific areas for the planning group to analyze and to make recommendations for legislation and toolkits/best practices that state, local and private entities can implement to reduce costs while increasing the positive attributes of an age friendly society. These include services and supports, cost effective government expenditures, transportation, affordable housing, caregiving, and workforce development.

DRCOG also worked with AARP and numerous other senior advocacy organizations to advance HB 15-1100, which would have guaranteed that the \$4 million appropriated in the Long Bill for FY 2015-16 be continuously appropriated by statute to the Older Coloradans Fund. After a significant amount of effort, again to overcome concerns about continuous appropriations in a time of TABOR rebates, the bill passed the House with \$2 million designated for the Older Coloradans Fund for three years. However, the bill died in Senate Finance Committee on a party line vote.

Sometimes, keeping certain legislation from passing is almost as important as helping other legislation to pass. That was the case with two bills introduced late in the session that would have negatively impacted the Long Term Care Ombudsman Program, which DRCOG, as the AAA, operates for eight counties in the region. HB 15-1302 attempted to preempt a stakeholder process that is working to update rules and licensing standards for assisted living residences. SB 15-289 attempted, again outside of the stakeholder process, to eliminate the health department fee increases that are the funding source for three new surveyors being hired by the department. DRCOG has been a strong supporter of increasing the number of surveyors as the number of assisted living residences continues to increase (about 335 in the region now) and the state is falling behind in inspections.

Transportation

Overall, this was a relatively quiet year for transportation, especially with regards to funding, at least until the end of the session. Still, there were three important bills of interest to DRCOG.

SB 15-1003 was introduced to fund the Safe Routes to Schools program for another year. The federal “Moving Ahead for Progress in the 21st Century Act” (MAP-21) eliminated the dedicated federal funding stream of \$2.1 million for the program beginning in FY 2014-15. Under the program, the Colorado Department of Transportation (CDOT) had distributed the federal funds to state subdivisions for projects that improve the safety of pedestrians and bicyclists in school areas. As introduced, the bill provided for \$3 million of General Fund for the program. It was amended to appropriate CDOT \$750,000 General Fund in FY 2015-16, for noninfrastructure project grants. However, the bill failed to pass Senate State Affairs Committee.

SB 15-272 was introduced on April 21, about three weeks before the end of the session. Dubbed TRANS II, the bill, which required approval by the voters in November, would have allowed the state to borrow money for transportation projects specified in the bill by issuing Transportation Revenue Anticipation Notes (TRANS). DRCOG expressed concerns with the bill that it had been crafted outside of the established state and regional transportation planning process and that it did not bring any new money into the system, potentially jeopardizing future efforts to increase transportation funding. The bill also would have guaranteed the full five-year block of transfers from the General Fund to transportation and capital construction under SB 09-228, in the event that one or more year(s) of transfers are reduced or not made because of revenue collected in excess of the TABOR limit. The bill passed the Senate but failed to pass the House State Affairs Committee.

HB 15-1389 was introduced even later – April 29. The bill – implementing a proposal outlined by the governor in a letter to legislative leadership dated April 16, 2015 – would have created a Health Care Affordability Enterprise within the Department of Health Care Policy and Financing (HCPF) to replace the existing hospital provider fee beginning FY 2016-17. By collecting a new hospital provider fee through the TABOR-designated enterprise, the revenue collected is not subject to the state's TABOR limit. This action would remove around \$700 million from the calculation of the TABOR revenue limit, which would keep state revenues below the TABOR limit beginning FY 2016-17. This would allow the full SB 09-228 triggers for General Fund allocation to transportation (estimated \$215 million) and capital construction, as well as other General Fund investments in education, state services, and repaying the severance tax fund. The bill passed the House but failed to pass the Senate State Affairs Committee on the second-to-last day of the session. Under current law, the state now will be required to set aside an estimated \$435 million in the FY 2016-17 budget for rebates in 2018.

Affordable Housing

For the second year in a row, a bill (SB 15-177) to amend the construction defects statutes was considered by the General Assembly. After extended debate in both houses, the bill passed the Senate but failed to pass the House State Affairs Committee. Several other bills were introduced with a variety of approaches to the affordable housing issue – SB 079 (Affordable Housing Investment Fund), SB 091 (statute of limitation on defects lawsuits), SB 095 (manufactured home communities), and two introduced after the Board's April meeting, HB 1383 (low income housing tax credit), HB1384 (Affordable Housing Assistance Fund), and HB 1385 (Review Process New Multifamily Attached Housing) – but every bill failed to pass.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

