

**AGENDA**  
**BOARD OF DIRECTORS**  
**WEDNESDAY, NOVEMBER 12, 2014**  
**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. \*Motion to Approve Agenda
5. 6:35 Report of the Chair
  - Announce solicitation of nominations for the John V. Christensen Memorial Award (Attachment A)
  - Initiate solicitation of nominations for Local Government Awards (Attachment B)
  - Administrative Committee appointments to the Nominating Committee
6. 6:40 Report of the Executive Director
7. 6:50 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. 7:35 \*Move to Approve Consent Agenda
- Minutes of September 17, 2014  
(Attachment C)
  - Approve 2015 Budget  
(Attachment D)

### **ACTION AGENDA**

9. 7:40 \*Move to appoint two members to the Nominating Committee  
(Attachment E) Flo Raitano, Acting Senior Managing Director
10. 7:50 \*Move to amend the *Policy on Transportation Improvement Program (TIP)*  
*Preparation: Procedures for preparing the 2016-2021 TIP to include second phase*  
*project selection*  
(Attachment F) Douglas W. Rex, Director, Transportation Planning & Operations
11. 8:05 \*Move to adopt a resolution approving the DRCOG 2014 Baseline Review and  
*Determination Report*  
(Attachment G) Matthew Helfant, Senior Transportation Planner, Transportation Planning & Operations

### **INFORMATIONAL BRIEFINGS**

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

### **INFORMATIONAL ITEMS**

13. Transmittal of *Draft 2015 Policy Statement on State Legislative Issues*  
(Attachment H) Rich Mauro, Senior Legislative Analyst
14. DRAFT summary of October 1, 2014 Metro Vision Issues Committee meeting  
(Attachment I)

**\*Motion requested**

**INFORMATIONAL ITEMS (cont.)**

15.        Relevant clippings and other communications of interest  
            (Attachment J)  
            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**

16.        **Next Meeting –December 17, 2014**
17.        Other Matters by Members
18.    8:30    Adjournment

## CALENDAR OF FUTURE MEETINGS

### November 2014

12	<b>Administrative Committee</b>	<b>5:30 p.m.**</b>
	<b>Board of Directors</b>	<b>6:30 p.m.**</b>
18	Regional Transportation Committee	8:30 a.m.
21	Advisory Committee on Aging	Noon – 3 p.m.
24	Transportation Advisory Committee	1:30 p.m.

### December 2014

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

### January 2015

7	Metro Vision Issues Committee	4:00 p.m.
16	Advisory Committee on Aging	Noon – 3:00 p.m.
20	Regional Transportation Committee	8:30 a.m.
21	Administrative Committee	6:00 p.m.
	Board of Directors	6:30 p.m.
26	Transportation Advisory Committee	1:30 p.m.

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

**\*\* These meetings are moved due to a conflict with National League of Cities**

## Acronym List

\* Denotes DRCOG Program, Committee or Report

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



To: Chair and Members of the Board of Directors

From: Flo Raitano, Acting Senior Managing Director  
303-480-6789 or [fratiano@drcog.org](mailto:fratiano@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
November 12, 2014	Report of Chair	5

#### SUBJECT

This memo provides information related to the solicitation of nominations for the John V. Christensen Memorial Award.

#### PROPOSED ACTION/RECOMMENDATIONS

No action is requested, this item is for information only.

#### ACTION BY OTHERS

N/A

#### SUMMARY

The John V. Christensen (JVC) Memorial Award is presented to an individual making substantial contributions to regionalism, either during the past year or over a longer period of time.

Residents of the nine-county DRCOG region are eligible. Excluded are DRCOG staff members and current Administrative Committee members.

The recipient is selected by the Administrative Committee in February and remains anonymous until honored at the subsequent awards event.

Again this year nomination will be accepted online at:  
<http://www3.drcog.org/AnnualAwards/Page/Christensen>

Nominations are due by January 30, 2015.

#### PREVIOUS DISCUSSIONS/ACTIONS

N/A

#### PROPOSED MOTION

N/A

#### ATTACHMENT

Criteria for selection and nomination form  
List of past recipients

#### ADDITIONAL INFORMATION

If you need additional information, please contact Flo Raitano, Acting Senior Managing Director, at 303-480-6789 or [fratiano@drcog.org](mailto:fratiano@drcog.org), or Connie Garcia, Board Coordinator, at 303-480-6701 or [cgarcia@drcog.org](mailto:cgarcia@drcog.org).

**CRITERIA FOR SELECTION**  
**JOHN V. CHRISTENSEN MEMORIAL AWARD**

In October 1972, the Denver Regional Council of Governments created the *John V. Christensen Memorial Award* to be presented to the person, or persons, most exemplifying the tradition of John V. Christensen in promoting and working for good, strong, representative local government and regionalism in solving mutual problems.

*Eligible Are:*

- ✓ Any elected official or private individual, excluding DRCOG staff members and DRCOG Administrative Committee members.
- ✓ Residents of Adams, Arapahoe, Boulder, Clear Creek, Douglas, Gilpin, Jefferson, or Weld counties, the City & County of Broomfield and the City & County of Denver.
- ✓ Individuals making substantial contributions to the Philosophy of Regionalism, either during the past year or over a longer period of time.
- ✓ Nominees whose names have been submitted for consideration the previous two years.

*The Nominee(s) must have demonstrated dedication to regionalism by:*

- ✓ Promotion of coordination and cooperation among citizens and local elected officials in a continuing effort to solve regional problems.
- ✓ Recognizing that jurisdictional boundaries are not barriers to the solution of such problems.
- ✓ Providing leadership to, or support for, the concept that strong local government representation is the basis for regional accomplishment.

*Nomination Process:*

- ✓ Nominations must include a description of the achievement, accompanied by an explanation of the nominee's (nominees') philosophy of regionalism. The narrative should be in sufficient detail to assist the Administrative Committee in its selection.
- ✓ Nominations must be mailed to the DRCOG Administrative Committee at 1290 Broadway, Suite 700, Denver, 80203-5606 by January 30, 2015 for judging by the Administrative Committee at its February meeting.
- ✓ If the Administrative Committee determines that no nominee fully meets established criteria, no award will be made.
- ✓ Announcement of the winner and presentation of the award will be made at the DRCOG Awards Dinner.

If you have any questions concerning the nomination process, or the criteria for selection, please contact Connie Garcia, Board Coordinator, at 303-480-6701 or [cgarcia@drcog.org](mailto:cgarcia@drcog.org)



NOMINATION FORM

***THIRTY-NINTH JOHN V. CHRISTENSEN MEMORIAL AWARD***

I hereby nominate \_\_\_\_\_  
(Name and Address - Please PRINT OR TYPE)

\_\_\_\_\_

for receipt of the *Thirty-Ninth John V. Christensen Memorial Award*.