FINAL STATUS OF BILLS--2015 SESSION

As of 5-7-15

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS

FINAL STATUS OF BILLS--2015 SESSION

As of 5-7-15

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
HB15-1033	Strategic Planning Group On Aging - The bill establishes a strategic action planning group (group), appointed by the governor, to study issues related to the increasing number of Colorado residents 50 years of age and older (older adults) and to issue a comprehensive strategic action plan on aging (plan). The bill directs specific areas for the group to analyze and to make recommendations. The group shall also make two updates to the plan. The bill establishes a cash fund to receive appropriations and gifts, grants, and donations to pay for the group's work.	Primavera/ Crowder	Awaiting the Governor's Signature	Support	This is a DRCOG-initiated bill, working with AARP Colorado and the Bell Policy Center. With the aging of the population and the expected impact of this demographic shift on state and local governments and the private sector, the strategic planning group is charged with analyzing data and research, publicizing the issues, and recommending actions that state, local and private entities can implement to most cost effectively prepare Colorado to best respond to the needs and utilize the strengths of an older population.	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.
HB15-1100	Sales Tax Revenue To Older Coloradans Cash Fund - The state constitution requires 85% of the net revenue from the state sales and use tax to be credited to the Old Age Pension Fund, and most of this revenue is then transferred to the General Fund. The remaining 15% of the net revenue is credited to the General Fund; except that \$10 million is credited to the Older Coloradans Cash Fund. Beginning with the next fiscal year, the bill as introduced increases the net revenue that is credited to the Older Coloradans Cash Fund by \$4 (OCF) million. It was amended in the House to credit \$2 million to the OCF for the next three years.	Lebsock / Crowder	Postponed Indefinitely Senate Finance	Support	The OCF provides \$10 million annually to the 16 Area Agencies on Aging (including DRCOG and Boulder) to fund community services. DRCOG supported several similar bills over the last decade. The aging population, growing need for services, and cost effectiveness of these services, argue for a larger appropriation and for that appropriation to be ongoing. The governor included a one-time \$4 million increase in his budget for which DRCOG is grateful. This bill was intended to ensure the appropriation is continuous.	DRCOG supports increasing the continuing appropriation to the State Funding for Senior Services line item. This includes restoration of cuts in the appropriation to the Older Coloradan's Fund, as well as any additional state General Fund monies that might become available.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

FINAL STATUS OF BILLS--2015 SESSION

As of 5-7-15

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
<u>HB15-1143</u>	Tax Incentive For Home Health Care - This bill creates a five-year income tax credit for a percentage of the costs incurred by a qualifying senior for durable medical equipment, telehealth equipment, home modifications, or home health care services in each income tax year, subject to a maximum amount, in order to assist the qualifying senior with seeking health care in his or her home.	Conti/ Crowder	Postponed Indefinitely House Finance	Monitor	As a tax credit, this bill would cost the state foregone revenues that could be significant. It is also worth considering that the credit is not means tested and state expenditures for it could otherwise be made available for services that are targeted to those in the most economic and social need. Since the fiscal not has not yet been released, staff recommends monitoring this bill until more information about its impact becomes available.	DRCOG supports increased funding for programs providing services to older adults, persons with disabilities, and their caregivers, especially services that support individuals continuing to live independently in their homes and communities.
<u>HB15-1233</u>	Respite Care Study Task Force - The bill creates the Respite Care Task Force to study the dynamics of supply and demand with regard to respite care services in Colorado. The task force may also consider policies that require coordination among state agencies in the licensing and payment for respite care services. The majority and minority leadership of the Senate and House of Representatives shall appoint 9 members to the task force, who shall serve without compensation. The Department of Human Services (DHS) is directed to provide staff support to the task force. The task force is required to submit a report to the General Assembly by December 1, 2015.	Landgraf/ Aguilar	Awaiting the Governor's Signature	Support	The results of this study could provide useful input to the Strategic Planning Group on Aging that is created by the DRCOG-initiated HB 15-1033. The task force must study factors impacting respite care services in Colorado, including, but not limited to: <ul style="list-style-type: none"> • access to respite care services; • the types of services that are most in demand and the services that are currently available; • the number of respite caregivers in the state and their locations; • strategies to increase the number of respite caregivers in the state; • the funding of respite care services; and <ul style="list-style-type: none"> • other respite care issues as deemed appropriate. 	DRCOG supports increases in consumer protections for older adults and their caregivers. DRCOG supports increased funding for programs providing services to older adults, persons with disabilities, and their caregivers, especially services that support individuals continuing to live independently in their homes and communities.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

FINAL STATUS OF BILLS--2015 SESSION

As of 5-7-15

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
HB15-1235	Colorado Retirement Security Task Force - The bill creates the Colorado Retirement Security Task Force (task force) in the legislative branch to study, assess, and report on the factors that affect Coloradans' ability to save for a financially secure retirement and on the feasibility of creating a retirement savings plan for private sector employees. The bill directs the task force to consider factors impacting the preparedness of individuals for retirement and develop recommendations, including the creation of a voluntary retirement account.	Buckner/ Steadman	Postponed Indefinitely Senate State Affairs	Oppose	The results of this study could provide useful input to the Strategic Planning Group on Aging that is created by the DRCOG-initiated HB 15-1033. With the aging of the population over the next several decades and data showing millions of Americans do not have any retirement assets, concerns are growing over the ability of older adults to live independently and access quality, affordable health care. This will compromise many individuals' ability to contribute to their communities in there later years. This also is expected to significantly increase demands for government services, further straining budgets already under stress.	DRCOG supports increases in consumer protections for older adults and their caregivers. DRCOG supports increased funding for programs providing services to older adults, persons with disabilities, and their caregivers, especially services that support individuals continuing to live independently in their homes and communities.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