My nominee has made the following contributions to good, strong, representative local government, and regionalism:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Your Name - Address – Phone – Email: \_\_\_\_\_

\_\_\_\_\_

**RETURN TO:** DRCOG Administrative Committee, c/o Denver Regional Council of Governments, 1290 Broadway, Suite 700, Denver, CO 80203-5606

NOMINATIONS MUST BE RECEIVED **NO LATER THAN JANUARY 30, 2015.**

## John V. Christensen Memorial Award Recipients

At the awards event, the recipient of DRCOG's highest accolade, the John V. Christensen Award, is announced and recognized. Previous recipients include the following regionalists.

2014 Jim Taylor	1998 D.L. "Don" Parsons	1985 Vesta H. Miller
2012 Kathy Novak	1997 Peter Kenney	1984 William Thornton
2010 Lorraine Anderson	1996 Robert L. Tonsing	1983 Milton E. Senti
2008 John Parr	1995 Linda Morton	1982 Robert F. Clement
2007 Federico Peña	1994 Elsie A. Lacy	1981 Norman A. Smith
2006 Norma Anderson	1993 Neva Windbigler	1980 Jack L. Trezise
2005 Mary Blue	1992 John C. Buechner	1979 James L. Ogilvie
2004 Joe Rice	1991 William H. "Bill" Miller	1978 Don DeDecker
2003 Pat Pascoe	1990 Thomas R. Eggert	1977 Ben Bezoff
2002 Polly Page	1989 T.J. "Ted" Hackworth	1976 John P. Murphy
2001 Thomas J. Burns	1988 Paul Powers	1975 Irving S. Hook
2000 Margaret Carpenter	1987 George M. Wallace	1974 Guy R. Sanders
1999 Leona Stoecker	1986 Jon Colt	1973 Hilbert B. Meyer

# ATTACH B

To: Chair and Members of the Board of Directors

From: Flo Raitano, Acting Senior Managing Director  
(303) 480-6789 or [fraitano@drcog.org](mailto:fraitano@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
November 12, 2014	Report of Chair	5

#### SUBJECT

This item concerns launch of the 2015 Local Government Awards Program nomination process.

#### PROPOSED ACTION/RECOMMENDATIONS

Open nominations for Local Government Awards program as of November 12, 2014 and forward awards nomination information to member governments.

#### ACTION BY OTHERS

N/A

#### SUMMARY

Through its Local Government Awards program, DRCOG honors outstanding local government programs and projects in their communities that further Metro Vision goals.

Nominations are being sought beginning today, November 12. Nominations are to be submitted online only at [www.drcog.org](http://www.drcog.org). The deadline for entries is January 31, 2015, by 5:00 p.m. The nomination website will close after that time. An independent panel of judges will assess the nominations and select the award winners. The awards will be presented at the DRCOG awards event on April 22, 2015 at the Seawell Grand Ballroom.

#### PREVIOUS DISCUSSIONS/ACTIONS

N/A

#### PROPOSED MOTION

N/A

#### ATTACHMENT

N/A

#### ADDITIONAL INFORMATION

Should you have any questions regarding the awards program, please contact Flo Raitano at 303-480-6789 or [fraitano@drcog.org](mailto:fraitano@drcog.org), or Rich Mauro at 303-480-6778 or [rmauro@drcog.org](mailto:rmauro@drcog.org).

**ATTACH C**

MINUTES  
BOARD OF DIRECTORS  
WEDNESDAY, SEPTEMBER 17, 2014

Members/Alternates Present

Jackie Millet, Chair	City of Lone Tree
Eva Henry	Adams County
Elise Jones	Boulder County
Dennis Harward	City & County of Broomfield
Tim Mauck	Clear Creek County
Chris Nevitt	City & County of Denver
Crissy Fanganello	City & County of Denver
Don Rosier	Jefferson County
Bob Fifer	City of Arvada
Bob Roth	City of Aurora
Sue Horn	Town of Bennett
Tim Plass (Alternate)	City of Boulder
Lynn Baca	City of Brighton
George Teal	Castle Rock
Doris Truhlar (Alternate)	City of Centennial
Doug Tisdale	City of Cherry Hills Village
Rick Teter (Alternate)	City of Commerce City
Randy Penn	City of Englewood
Joyce Thomas	City of Federal Heights
Saoirse Charis-Graves	City of Golden
Ron Rakowsky	City of Greenwood Village
Tom Quinn	City of Lakewood
Phil Cernanec	City of Littleton
Gabe Santos	City of Longmont
Ashley Stolzmann	City of Louisville
Connie Sullivan (Alternate)	Town of Lyons
Colleen Whitlow	Town of Mead
Debora Jerome	Town of Morrison
John Diak	Town of Parker
Val Vigil	City of Thornton
Herb Atchison	City of Westminster
Deborah Perkins-Smith	Colorado Department of Transportation
Bill Van Meter	Regional Transportation District

Others Present: Flo Raitano, Acting Senior Managing Director, Connie Garcia, Executive Assistant/Board Coordinator, DRCOG; Jeanne Shreve, Adams County; Mac Callison, Aurora; Anthony Graves, Denver; Joe Fowler, Eugene Howard, Douglas County; Shakti, Lakewood; Kent Moorman, City of Thornton; Amanda Brimmer, RAQC; Danny Herrmann, CDOT; Jennifer Cassell, Ed Bowditch, George Dibble, Tomlinson & Assoc.; and DRCOG staff.

Chair Jackie Millet, called the meeting to order at 6:30 p.m. Roll was called and a quorum was present. Chair Millet introduced Connie Sullivan, the alternate for the Town of Lyons.

Move to Approve Agenda

Doug Tisdale **moved** to approve the agenda. The motion was **seconded** and **passed** unanimously.

Report of the Chair

- Chair Millet directed members to the Principles of Governance item at everyone's seats.
- Chair. Millet reported that the Regional Transportation Committee met and approved amendments to the 2012-2017 TIP, the special interest members on the Transportation Advisory Committee, and the Metropolitan Planning Organization Adjusted Urbanized Area Boundary.
- The Phase 3: Structure group began its work yesterday.

Report of the Executive Director

- Flo Raitano, Acting Senior Managing Director, provided an update on the Executive Director. She noted that Ms. Schaufele will return to the office on Wednesday, September 24.
- Ms. Raitano noted the DRCOG 2015 budget will go to the Administrative Committee for action in October. Board action is expected in November.
- The upcoming CARO meeting will be held in Trinidad Colorado, a report will be provided at the next meeting.
- Ms Raitano directed member's attention to the flyers on the SCI Consortium meeting. The focus is on private sector developers.
- DRCOG is co-sponsoring a congressional candidate debate with the Metro North Chamber on October 14 at 7 a.m. at the Adams 12 Five Star Schools Conference Center. As a co-sponsor, DRCOG has 18 seats available for members to attend the event. Please contact Connie Garcia if you're interested in attending the event.
- DRCOG served as the local sponsor for the Governing Leadership Forum held in Denver last Friday. Mayors Tisdale, Horn and Gierlach, and Council Member Diak were all in attendance.