FINAL STATUS OF BILLS--2015 SESSION

As of 5-7-15

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
HB15-1242	Patient Caregiver Designation Hospital Requirement - The bill requires each general hospital to give each patient or the patient's legal guardian the opportunity to designate a caregiver within 24 hours after the patient's admission to the hospital and prior to the patient's release from the hospital or transfer to another facility. The hospital is required to: <ul style="list-style-type: none"> • Record the designation of the caregiver in the patient's medical record; • Consult with the patient regarding the capabilities and limitations of the caregiver; • Provide a discharge plan to the patient; and • Provide the caregiver with instructions and training concerning the aftercare of the patient. 	Danielson/ Aguilar	Awaiting the Governor's Signature	Support	Making sure patients and their caregivers are adequately prepared for the demands of "aftercare" upon returning home can improve the success of transitions from hospital stays back to the home setting. This can improve the quality of life for the patient and the caregiver and save the health care system, including Medicare and Medicaid, money.	DRCOG supports increases in consumer protections for older adults and their caregivers. DRCOG supports increased funding for programs providing services to older adults, persons with disabilities, and their caregivers, especially services that support individuals continuing to live independently in their homes and communities.
HB15-1302	Assisted Living Facility Administrator Continuing Education - The bill requires an operator of an assisted living facility to ensure that the administrator of the facility completes 30 hours of continuing education every 2 years. The operator must maintain records on the premises of the facility as proof of the fulfillment of the educational requirements. The department of public health and environment is required to promulgate rules concerning the educational requirements.	Primavera / Martinez Humenik	Postponed Indefinitely Senate State Affairs	Amend, with staff discretion to support or oppose	While this bill looks reasonable on first read, DRCOG staff was concerned that it unnecessarily duplicates the work of the Colorado Council on Assisted Living, a stakeholder group which operates in the Colorado Department of Public Health and the Environment (the manager of DRCOG's Long Term Care Ombudsman Program, Shannon Gimble, is a member) to make recommendations concerning assisted living residence rules, licensing and enforcement. DRCOG worked to amend the bill to make it consistent with the work of the council.	DRCOG supports increases in the quality of care and consumer protections for older adults and their caregivers and, in particular, legislation strengthening the role of the long-term care ombudsman 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.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

FINAL STATUS OF BILLS--2015 SESSION

As of 5-7-15

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
HB15-1003	Fund Safe Routes To School Program - Transportation Legislation Review Committee. For the 2015-16 fiscal year, the bill as introduced requires the Department of Transportation to award grants under the Safe Routes to School program using state moneys in a total amount of at least \$3 million. The required total amount is reduced by the amount of any federal moneys received by the department for the program. Under current law, the department must award at least 20% but not more than 30% of the state grant money for noninfrastructure programs. The bill was amended to provide \$750,000 of General Fund for the program in FY 2015-16.	Tyler/Todd	Postponed Indefinitely Senate State Affairs	Monitor (Staff recommends changing position to Support if amended to clarify source of money is the General Fund)	DRCOG supported legislation last year to appropriate \$3 million for the Safe Routes to School program. That bill was funded at \$700,000. This bill provides funding for grants to local governments for noninfrastructure programs that improve the safety of pedestrians and bicyclists in school areas. Noninfrastructure grants support education, encouragement, and enforcement programs like bike rodeos, crossing guard programs, and public awareness campaigns. Noninfrastructure grants have a minimum award amount of \$3,500 per grant and no maximum award amount, and average about \$40,000 per grant.	DRCOG supports legislation that promotes efforts to create and fund a multimodal transportation system. DRCOG supports funding for safe routes to schools.
HB15-1014	Biennial Registration Seasonal Farm Motor Vehicles - The bill sets a 24-month registration interval for seasonal farm motor vehicles if: • The vehicle is used primarily for agricultural production; • The land on which the motor vehicle is used is classified as agricultural land for the purposes of levying and collecting property tax; and • The vehicle is used no more than 6 months per year. The owner pays the same taxes and fees per year as a person who registers a vehicle annually.	Dore	Postponed Indefinitely House Appropriations	Monitor	The fiscal notes estimates a \$1.5 million increase in registration fees this year and about \$136,000 the next two years. However, the increases in are offset by increased state obligations in school finance and TABOR refunds.	DRCOG supports increased funding for transportation to preserve the system, address congestion and safety, and provide multimodal options for people of all ages, incomes and abilities.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

FINAL STATUS OF BILLS--2015 SESSION

As of 5-7-15

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS

FINAL STATUS OF BILLS--2015 SESSION

As of 5-7-15

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
HB15-1148	Transfer Gen Fund Surplus To State Highway Fund - The unrestricted balance that remains in the General Fund at the end of a state fiscal year is called the General Fund surplus. The bill requires the state treasurer to transfer the General Fund surplus for the 2014-15 state fiscal year to the State Highway Fund. The Department of Transportation may expend the money transferred for the implementation of the Strategic Transportation Investment Program subject to a requirement that at least 10% of the money be expended for transit purposes or transit-related capital improvements.	Brown	Postponed Indefinitely House State, Veterans, and Military Affairs	Monitor	This bill will transfer 100 percent of the year-end General Fund excess reserve to the State Highway Fund. Because the budget for FY 2014-15 has not yet been finalized and actual revenue for FY 2014-15 is not yet known, General Fund transfers to the State Highway Fund cannot be determined.	DRCOG supports increased funding for transportation to preserve the system, address congestion and safety, and provide multimodal options for people of all ages, incomes and abilities.
SB15-018	Repeal Late Vehicle Registration Fee - Under current law, if the owner of a motor vehicle fails to register the vehicle when required, the owner must, upon registering the vehicle and subject to a \$100 cap, pay a late fee of \$25 for each month or portion of a month for which the registration was late. The bill repeals the late fee.	Neville T./ Neville P.	Postponed Indefinitely House State, Veterans, and Military Affairs	Oppose	DRCOG supported SB 09-108 (FASTER). A fiscal note is not yet available for this bill, but it is similar to several bills introduced in previous sessions to modify the FASTER late registration fee. DRCOG opposed those bills because they would have reduced funding by several million dollars.	DRCOG supports increased funding for transportation to preserve the system, address congestion and safety, and provide multimodal options for people of all ages, incomes and abilities.
SB15-090	Temporary Registration Document Standards - The bill directs the Department of Revenue (DOR) to ensure that temporary motor vehicle registration number plates, tags, or certificates meet the existing statutory requirements for attachment, visibility, and readability that apply to permanent plates. The bill takes effect 1-1-16 if the department receives enough gifts, grants, or donations for implementation.	Todd/ Tyler	Awaiting Governor's Signature	Support	E-470 has noted that unbillable tolls are their single largest source of lost revenue. Vehicles with temporary license plate tags make up 59 percent of unbillable toll revenue. E-470 has been working with CDOT and DOR to find a solution to the problem. This bill is one step. E-470 expects increased revenue through the increased visibility and standardization of temporary plates under the bill.	DRCOG supports tolls as a financing mechanism for public roads or highways