Public comment

No public comment was received.

Briefing on Community-Based Care Transitions Program

Jayla Sanchez Warren, Area Agency on Aging Director, provided information on the Community-Based Care Transitions Program. DRCOG has been participating in this demonstration program with the Centers for Medicare and Medicaid with the goal of reducing hospital readmission for Medicare patients. Patients that go through DRCOG's transitions program return to the hospital only 6.5 percent of the time. The program reduces health care costs and keeps people living in their homes successfully. The goal is to find funding to continue the program past the initial grant period. A Business Acumen committee is helping the AAA with working through the process. Members asked what help they could provide. Ms. Sanchez-Warren noted that they are willing to present to any group on the subject, and are seeking new hospital partners.

Move to approve consent agenda

Doug Tisdale **moved** to approve the consent agenda. The motion was **seconded** and **passed** unanimously. Items on the consent agenda included:

- Minutes of August 20, 2014
- Approval of the Metropolitan Planning Organization Adjusted Urbanized Area Boundary

Move to elect Board Treasurer

Herb Atchison spoke on behalf of the Nominating Committee, and reported that the committee unanimously nominated Bob Roth, City of Aurora, for Board Treasurer.

Herb Atchison **moved** to elect Bob Roth, City of Aurora, to serve the remaining term of Board Treasurer. The motion was **seconded** and **passed** with 1 abstention.

Move to adopt a resolution amending the 2012-2017 Transportation Improvement Program  
Todd Cottrell provided a brief overview of the proposed amendments.

Herb Atchison **moved** to adopt a resolution amending the 2012-2017 *Transportation Improvement Program*. The motion was **seconded** and **passed** unanimously.

Presentation on implications of the 2014 Ozone Season

Amanda Brimmer, Regional Air Quality Council, presented information on the 2014 Ozone Season, and explained how the EPA determines nonattainment status. She noted that the DRCOG region did fairly well in 2014, with only one monitor out of compliance. The test of attainment is an average of three-years of data.

Committee Reports

**State Transportation Advisory Committee** – Elise Jones reported the STAC members held an all-day retreat. She noted the group received a legislative report, and the result of the most recent round of TIGER grants. SB-228, which should lead to an extra \$200 million for transportation next year, will likely be fought over in the legislature whether other groups will try to take the funds. CDOT is putting together a list of projects for the funds. They received updates on surface treatment projects and the I-70 project.

**Metro Mayors Caucus** – Doug Tisdale reported the Metro Mayors Caucus did not meet.

**Metro Area County Commissioners** – Don Rosier reported the MACC did not meet.

**Advisory Committee on Aging** – No report was provided.

**Regional Air Quality Council** – No report was provided.

**E-470 Authority** – Ron Rakowsky reported that Lone Tree has been voted to have a nonvoting seat on the E-470 Board. The E-470/Quebec Street interchange is expected to be opened within the next 60 days. Funds obtained from additional income from oil storage or oil drilling on E-470 property will be used to pay down debt.

**FasTracks** – Bill Van Meter reported the RTD Board took no action related to FasTracks at their meeting. They received an update on the Northeast Area Transit Evaluation Study and



the North Metro Rail Line. The Board was briefed on the new branding for the US-36 project.

Next meeting – **October 15, 2014**

Other matters by members

Metro Vision Issues Committee (MVIC) members were asked for a show of hands on who would be available to attend the October 1 MVIC meeting. It was determined that enough members are able to attend for a quorum.

Phil Cernanec noted this is Constitution Day and Citizenship Day. He noted that 37 new citizens were sworn in today.

Adjournment

The meeting adjourned at 7:19 p.m.

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

ATTEST:

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Flo Raitano, Acting Senior Managing Director

**ATTACH D**

To: Chair and Members of the Board of Directors

From: Flo Raitano, Acting Senior Managing Director  
303-480-6789 or [fraitano@drcog.org](mailto:fraitano@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
November 12, 2014	Consent	8

#### SUBJECT

This item is related to approval of the DRCOG 2015 Budget.

#### PROPOSED ACTION/RECOMMENDATIONS

Staff recommends that the Board of Directors approve the DRCOG 2015 Budget.

#### ACTION BY OTHERS

The Administrative Committee will consider the DRCOG 2015 Budget at their November 12, 2014 meeting.

#### SUMMARY

The budget is a fiscal guide for the operation of DRCOG beginning January 1 – December 31, 2015. The budget highlights work activities in the DRCOG Metropolitan Planning Organization's Unified Planning Work Program (UPWP), the Area Agency on Aging (AAA), The Communications and Marketing Division, Executive Offices and Administration and Finance.

Each year the Board of Directors reviews and approves a proposed budget for the coming year.

#### PREVIOUS DISCUSSIONS/ACTIONS

N/A

#### PROPOSED MOTION

Move to approve the DRCOG 2015 Budget.

#### ATTACHMENT

Draft Resolution  
[DRCOG 2015 Budget](#)

#### ADDITIONAL INFORMATION

If you need additional information, please contact Flo Raitano, Acting Senior Managing Director, at 303-480-6789 or [fraitano@drcog.org](mailto:fraitano@drcog.org) or Roxie Ronsen, Administrative Officer, at 303-480-6709 or [rronsens@drcog.org](mailto:rronsens@drcog.org).

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. \_\_\_\_\_, 2014

A RESOLUTION APPROVING THE DRCOG 2015 BUDGET

WHEREAS, the Executive Director has submitted the DRCOG 2015 Budget to the Administrative Committee in accordance with Article XIII, paragraph A, of the Articles of Association; and

WHEREAS, the 2015 Budget of the Denver Regional Council of Governments has been approved and recommended by the Administrative Committee for approval by the Board; and

WHEREAS, the Board of Directors has received the DRCOG 2015 Budget, in accordance with Article XIII, paragraph B, of the Articles of Association; and

WHEREAS, the Board of Directors has duly considered the DRCOG 2015 Budget.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Denver Regional Council of Governments that the 2015 Budget, incorporated herein by this reference as is fully set forth, is adopted.

RESOLVED, PASSED AND ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2014 at Denver, Colorado.

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

ATTEST:

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Flo Raitano, Acting Senior Managing Director

**ATTACHE**

To: Chair and Members of the Board of Directors

From: Flo Raitano, Acting Senior Managing Director  
303-480-6789 or [fraitano@drcog.org](mailto:fraitano@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
November 20, 2013	Action	9

#### SUBJECT

This action is related to selection of two members of the Board of Directors to serve on the Nominating Committee.

#### PROPOSED ACTION/RECOMMENDATIONS

Staff recommends the Board of Directors select two (2) members to serve on the Nominating Committee in accordance with the *Articles of Association*.

#### ACTION BY OTHERS

N/A

#### SUMMARY

The *Articles of Association* state "A nominating committee of six (6) member representatives shall be appointed in November of each year; the Administrative Committee shall appoint two (2), the Chair of the Board shall appoint two (2) and the Board shall appoint two (2)."

At the January meeting each year, the Nominating Committee shall present to the Board nominations for officers and for three (3) additional Administrative Committee members provided for in Article VIII, A.4 to be elected at the February meeting.

The Board established guidelines to assist in selection of members of the Nominating Committee:

- Members of the Nominating Committee are not eligible to be nominated for a position as Board officer by the committee or from the floor
- Board members will be surveyed regarding their interest in being nominated as a Board officer or to serve on the Administrative Committee.

#### PREVIOUS DISCUSSIONS/ACTIONS

N/A

#### PROPOSED MOTION

Move to select two members of the Board of Directors to serve on the Nominating Committee.

#### ATTACHMENT

Board-adopted Nominating Committee description  
List of current Board members

#### ADDITIONAL INFORMATION

If you need additional information, please contact Flo Raitano, Acting Senior Managing Director at 303-480-6789 or [fraitano@drcog.org](mailto:fraitano@drcog.org), or Connie Garcia, Board Coordinator, at 303-480-6701 or [cgarcia@drcog.org](mailto:cgarcia@drcog.org).

## **Nominating Committee**

**Type:** Standing Committee

**Authority:** Articles of Association

### **MEMBERSHIP**

The Nominating Committee will consist of six Board members who shall be appointed in November of each year. The Administrative Committee, DRCOG Board and the DRCOG Chair shall each appoint two members. Care will be taken to ensure that appointees represent a broad cross-section of the membership including community size, geographic location and gender.

### **VOTING**

Any candidate for Chair, Treasurer, Secretary, Vice Chair or Administrative Committee who receives a majority or a tie vote shall be presented to the Board for consideration.

### **RESPONSIBILITIES**

- The Nominating Committee will meet at a time(s) convenient for all members in November. In January the Committee will present to the Board nominations for Treasurer, Secretary and Vice Chair and for the three Administrative Committee members. The election will take place at the February Board meeting. The incumbent holding the position of Vice Chair automatically becomes the Chair. In the event the incumbent Vice Chair does not assume the position of Chair or in the event of a vacancy in the position of Chair, the provision hereof shall be followed for any Nominating Committee presentation of nominees to the DRCOG Board.
- With the goal of encouraging broad participation from the DRCOG Board, the Nominating Committee will consider interested Board members for the positions of Treasurer and Secretary to serve one-year terms without regard to an individual's term limit or length of term with their respective jurisdiction board. For the position of Vice Chair, the Nominating Committee will ascertain the ability of the individual nominated for Vice Chair to serve as Chair without interruption due to term limits or elections.
- The Nominating Committee will request a short written statement from all interested Board members stating why he/she wishes to serve as a DRCOG Board officer and why the nominating committee should favorably consider them.
- The Nominating Committee will consider the following criteria when evaluating Board members for the positions of Treasurer, Secretary, Vice Chair, and if applicable Chair:
  - commitment to DRCOG's vision and mission,
  - substantive experience with DRCOG,
  - strong willingness to serve, and
  - capacity to be "ambassadors" for DRCOG and represent the organization as needed and desirable.
- For the position of Vice Chair, the Nominating Committee will consider and present a Board member with substantive past experience as a member of the DRCOG Board that includes serving in the position of Treasurer or Secretary or membership for at least one year on either the Administrative Committee, or the Metro Vision Issues

Committee. Participation as a member of another standing committee or ad hoc committee also may constitute substantive past experience.

- In the event that a Nominating Committee is appointed per Article VII. D. 2 to fill a vacancy of one of the officers, the Nominating Committee will follow the procedures outlined above.



**BOARD OF DIRECTORS**  
**DENVER REGIONAL COUNCIL OF GOVERNMENTS**  
**November 12, 2014**

**Officers**

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

<b><u>Jurisdiction</u></b>	<b><u>Member</u></b>	<b><u>Alternate</u></b>
ADAMS COUNTY	Eva Henry* Commissioner 4430 S. Adams Co. Pkwy, Ste C5000A Brighton, CO 80601 (720) 523-6100 ehenry@adcogov.org	Erik Hansen Commissioner 4430 S. Adams Co. Pkwy, Ste. C5000A Brighton, CO 80601 (720) 523-6100 ehansen@adcogov.org
ARAPAHOE COUNTY	Bill Holen* Commissioner 5334 S. Prince St. Littleton, CO 80120 (303) 795-4530 bholen@co.arapahoe.co.us	Nancy N. Sharpe Chair, Board of Commissioners 5698 Green Oaks Dr. Greenwood Village, CO 80121 (303) 486-5741 nsharpe@co.arapahoe.co.us
BOULDER COUNTY	Elise Jones* Commissioner P.O. Box 471 Boulder, CO 80306 (303) 441-3491 eljones@bouldercounty.org	Cindy Domenico Commissioner P.O. Box 471 Boulder, CO 80306 (303) 441-3500 cdomenico@bouldercounty.org
BROOMFIELD, City & County	Dennis Harward Council Member 1875 Snowy Owl Dr. Broomfield, CO 80020 (720) 263-4327 dharward@broomfieldcitycouncil.org	Greg Stokes Mayor Pro Tem 14140 Fairway Ln. Broomfield, CO 80020 (303) 466-6710 gstokes@broomfieldcitycouncil.org
CLEAR CREEK COUNTY	Tim Mauck Commissioner 410 Soda Creek Rd. Idaho Springs, CO 80452 (720) 425-7840 tim@timmauck.com	Tom Hayden Commissioner P.O. Box 447 Evergreen, CO 80437 (720) 480-9783 clearcreektom@aol.com

<b><u>Jurisdiction</u></b>	<b><u>Member</u></b>	<b><u>Alternate</u></b>
DENVER, City & County	<p>Crissy Fanganello*</p> <p>Director of Transportation 200 W. Colfax Ave. Denver, CO 80202 (720) 865-3026 crissy.fanganello@denvergov.org</p> <p>Chris Nevitt*</p> <p>Council Member City &amp; County Bldg., Rm 451 1437 Bannock Denver, CO 80202 (720) 337-7777 Chris.nevitt@denvergov.org</p>	<p>Anthony Graves</p> <p>Director of Regional Affairs 1437 Bannock St., Rm 350 Denver, CO 80202 (720) 865-9086 anthony.graves@denvergov.org</p> <p>Robin Kniech</p> <p>Council Member City &amp; County Bldg., Rm 432 1437 Bannock Denver, CO 80202 (720) 337-7712 Robin.kniech@denvergov.org</p>
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GILPIN COUNTY	<p>Gail Watson</p> <p>County Commissioner P.O. Box 366 Central City, CO 80427 (303) 582-5214 gwatson@co.gilpin.co.us</p>	<p>Connie McLain</p> <p>County Commissioner P.O. Box 366 Central City, CO 80427 (303) 582-5214 cmclain@co.gilpin.co.us</p>
JEFFERSON COUNTY	<p>Don Rosier*</p> <p>County Commissioner 100 Jefferson County Pkwy. Golden, CO 80419 (303) 271-8525 Commish3@jeffco.us</p>	<p>Casey Tighe</p> <p>County Commissioner 100 Jefferson County Pkwy. Golden, CO 80419 (303) 271-525 Commish2@jeffco.us</p>
<b>CITIES AND TOWNS</b>		
ARVADA, City of	<p>Bob Fifer</p> <p>Council Member P.O. Box 8101 Arvada, CO 80001 (720) 898-7000 bfifer@arvada.org</p>	<p>John Marriott</p> <p>Council Member P.O. Box 8101 Arvada, CO 80001 (720) 273-3912 jmarriott@arvada.org</p>