DENVER REGIONAL COUNCIL OF GOVERNMENTS

FINAL STATUS OF BILLS--2015 SESSION

As of 5-7-15

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS

FINAL STATUS OF BILLS--2015 SESSION

As of 5-7-15

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS

FINAL STATUS OF BILLS--2015 SESSION

As of 5-7-15

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
SB15-091	Reduce Statute Of Limitations Construction Defects - The bill reduces the maximum statutory limitation period for an action against an architect, contractor, builder or builder vendor, engineer, or inspector performing or furnishing the design, planning, supervision, inspection, construction, or observation of construction of any improvement to real property from 8 years to 4 years.	Scott	Postponed Indefinitely House State Affairs	Monitor	DRCOG has taken an interest in the construction defects issue from the perspective of its Metro Vision Plan, particularly the plans emphasis on developing a diversity of housing options in the region. There were several bills addressing this issue that introduced at the end of last session but time ran out to pass any of them. Since then, a coalition of metro area mayors and developers has been working with Senator Jesse Ulibarri and Representative Jonathan Singer on a bill that is expected to introduced any day now. Staff has been unaware of this bill until it was introduced and will defer to the Board for direction for a position on it.	DRCOG supports the following principles pertaining to the quality, quantity and affordability of housing in the Denver area: <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.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

FINAL STATUS OF BILLS--2015 SESSION

As of 5-7-15

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
SB15-095	Manufactured Home Communities - In connection with the existing "Mobile Home Park Act," sections 1 through 6 change the names of the terms "mobile home" and "mobile home park" to "manufactured home" and "manufactured home community". Sections 7 and 8 add certain functions to the Division of Housing for the purpose of preserving and promoting manufactured home communities and the manufactured home industry. The bill specifies the powers and duties of the division in connection with manufactured home communities. The bill requires the division to create a dispute resolution program that will provide landlords, management, and home owners with a cost-effective and time-efficient process to resolve disputes concerning alleged violations of the Act. This section of the bill also creates in the state treasury the Manufactured Home Community Fund. The fund is administered by the division. The bill specifies, without being exclusive, certain permitted uses of moneys from the fund.	Kefalas / Tyler	Postponed Indefinitely Senate Finance	Monitor	The bill is an attempt to support the viability of "mobile home parks" as an affordable housing option in the state. The sponsor is negotiating amendments to the bill with various stakeholder. So, it seems appropriate to monitor the bill for now.	DRCOG supports the following principles pertaining to the quality, quantity and affordability of housing in the Denver metro area: • Regional approaches to addressing the affordable housing issue that incentivize local efforts, particularly as they relate to preservation of existing affordable housing stock. • An adequate supply of permanently affordable housing located near job and transit hubs and continued public- and private sector support for such an effort. • Increased state financial support for loan and grant programs for low- and moderate-income housing. • Collaboration among public and private entities, including efforts to develop loan programs and address the jobs-housing connections. • Actions to provide more accessible and obtainable housing options for seniors.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

FINAL STATUS OF BILLS--2015 SESSION

As of 5-7-15

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS

FINAL STATUS OF BILLS--2015 SESSION

As of 5-7-15

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
OTHER BILLS						
SB15-008	<p>Promote Water Conservation In Land Use Planning - Water Resources Review Committee. The bill directs the Colorado Water Conservation Board (CWCB), in consultation with the Division of Planning in the Department of Local Affairs (DOLA), to:</p> <ul style="list-style-type: none"> • Develop and provide free training programs, on a recurring basis, for local government water use, water demand, and land use planners regarding best management practices for water demand management and water conservation; and • Make recommendations regarding how to better integrate water demand management and conservation planning into land use planning, including, as appropriate, legislative, regulatory, and guidance or policy recommendations. The CWCB and the Colorado Water Resources and Power Development Authority, in determining whether to render financial assistance to a local governmental water supply entity, must consider whether the entity's planners, have taken the training and are actively applying it in their planning decisions. 	Roberts/ Vigil	Signed by the Governor	Support	<p>Metro Vision recognizes the relationship between land development and a variety of factors, including water use. It specifically includes a water conservation goal tied to policies supportive of regional collaboration, best practices and efficient land development. Also, the original bill was amended to make participation in the training programs voluntary.</p>	<p>DRCOG supports:</p> <ul style="list-style-type: none"> • Collaborative efforts among local governments, water providers and other stakeholders to promote water conservation. • Data collection and research to increase understanding of the link between land development and water demand, and best practices to promote the efficient use of water resources across the region. • Policies and practices that, consistent with local government authority, protect Colorado's water resources.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