<b><u>Jurisdiction</u></b>	<b><u>Member</u></b>	<b><u>Alternate</u></b>
AURORA, City of	Bob Roth* Council Member 15151 E. Alameda Pkwy, 5 <sup>th</sup> Floor Aurora, CO 80012 (303) 739-7510 broth@auroragov.org	Renie Peterson Council Member 15151 E. Alameda Pkwy., 5th Floor Aurora, CO 80012 (303) 739-7508 rrpeters@auroragov.org
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DEER TRAIL, Town of	VACANT	

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EMPIRE, Town of	VACANT	
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**Jurisdiction**

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To: Chair and Members of the Board of Directors

From: Flo Raitano, Acting Senior Managing Director  
303-480-6789 or [fraitano@drcog.org](mailto:fraitano@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
November 12, 2014	Action	10

#### **SUBJECT**

Amendment to the *Policy on Transportation Improvement Program (TIP) Preparation: Procedures for preparing the 2016-2021 TIP* to reflect recommended second phase selection criteria by MVIC.

#### **PROPOSED ACTION/RECOMMENDATIONS**

Consider amending the 2016-2021 TIP Policy document to include second phase project selection criteria recommended by MVIC.

#### **ACTION BY OTHERS**

MVIC — November 5, 2014

October 1, 2014

TAC — October 27, 2014

#### **SUMMARY**

##### Background

TIP projects selected as part of the 2016-2021 call for projects will be selected in two phases. In the first phase, projects are selected directly from the score-ranked lists of funding requests by project type. A maximum of 75 percent of available funds will be programmed in first phase. The remaining 25 percent of funds are programmed in second phase and will consider other criteria in addition to project score.

At its July meeting, the Board approved the Policy on Transportation Improvement Preparation (aka TIP Policy) which is being used as the basis for selecting projects for the 2016-2021 TIP. As part of its deliberations, staff informed the Board that second phase criteria was not part of their action and will be amended into the TIP Policy document later this fall per MVIC and Board actions.

##### Second Phase Criteria

Since August, MVIC has been actively engaged with developing proposed criteria that will ultimately be used to guide second phase project selection. At its November meeting, MVIC formalized its recommendation to amend the 2016-2021 TIP Policy to include the second phase criteria shown below.

MVIC also recommends grouping second phase criteria into two tiers in order to place additional emphasis during deliberations on (i) Very Small Communities and (ii) County Funding Equity Status and Ratio. The remaining five criteria would be recognized as Tier 2.

**MVIC Recommended Second Phase Criteria (Nov 5, 2014)**

<b>Tier 1</b>	
<b>Very Small Communities</b>	Projects submitted by communities with less than \$10 million in annual net sales tax value (based on the most recent data from the CO Dept. of Revenue).
<b>County Funding Equity Status and Ratio</b>	A calculation comparing the amount of dollars programmed within a county to the percent contribution from each county. A county's financial equity shall be considered "even" if its estimated percentage of programmed expenditures is within 10 percentage points of its computed percentage of contributions.
Contribution Variables:	Population, employment, vehicle miles traveled, and disbursements from the state Highway Users Trust Fund (HUTF) (all weighted equally).
Expenditure Variables:	DRCOG programmed funds (2008-2019) only.
<b>Tier 2</b>	
<b>TIP Score Points</b>	Total project points from first phase selection.
<b>Multi-Jurisdictional Projects</b>	Projects that cross the geographic boundary of two or more DRCOG jurisdictions. Note if jurisdictions were funding partners.
<b>Projects Not Eligible in First Phase</b>	Projects types (Studies and Other Enhancement) only eligible in second phase.
<b>Number of Sponsor Projects Selected in First Phase</b>	The number of sponsor projects selected in first phase will be noted. The amount of funds awarded in first phase and the total number of projects submitted by the sponsor will also be noted.
<b>First-Last Mile Connection</b>	<p>Projects that expand the quality of access to transit [rail or BRT stations, park-N-ride lots, transit terminals (all currently open on or before 2025), and existing bus stops].</p> <p>The facility/service must be safe, intuitive and universally accessible. Projects must provide a connection to a destination (residential development, school, office, shopping, dining, park, recreational facility) or fill a gap connecting to a destination within a one mile buffer from a transit property.</p> <p><u>Eligible project types include:</u></p> <p>Bicycle/Pedestrian Projects      Project physically touches a transit property or stop or eliminates a barrier that impedes patrons from accessing transit.</p> <p>Roadway Capacity, Roadway Operational Improvement, and Roadway Reconstruction projects      Project must include bike (e.g. bike path, multi-use path) and/or pedestrian facilities that physically touch transit or eliminate a barrier that impedes patrons from accessing transit.</p> <p>Transit Services Projects      Shuttle/Circulator projects that services transit</p>

#### PREVIOUS DISCUSSIONS/ACTIONS

N/A

#### PROPOSED MOTIONS

Move to amend the *Policy on Transportation Improvement Program (TIP) Preparation: Procedures for preparing the 2016-2021 TIP* to include second phase project selection.

#### ATTACHMENTS

1. TIP Policy with amended second phase selection language
2. [MVIC Meetings: August-November](#)

#### ADDITIONAL INFORMATION

If you need additional information, please contact Flo Raitano, Acting Senior Managing Director at 303-480-6789 or [fraitano@drcog.org](mailto:fraitano@drcog.org); or Douglas W. Rex, Director, Transportation Planning and Operations at 303-480-6747 or [drex@drcog.org](mailto:drex@drcog.org)

## F. First Phase Selection

In the first of the two phases, new projects are selected directly from the ranked lists of funding requests, to a maximum of 75 percent of not-yet-programmed funding. **Funding targets** per project type are established below to implement the objectives in the RTP. These funding targets are used to establish the maximum selection in the first phase for each project type. Project types not listed (Other Enhancements projects and Studies) are not scored and will be considered in the second phase selection process only.

<b>Funding Targets for First Phase Selection by Project Type (75% of not-yet-programmed funding)</b>	
<b>Roadway Capacity</b>	38%
<b>Roadway Operational Improvements</b>	22%
<b>Roadway Reconstruction</b>	15%
<b>Transit Service</b>	6%
<b>Transit Passenger Facilities</b>	3%
<b>Bicycle/Pedestrian</b>	16%
<b>Total</b>	<b>100%</b>

The number of projects awarded between \$100,000 and \$300,000 in federal funding will be capped at 10, with the remaining placed on the waiting list.

## G. Second Phase Selection

The remaining 25 percent of the not-yet-programmed funding will be programmed in the second phase selection. It will use the following criteria to guide project selection. Additional emphasis will be given to Tier 1 criteria (Very Small Communities; County Funding Equity Status and Ratio) during second phase deliberations.

<b>Project Selection Criteria for Second Phase Selection (25% of not-yet-programmed funding)</b>	
<b>Tier 1</b>	
<b>Very Small Communities</b>	Projects submitted by communities with less than \$10 million in annual net sales tax value (based on the most recent data from the CO Dept. of Revenue).
<b>County Funding Equity</b>	A calculation comparing the amount of dollars programmed within a county to the percent contribution from each county. A county's financial equity shall be considered "even" if its estimated percentage of programmed expenditures is within 10 percentage points of its computed percentage of contributions.
Contribution Variables:	Population, employment, vehicle miles traveled, and disbursements from the state Highway Users Trust Fund (HUTF) (all weighted equally).
Expenditure Variables:	DRCOG programmed funds (2008-2019) only.

# ATTACHMENT 1

Tier 2	
<b>TIP Score Points</b>	Total project points from first phase selection.
<b>Multi-Jurisdictional Projects</b>	Projects that cross the geographic boundary of two or more DRCOG jurisdictions. Note if jurisdictions were funding partners.
<b>Projects Not Eligible in First Phase</b>	Projects types (Studies and Other Enhancement) only eligible in second phase.
<b>Number of Sponsor Projects Selected in First Phase</b>	The number of sponsor projects selected in first phase will be noted. The amount of funds awarded in first phase and the total number of projects submitted by the sponsor will also be noted.
<b>First-Last Mile Connection</b>  <u>Eligible project types include:</u> <div> <div>Bicycle/Pedestrian Projects:</div> <div>Roadway Capacity, Roadway Operational Improvement, and Roadway Reconstruction projects:</div> <div>Transit Service Projects:</div> </div>	<p>Projects that expand the quality of access to transit <i>[rail or BRT stations, park-N-Ride lots, transit terminals (all currently open on or before 2025), and existing bus stops]</i>.</p> <p>The facility/service must be safe, intuitive and universally accessible. Projects must provide a connection to a destination (residential development, school, office, shopping, dining, park, recreational facility) or fill a gap connecting to a destination within a one mile buffer from a transit property.</p> <p>Project physically touches a transit property or stop or eliminates a barrier that impedes patrons from accessing transit.</p> <p>Project must include bike (e.g. bike path, multi-use path) and/or pedestrian facilities that physically touch transit or eliminate a barrier that impedes patrons from accessing transit.</p> <p>Shuttle/Circulator projects that services transit.</p>



## ATTACHMENT 1

## APPENDIX H

## 2012 NET SALES TAX VALUE

Place	2012 Net Sales Tax	Very Small Community
Denver (City & County)	\$ 346,264,184	
Arapahoe County	\$ 245,564,916	
Jefferson County	\$ 188,359,789	
Adams County	\$ 168,479,021	
Boulder County	\$ 120,067,945	
Douglas County	\$ 114,684,592	
Aurora	\$ 109,137,306	
Lakewood	\$ 65,784,549	
Boulder	\$ 60,079,473	
Centennial	\$ 46,476,855	
Westminster	\$ 42,599,358	
Littleton	\$ 38,001,330	
Lone Tree	\$ 35,778,407	
Thornton	\$ 34,550,838	
Englewood	\$ 32,837,929	
Broomfield (City & County)	\$ 29,651,024	
Longmont	\$ 27,688,436	
Arvada	\$ 27,407,995	
Weld County (SW Only)	\$ 20,000,000	
Parker	\$ 19,156,478	
Golden	\$ 18,326,653	
Castle Rock	\$ 17,880,370	
Greenwood Village	\$ 17,456,769	
Commerce City	\$ 17,080,052	
Brighton	\$ 15,430,418	
Wheat Ridge	\$ 15,255,651	
Northglenn	\$ 11,324,861	
Louisville	\$ 10,556,600	
Glendale	\$ 10,251,518	
Sheridan	\$ 6,100,771	X
Lafayette	\$ 6,051,714	X
Superior	\$ 5,074,044	X
Frederick	\$ 4,839,399	X
Federal Heights	\$ 3,677,031	X
Firestone	\$ 3,209,490	X
Fort Lupton	\$ 2,368,342	X
Edgewater	\$ 1,762,477	X
Erie	\$ 1,611,414	X
Dacono	\$ 1,303,983	X
Mead	\$ 1,116,797	X
Castle Pines North	\$ 1,096,406	X
Bennett	\$ 707,469	X
Nederland	\$ 666,422	X
Cherry Hills Village	\$ 617,776	X
Morrison	\$ 596,163	X
Hudson	\$ 444,464	X
Lyons	\$ 424,808	X
Foxfield	\$ 232,850	X
Lochbuie	\$ 227,886	X
Larkspur	\$ 151,678	X
Columbine Valley	\$ 121,466	X
Lakeside	\$ 106,656	X
Deer Trail	\$ 33,794	X
Ward	\$ 9,491	X
Bow Mar		X
Jamestown		X
Mountain View		X
Source:	FY12 CO Dept. of Rev	

**ATTACH G**

To: Chair and Members of the Board of Directors

From: Flo Raitano, Acting Senior Managing Director  
303-480-6789 or [fraitano@drcog.org](mailto:fraitano@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
November 12, 2014	Action	11

#### SUBJECT

This action concerns the DRCOG *2014 FasTracks Baseline Review and Determination Report*.

#### PROPOSED ACTION/RECOMMENDATIONS

Approval of the DRCOG *2014 FasTracks Baseline Review and Determination Report*.

#### ACTION BY OTHERS

TAC - August 25, 2014  
TAC - September 23, 2014

#### SUMMARY

Per requirements of State Senate Bill 90-208 (SB-208), DRCOG is required to review FasTracks Plan changes proposed by RTD. While the statute specifically requires review for method of finance and technology, by DRCOG Board resolution the review also includes:

- project definition/scope;
- financial plan addressing FasTracks costs and revenue sources;
- implementation schedule;
- operating characteristics; and
- level of bus service.

This review was previously conducted annually. In September 2013, the review schedule changed. The DRCOG Board adopted Resolution #14-2013, requiring RTD to submit the *FasTracks Plan Baseline Report* to serve as the basis for identifying future changes. Rather than a prescribed annual review, the resolution requires a *FasTracks Plan Change Report* only when RTD proposes changes from the most recent DRCOG-approved FasTracks Plan to the categories listed above. The DRCOG Board reviews the changes, identifies those of significance, and takes action it deems appropriate.