FINAL STATUS OF BILLS--2015 SESSION

As of 5-7-15

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
SB15-212	Storm Water Facilities Not Injure Water Rights - Under current administrative practice, facilities designed to detain storm water for environmental and public safety purposes may be required to release water to avoid injury to water rights. The bill specifies that "storm water detention and infiltration facilities" owned or operated or subject to oversight by a governmental entity and "post-wildland fire facilities" do not injure water rights. Water from these facilities cannot be put to beneficial use or form the basis for any claim to or for the use of water. The bill specifies certain requirements for operation of such facilities.	Sonnenberg/ Winter	Awaiting the Governor's Signature	Support	This bill was added to the list of bills to support by Board action at the Board's March meeting. It is intended to clarify that the 72 Hour Rule (an exemption from water rights administration for both water supply and stormwater facilities as long as the stormwater is not stored or detained for more than 72 hours) does apply to regional stormwater management facilities (meaning any facility that manages flows from an area not developed as "a single development effort") so local governments will not be required to obtain water court decrees.	DRCOG supports: <ul style="list-style-type: none"> • Collaborative efforts among local governments, water providers and other stakeholders to promote water conservation. • Water reuse as one component in efforts to meet water supply needs and thus supports efforts to facilitate the reuse of water consistent with Colorado's constitutional water rights system. • Policies and practices that, consistent with local government authority, protect Colorado's water resources.
SB15-234	2015-16 Long Appropriations Bill - Provides for payment of the expenses of the executive, legislative, and judicial departments of the State of Colorado, and of its agencies and institutions, for and during the fiscal year beginning July 1, 2015.	Lambert/ Hamner	Signed by the Governor	N/A	This bill is listed for informational purposes. "State Funding for Senior Services," which is included in the Department of Human Services Budget, was increased by \$4 million. DRCOG staff was instrumental in ensuring the funding, which was included in the governor's budget request, was approved by the Joint Budget Committee.	N/A

ATTACH L

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 #
May 20, 2015	Informational Item	18

SUBJECT

At the March 2015 Board meeting, staff was asked to research and provide information back to the Board on meeting attendance. This was a result of a discussion to increase the number of affirmative votes necessary to adopt the Metro Vision Plan.

PROPOSED ACTION/RECOMMENDATIONS

This item is informational only. Were it the decision of the Board to amend DRCOG's Articles of Association to change the votes necessary to adopt a plan or program, that language would need to be specified and advertised in writing to the full membership at least a week prior to said vote.

ACTION BY OTHERS

N/A

SUMMARY

State statute (CRS 30-28-108) requires a regional planning commission to adopt/amend a plan with "...not less than a majority of the entire membership...". DRCOG's current voting membership is 56. DRCOG's *Articles of Association* (included with agenda item #6, Attachment A) require not less than a majority of the member representatives, 57. You'll recall the City and County of Denver has two voting member representatives on the Board, thus the difference between membership and member representatives.

At the March 2015 meeting, it was suggested the Metro Vision Plan – based on its importance to the region – should require more votes than currently required to be adopted. Several options were mentioned to potentially achieve this.

Staff was asked to bring back the Board's recent voting history and a review of the various voting scenarios discussed in March. Executive Director Schaufele will present the findings at the April meeting.

It should be noted, were the number of votes necessary to adopt the Metro Vision Plan increased, it would then take more votes to adopt/amend the Plan than it would to amend the association's articles.

PREVIOUS DISCUSSIONS/ACTIONS

March 2015 Board of Director's meeting

PROPOSED MOTION

N/A

LINKS

1. Link to [CRS 30-28-101](#)

ATTACHMENTS

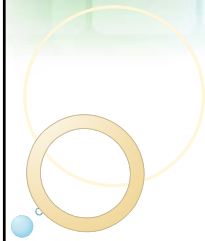
1. Director Schaufele's PowerPoint titled "Voting on Plan/Program Adoption: DRCOG's Board Attendance, Current Voting Requirements and Other Voting Options as Discussed"
2. Board Attendance and Plan/Program Adoption 2004-2014

ADDITIONAL INFORMATION

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

Voting on Plan/Program Adoption

DRCOG's Board Attendance, Current Voting Requirements and Other Options as Discussed



How We Got Here

- Suggestion at March 2015 meeting the number of votes needed to pass MV plan should be higher
- Staff was asked to look at past attendance and bring back data for discussion
- Definitions you need to know
 - *Membership* or *Members* = Member Governments; there are 56
 - *Member representatives* = Individuals; there are 57

Current Voting for Plan Adoption

- To adopt a plan:
 - State of Colorado requires *majority of the membership*
 - $56/2 = 28 + 1 = 29$
 - CRS 30-28-108
 - DRCOG Articles of Association go further ; requires *majority of the member representatives*
 - $57/2 = 28.5 + 1 = 29.5$ (round up) = 30
 - Article IX. F. 2. c.

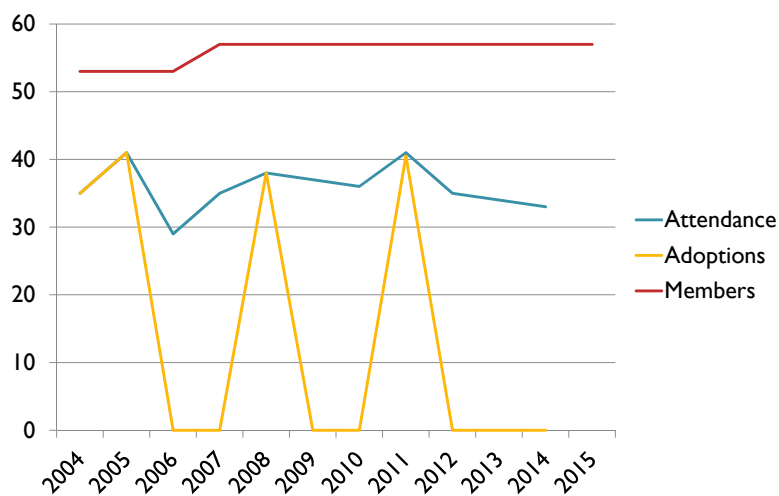
Current Voting for Other Situations

- Positions on ballot measures:
 - No requirement in statute
 - DRCOG Articles of Association: IX. F. 2. e. (1) “... a vote of a **majority of member representatives**...”
- Positions on legislative issues:
 - No requirement in statute
 - DRCOG Articles of Association: IX. F. 2. e. (2) “... a vote of a **two-thirds of members present and voting**...”
- Amending DRCOG’s Articles of Association:
 - No requirement in statute
 - Article XIV. B. “... by an affirmative vote of the **majority of member representatives**, provided that at least a one week’s notice in writing ...”

Historical Attendance & Votes 2004-2014

- Captured 8 Plan and Program adoptions
- Average monthly attendance
 - Mean = 34
 - Median = 35
 - Mode = 35
- Mean average attendance for:
 - All Plan/program adoptions = 39
 - MV Plan adoption = 41
 - MVRTP adoption = 41
 - TIP adoption = 38
- Monthly attendance has been dropping since '09 by 1 per year

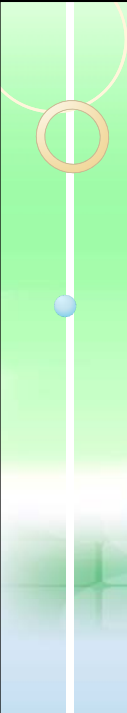
Voting History





Other Voting Options Mentioned at March 2014 Meeting

- 2/3 of quorum
 - Quorum is currently 19; 2/3 of quorum doesn't achieve state statute or existing DRCOG requirement
- 2/3 of those present (individuals) and voting
 - 30, the **current** number of required votes, is 2/3 of 45
 - At least 45 member representatives must be present and voting to assure 30 affirmative votes can be achieved
 - Raising the number of votes from the current 30 would require an even greater number of members be present and voting
- 2/3 Membership (jurisdictions)
 - 37 affirmative votes required
- 2/3 Member representatives (individuals)
 - 38 affirmative votes required



Questions?

DISCUSSION

**Board Attendance and Plan/Program Adoption
2004-2014ⁱ**

Year ⁱⁱ	Avg. Reps Present	# of DRCOG Members	# of DRCOG Reps	# Reps Present; Date; Type of Plan/Program Adopted	Vote: For Oppose Abstain	Votes Required by Statute ⁱⁱⁱ	Votes Required by Articles^{iv}
2004	33	52	53	35; March 2004; 2005-2010 TIP	35 0 0	27	28
2005	35	52	53	41; January 2005; MV2030	39 2 0	27	28
				41; January 2005; MV2030 RTP	41 0 0	27	28
				41; January 2005; 2030 Mountains and Plains Plan	41 0 0	27	28
2006	29	52	53				
2007	35	56 ^v	57				
2008	34	56	57	38; March 2008; 2008-2013 TIP	38 0 0	29	30
2009	37	56	57				
2010	36	56	57				
2011	35	56	57	41; February 2011; MV2035	41 0 0	29	30
				41; February 2011; MV2035 RTP	41 0 0	29	30
				40; March 2011; 2012-2017 TIP	40 0 0	29	30
2012	35	56	57				
2013	34	56	57				
2014	33	56	57				

ⁱ None of the information below includes non-voting members nor does this chart include the biannual updates to the RTP and frequent administrative updates to the TIP. Any changes to votes necessary to adopt a plan requires a change to the DRCOG Articles of Association. A change to the Articles requires one week's notice in writing to all member representatives setting forth the amendment. Thirty affirmative votes are needed to pass said change.

ⁱⁱ 34 is the average annual attendance from 2004-2014

ⁱⁱⁱ CRS 30-28-108

^{iv} DRCOG Articles of Association, Article IX. F. 2. c. "... majority of member representatives ...".

^v Tri Towns and Mead became members in October 2007

ATTACH M

METRO VISION ISSUES COMMITTEE MEETING SUMMARY
May 6, 2015

MVIC Members Present: Bob Roth – Aurora; Eva Henry – Adams County; Bill Holen – Arapahoe County; Sue Horn – Bennett; Tim Plass – Boulder; Elise Jones – Boulder County; George Teal – Castle Rock; Cathy Noon – Centennial; Tim Mauck – Clear Creek County; Robin Kniech – Denver; Roger Partridge – Douglas County; Ron Rakowsky – Greenwood Village; Shakti – Lakewood; Phil Cernanec – Littleton; Jackie Millet – Lone Tree; Ashley Stolzmann – Louisville; John Diak – Parker; Val Vigil – Thornton; Herb Atchison – Westminster.