RTD submitted the *FasTracks Plan Baseline Report* (Attachment 1) in August 2014 per the resolution. DRCOG staff has reviewed the Baseline Report and developed the DRCOG *2014 FasTracks Baseline Review and Determination Report* (Attachment 2). The Baseline Report contains two substantive changes from the assumptions in the previous DRCOG review and determination for the 2010 Annual Report:

1. *The completion year for the Southeast Extension from the 2030-2035 timeframe to a 2019 opening; and*
2. *Northwest Rail Line trains will not stop at the 41<sup>st</sup>/Fox or Pecos Junction stations (shared with the Gold Line). RTD will re-evaluate this operational change after one year of service in this configuration. The re-evaluation will take place in 2017 and involve consultation with the concessionaire and area stakeholders.*

Both changes will be reflected in the DRCOG travel model networks. The first change will also be identified in the 2040 Regional Transportation Plan. Staff concludes that neither change requires SB-208 action.

At the TAC meeting on September 22, 2014, the TAC recommended to the Regional Transportation Committee approval of the *DRCOG 2014 FasTracks Baseline Review and Determination Report* with two comments:

- Encouraging RTD to re-evaluate the operational change regarding Phase I Northwest Rail Line trains not stopping at the 41<sup>st</sup>/Fox or Pecos Junction stations\*—as quickly as feasible. (*\*Stations are shared with the Gold Line*)
- Recognizing the need for continued work on the operation plan for US-36 BRT in a cooperative manner with RTD and corridor stakeholders.

#### PREVIOUS DISCUSSIONS/ACTIONS

N/A

#### PROPOSED MOTION

Move to adopt a resolution approving the *DRCOG 2014 FasTracks Baseline Review and Determination Report*.

#### ATTACHMENTS

1. Draft resolution
2. [RTD 2014 FasTracks Baseline Report to DRCOG](#)
3. *DRCOG 2014 FasTracks Baseline Review and Determination Report*

#### ADDITIONAL INFORMATION

If you need additional information, please contact Flo Raitano, Acting Senior Managing Director at 303-480-6789 or [fraitano@drcog.org](mailto:fraitano@drcog.org); or Matthew Helfant, Senior Transportation Planner, at (303) 480-6731 or [mhelfant@drcog.org](mailto:mhelfant@drcog.org).

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. \_\_\_\_\_, 2014

A RESOLUTION TO APPROVE THE *DRCOG 2014 FASTRACKS BASELINE REVIEW AND DETERMINATION REPORT*.

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

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

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

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

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

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

WHEREAS, the Board of Directors adopted Resolution number 14, 2013, which modifies the timing of the FasTracks annual review process to require that RTD submit a "Baseline Report" in August 2014 and a "Change Report" whenever it proposes any major changes to FasTracks; and

WHEREAS, the RTD submitted the *RTD 2014 FasTracks Baseline Report to DRCOG* (hereafter "Baseline Report") by the August 2014 deadline; and

A RESOLUTION TO APPROVE THE DRCOG 2014 FASTRACKS BASELINE REVIEW  
AND DETERMINATION REPORT.

WHEREAS, the *DRCOG 2014 FasTracks Baseline Review and Determination Report* categorizes financial and project scope changes from the most recent DRCOG approved FasTracks Plan as acceptable and not requiring further SB-208 action; and

WHEREAS, the FasTracks system remains consistent with the intent of the *Metro Vision 2035 Plan*, including its transportation element; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Denver Regional Council of Governments hereby approves the financial and project scope within the *Baseline Report*.

BE IT FURTHER RESOLVED that, pursuant to authority granted through section 32-9-107.7 CRS, the Board of Directors approves modification of the FasTracks system.

BE IT FURTHER RESOLVED that the other understandings of resolution number 14, 2013 are not modified by this action, and remain in effect.

RESOLVED, PASSED AND ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2014 at Denver, Colorado.

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

ATTEST:

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Jennifer Schaufele, Executive Director

**Denver Regional Council of Governments**

# **2014 FasTracks Baseline Review and Determination Report**

Action Draft – November, 2014



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## 1. Introduction

Per requirements of State Senate Bill 90-208 (SB-208), the Denver Regional Council of Governments (DRCOG) approved the Regional Transportation District (RTD) FasTracks Plan, including the technologies and method of financing, on April 21, 2004. Resolutions of approval were passed for each individual corridor and for the system as a whole. The resolutions stated that an annual review would be conducted through the MPO process to identify any substantial changes from one year to the next and *“directed that the DRCOG Board of Directors make a determination if the changes are substantial and require further SB-208 action.”* The 2004 DRCOG action is referred to as the original or initial review.

In September 2013, the annual review requirements changed. Board Resolution #14-2013, adopted by the DRCOG Board of Directors, required a new *FasTracks Plan Baseline Report* to be prepared by August 2014 to serve as the basis for identifying future changes. Rather than a prescribed annual review, the resolution requires a *FasTracks Plan Change Report* only when RTD proposes changes from the most recent DRCOG-approved FasTracks Plan to any categories listed in SB-208 and the resolution. The DRCOG Board reviews the changes, identifies those of significance, and takes action it deems appropriate.

### A. RTD’s 2014 FasTracks Baseline Report to DRCOG (August 2014)

RTD submitted its *2014 Baseline Report* to DRCOG in August 2014. The report provides information on the topics identified in the DRCOG approval resolutions (April 2004) and Board Resolution #14-2013 as annual review subjects:

- Project definition, scope, and implementation schedule;
- Operating characteristics;
- Level of bus service; and
- Financial plan, which includes plan and corridor costs and revenue projections.

A key document referenced in this report is RTD’s 2014 Annual Program Evaluation (APE). On an annual basis, through the APE process, RTD updates the FasTracks financial plan with new revenue and cost projections, including capital, financing and operating costs for each of the corridors and projects in year of expenditure (YOE) dollars, and reflects the currently-adopted FasTracks implementation schedule for each of the corridors.

The FasTracks Plan is financed in part through a 0.4 percent regional sales and use tax approved by voters in November 2004. This is in addition to the existing 0.6 percent transit tax that funds the base system.

Financial assumptions and projections were developed by RTD using the best available estimates of costs, reasonably anticipated federal funding based on current federal law and regulations, and revenues from other sources including sales tax and fare collections. In the report, RTD stated that all FasTracks projects remain in the FasTracks Plan and will be constructed over time. However, current financial forecasts indicate that not all projects will be constructed in the 2040 timeframe. Even so, base system funded services are projected to increase steadily through 2040.