Others present: Larry Mugler – Arapahoe County; Mac Callison – Aurora; Daniel Dick – Federal Heights; Kent Moorman – Thornton; Tim Kirby – CDOT; Will Toor – Southwest Energy Efficiency Project; Max Gibson – Jefferson County Public Health; Brad Weinig, Tiana Patterson – Enterprise Community; Jennifer Schaufele, Executive Director, and DRCOG staff.

Call to Order

The meeting was called to order at 4:03 p.m.; a quorum was present.

Public Comment

No public comment was received. The chair noted that a separate public comment period would be provided in between the staff presentation on agenda item #4 and committee discussion.

Summary of April 1, 2015 Meeting

The summary was accepted as submitted.

Presentation on Metro Vision Foundational Measures

Brad Calvert, Metro Vision Manager, provided a briefing on the foundational measures (FM) as outlined in the agenda materials.

Will Toor, Southwest Energy Efficiency Project, commented on foundational measure 6, related to Greenhouse Gas Emissions. He expressed support for strengthening the goal, which is currently at 60 percent reduction.

The various foundational measures were introduced and members participated in informal polling on the foundational measures to determine those that members wanted to discuss further. Foundational measures (FM) 8, 7, 10, 9a and 9b (with non-road related modes added), 2, and 1a (moving forward as performance measure), were not identified by members for further discussion.

FM 6 – some members felt the target should be higher than 60 percent, some felt 60 percent was a good target. Staff was asked to provide additional data on whether 60 percent is the correct goal.

Jackie Millet **moved** to re-vote on FM 6 based on the discussion and information provided by staff. The motion to re-vote was **seconded** and **passed unanimously**.

The vote to support FM 6 was 14 in favor and 2 opposed. Members agreed to move FM 6 forward with a target of 60 percent.

Jackie Millet noted that she was told by Lone Tree staff the vote to move the foundational measures forward to MVIC was not unanimous, as staff reported. Staff noted while the informal straw polls on the individual foundational measures may not have been unanimous, the official motion at the end to move the slate of foundational measures forward was unanimous.

FM 3 – Members asked for additional information on the modeling used for this measure. Some members felt that the measure shouldn't include a target, as the Board doesn't have influence over housing or transportation costs. Others felt that there are opportunities to effect change in these areas, such as with transportation dollars.

FM 9a and 9b – while these measures weren't discussed, members agreed to move both 9a and 9b forward.

FM 4 – Staff noted the data used in the measure is set by HUD through the American Community Survey. A suggestion was made rather than using a number; the same "band" of data should be used as the survey is updated.

Due to time constraints, discussion on foundational measures 1, 3, 4, and 5 will continue at the June meeting. Staff was directed to bring back additional information based on discussion by members. Robin Kniech requested that data be provided in the memo.

Presentation on key elements from the *Connected Region (transportation)* element of Metro Vision

Due to time constraints, this presentation was deferred to the June meeting.

Other Matters

No other matters were discussed.

Next Meeting

The next meeting is scheduled for **June 3, 2015**.

Adjournment

The meeting adjourned at 6:00 p.m.

ATTACH N

MINUTES
ADMINISTRATIVE COMMITTEE
Wednesday, April 15, 2015

Present:

Elise Jones, Chair
Bill Holen
Roger Partridge
Don Rosier
Bob Fifer
Bob Roth
Sue Horn
George Teal
Crissy Fanganello
Chris Nevitt
Phil Cernanec
Jackie Millet
Gabe Santos
Ashley Stolzmann
Herb Atchison

Lone Tree
Arapahoe County
Douglas County
Jefferson County
Arvada
Aurora
Bennett
Castle Rock
Denver
Denver
Littleton
Lone Tree
Longmont
Louisville
Westminster

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

Chair Elise Jones called the meeting to order at 6:00 p.m. with a quorum present.

Motion to Adopt the Consent Agenda

Phil Cernanec **moved** to adopt the consent agenda. The motion was **seconded**.

Don Rosier asked that the item related to the Strategic Highway Research Program grant be pulled from the consent agenda for separate discussion.

The remainder of the consent agenda **passed** unanimously. Items on the consent agenda included:

- Minutes of March 18, 2015
- Resolution No.9, 2015, authorizing the Executive Director to negotiate and execute a contract with the Colorado Department of Transportation and local agencies to purchase traffic signal system equipment with fiscal year 2015 *Traffic Signal System Improvement Program* (TSSIP) contingency/miscellaneous funds.
- Resolution No. 10, 2015, authorizing the Executive Director to negotiate and execute a contract with the Colorado Department of Transportation to support the Traffic Operations Program.

A resolution authorizing the Executive Director to receive implementation assistance funding through the Strategic Highway Research Program, SHRP2

Brad Calvert, DRCOG staff, reported to the members that staff applied for and has been selected to receive a grant under the Strategic Highway Research Program (SHRP2). He noted that the grant does not require a local match, and will help advance work already underway to improve understanding of urban center performance and create tools to help local governments conduct small area scenario analyses at existing or future urban centers and station areas. He noted that the funds will be used to advance work on visioning, land use model, scenario planning, urban center performance, and development of a visualization tool.

Don Rosier stated he didn't think the Committee should approve the resolution as the group has not seen the grant application or been briefed on this matter previously. He noted his Commission does not act on consent agenda items during the same meeting that they are introduced. Commissioner Rosier and others expressed concern that the scope of work as stated by staff does not match what is listed on the Federal Highway Administration (FHWA) website for SHRP2 grants. They expressed concern that perhaps the purpose of the grant was misunderstood, and if staff presents something to FHWA that was not the intended use it would jeopardize DRCOG financially. Information was requested on what was included in the grant application as well as reporting requirements. Staff noted that the information can be provided to the members. Executive Director Schaufele noted that it's good to have these types of questions prior to the meeting so additional information can be provided to members in advance.

Other members expressed that if FHWA has awarded the grant, then they must be in agreement that the scope of work submitted meets the requirements of the grant. Executive Director Schaufele noted it is the committee's discretion if they want to do things differently with respect to how consent agenda items are handled going forward.

Chris Nevitt **moved** to adopt Resolution No. 11, 2015 authorizing the Executive Director to receive implementation assistance funding through the Strategic Highway Research Program SHRP2. The motion was **seconded** and **passed** with 10 in favor, 2 opposed, and 2 abstaining.

Presentation of Audit

Steve Plutt, Dazzio & Plutt, reported to members on the annual audit. Mr. Plutt noted that DRCOG has received a clean audit, with no material weaknesses or deficiencies identified. Mr. Plutt reported that DRCOG's audits have been clean for a number of years, with no deficiencies or concerns. He further noted that DRCOG's performance in grant management has been excellent, with no issues or deficiencies identified.

Report of the Chair

No report was provided.

Report of the Executive Director

No report was provided.

Other Matters by Members

No other matters were discussed.

Next Meeting

The next meeting is scheduled for May 20, 2015

The meeting adjourned at 6:28 p.m.

Elise Jones, Chair
Administrative Committee
Denver Regional Council of Governments

ATTEST:

Jennifer Schaufele, Executive Director

Get Ready for Streetsblog Denver

May 1, 2015

By Ben Fried

Streetsblog Denver

I'm pleased to welcome the newest member of the Streetsblog collective: Starting Monday, you can get news and commentary about safe streets, effective transit, and walkable development in the Mile High City by pointing your browser to [Streetsblog Denver](#).

Streetsblog Denver arrives at a pivotal moment. The city is growing at an incredibly rapid pace, and it desperately needs streets and transportation policy that respond to these changes with intelligence and foresight. While there's a huge grassroots appetite for walkable, bikeable neighborhoods and excellent transit access, for the most part the city's streets remain stuck in the cars-first status quo. Working with an energetic advocacy community and the support of dedicated readers, Streetsblog Denver aims to change that.

Streetsblog Denver is run by a new, Denver-based non-profit of the same name, under the umbrella of the Colorado Nonprofit Development Center. The site is possible thanks to the generous support of The Gates Family Foundation, the New Belgium Family Foundation, Zeppelin Development, Joel Noble and Julie Hock-Noble, and the Natural Resources Defense Council. Editorial guidance and technical support come from Streetsblog's main office in New York. Many thanks to Streetsblog founding editor Aaron Naparstek for getting the ball rolling.

Leading Streetsblog Denver is editor David Sachs, who lives in Congress Park. David brings a background in journalism, communications, and political organizing to the job. As editor-in-chief of the Alexandria Times in Virginia, he regularly covered transportation and development. David's been hard at work cultivating sources and generating story ideas, and starting next week he'll be cranking out posts every workday.

Denver came of age in the highway era, and its streets still reflect that. Wide, car-centric roads like Colfax, Broadway, Colorado, and Federal feel more like Autobahns than functional urban streets. Key measures of street safety are heading in the wrong direction, with [pedestrian deaths on the rise](#). While the city has a reputation as a bike-friendly place, the truth on the ground doesn't measure up — bicycling on Denver's high-speed streets will get your pulse pounding for all the wrong reasons.

While transportation planners have done well [connecting the region's suburbs to downtown via rail](#), it's not enough. The Regional Transportation District still caters to Denver's suburban past. Its rail lines circle the city but barely penetrate it. For city dwellers, Denver's neighborhoods remain fragmented by a landscape designed for cars, without effective transit to connect them. But as a young city, Denver is also very capable of envisioning a new way of doing things. Some planners inside city government are already pushing for change. The city [recently committed](#) — on paper, at least — to invest in better streets for walking, biking, and transit. A new blueprint to make the city more walkable, the Denver Moves pedestrian plan, is set to be

developed this year. Organizations like the Downtown Denver Partnership have worked with the city to bring Denver's first protected bike lane to 15th Street — a good start — and there are concrete plans for more. Meanwhile, planners are getting serious about creating a better east-west transit connection by prioritizing buses on Colfax.

What the city lacks, so far, is top-level political leadership willing to take decisive action on good ideas. That starts with Mayor Michael Hancock's administration. The City Council, RTD board members, and the **Denver Regional Council of Governments** wield significant influence as well. Streetsblog Denver will hold public officials accountable to their promises, keep readers plugged in to the latest news and developments about these issues, and make the case for streets that are safe, efficient, and equitable.

We're excited to team up with Denver's many dedicated advocates in this effort. The city has both a powerful organized voice for better bicycling policy in BikeDenver, and a strong bike culture that does things their own way. A newer organization, WalkDenver, is committed to making the city safer and better connected for pedestrians. And the Downtown Denver Partnership is putting its weight behind good urbanism as well. The whole crew of allies is too long to list here, but Streetsblog will be counting on all of them for insightful research and perspectives, and we'll use our platform to get the word out about their good work. As in all Streetsblog cities, in Denver we'll be relying on a smart, impassioned readership to share their ideas with us. If you've got a question or tip for Streetsblog Denver, email David Sachs. To stay connected, follow Streetsblog Denver on Twitter and like us on Facebook.