## 2. Project Definition, Scope, and Implementation Schedule

The projects planned to be completed within the 2040 timeframe are:

- I-225: 2016 completion
- Eagle Project: 2016 completion
  - Gold Line
  - East Rail Line
  - Northwest Rail Line – Phase 1
  - Commuter Rail Maintenance Facility
- Northwest Rail Corridor – Construct Longmont Station: 2017 completion
- Central Corridor Extension – Planning Study: 2014 completion
- US-36 BRT:
  - \$135 million for Managed Lanes to Table Mesa: 2012-2015
  - Queue Jumps and Diverging Diamond Interchange: 2015 completion
  - Vehicles and Station Amenities: 2016 completion
  - Church Ranch and Westminster Improvements: 2018 completion
- North Metro to 124<sup>th</sup> Avenue: 2018 completion
- Southeast Rail Extension: 2019 completion

RTD estimates the expended or currently committed capital funds to complete FasTracks projects and project components through 2019 is just under \$5.6 billion (YOE\$). This includes approximately \$3 billion spent through 2013. Not included in the \$5.6 billion estimate is funding to complete projects not anticipated to be completed during the 2040 timeframe:

- Central Rail Extension;
- North Metro Rail Line from 124<sup>th</sup>/Eastlake to 162<sup>nd</sup>/SH7;
- Northwest Rail Line from South Westminster/71<sup>st</sup> Avenue Station to Longmont; and
- Southwest Extension.

### A. Project Definition/Scope

Table 1 identifies the FasTracks program through 2019 (project definition/scope), and parking for each corridor in RTD's *2014 Baseline Report*. Also, see Table 1 of the Baseline Report for more detailed project characteristics.

*DRCOG staff assessment: There are no substantive changes to the project definitions or scopes. Further SB-208 action is not needed.*

**Table 1: FasTracks Program by 2019 and Associated Long-term Costs**

Program Element/ Corridor	Technology	Length (miles)	Total Opening Day Parking Spaces	Completion Year	Total Cost (millions YOE\$)
<b>Central Rail Extension</b>	LRT	0.8	0	Beyond 2040	\$10.9
<b>Denver Union Station</b>	N/A	N/A	N/A	2016	\$314.9
<b>Eagle Project:</b>	CRT	39.9*		2016	\$2,274.3
East Rail Line		22.8	4,329		
Gold Line		11.2	2,300		
Phase 1-Northwest Rail		6.2	350		
<b>Free MetroRide</b>	Bus	1.5	0	Opened 2014	\$16.9
<b>I-225 Rail Line</b>	LRT	10.5	1,800	2016	\$693.2
<b>North Metro Rail Line</b>	CRT	18.4	3,990	<i>DUS to 124<sup>th</sup>/Eastlake-2018</i> <i>124<sup>th</sup>/Eastlake to 162<sup>nd</sup>/SH 7 -</i> Beyond 2040	\$708.3
<b>Northwest Rail Line - Phase 2</b>	CRT	34.8	3,010	Beyond 2040	\$29.2
<b>Southeast Rail Extension</b>	LRT	2.3	1,300	2019 ( <i>change from previous FasTracks plan</i> )**	\$239.0
<b>Southwest Rail Extension</b>	LRT	2.5	1,000	Beyond 2040	\$24.5
<b>US-36 BRT</b>	BRT	18	4,200	<i>Phase 1-Opened 2010</i> <i>Phase 2- 2016</i>	\$228.8
<b>West Rail Line</b>	LRT	12.1	4,774	Opened 2013	\$678.4
<b>Other FasTracks Project Costs</b>	N/A	N/A	N/A		\$353.3
<b>Light Rail Maintenance Facility</b>	NA	N/A	N/A		\$17.2
<b>Total</b>					<b>\$5,588.9</b>

\*Eagle Project length combined the shared segments among corridors.

\*\* Southeast Extension now scheduled for 2019 opening.

## B. Implementation Schedule

The West Rail line was the first FasTracks corridor to open in spring 2013. Several other corridors are set to open in 2016, with two additional corridors anticipated to open by 2019. Portions of the Northwest Rail Line and North Metro Rail Line corridors, and the Southwest and Central Rail Extensions, are not scheduled to be completed until after 2040. Table 1 lists the FasTracks completion years.

*DRCOG staff assessment: The only substantive change is the completion year for the Southeast Extension from the 2030-2035 timeframe to a 2019 opening day. Further SB-208 action is not needed. The change will be reflected in the Fiscally Constrained 2040 RTP scheduled for adoption in January 2015.*

### 3. Operating Characteristics

Operating characteristics of individual corridor lines are an important consideration for RTD. Such characteristics include frequency of service (aka headways), total service capacity, and travel times. DRCOG's assessment focuses on the most critical characteristics: headways and capacity.

*(SEE FIGURES 19 AND 20 OF THE 2014 BASELINE REPORT)*

#### A. Headways

RTD has planned adequate headways between vehicle arrival times for future FasTracks corridors based on anticipated demand. RTD has flexibility to also make adjustments to provide more efficient service based on actual ridership.

*DRCOG staff assessment: No SB-208 action needed.*

#### B. Corridor Capacity/Line Loads

*RTD has planned adequate capacity for future FasTracks corridors based on anticipated demand. RTD has flexibility to also make adjustments to provide more efficient service based on actual ridership.*

*DRCOG staff assessment: No SB-208 action needed.*

#### C. Stations

The 2014 Baseline Report contains a change from the assumptions in the previous DRCOG review and determination for the 2011 Annual Report for the Northwest Rail Line. Trains will not stop at the 41st/Fox or Pecos Junction Stations. The current operating plan, as agreed to in the RTD/Eagle concessionaire agreement with Denver Transit Partners (DTP), is for the Northwest Rail trains to operate non-stop between Denver Union Station and the Westminster Station. However, Gold Line trains will stop at these two stations (see Figure 19 of 2014 Baseline Report).

RTD will re-evaluate this operational change after one year of service in this configuration. The re-evaluation will take place in 2017 and involve consultation with DTP and area stakeholders.

*DRCOG staff assessment: This is a substantive change which needs to be reflected in the DRCOG travel model network, but it does not require SB-208 action.*

### 4. Level of Bus Service

RTD anticipates small but steady growth in bus service levels (fixed route, Call-n-Ride, and Americans with Disabilities (ADA) paratransit service) between 2014 and 2020 of less than 1 percent annually. After this timeframe service levels are projected to increase by about 1 percent per year (See Table 8 of 2014 Baseline Report).

*DRCOG staff assessment: The projected growth is generally consistent with previous estimates and congruent with the acceleration of additional FasTracks projects not assumed in previous estimates. Further SB-208 action is not needed.*

## 5. Financial Plan

Since 2005, RTD has updated the Financial Plan annually to reflect the latest available information and assumptions. Many FasTracks projects are either completed or under construction and are being managed within the Board-approved budgets.

### A. Cost Estimates

Table 1 lists the total long-term estimated costs to pay for the capital projects scheduled for completion by 2019.

DRCOG staff has no concerns regarding the overall capital construction estimate because these are near-term costs that are fixed by construction contracts. However, DRCOG staff acknowledges the long-term repayment costs will be susceptible to variations not currently predictable. The 2014 Financial Plan and supporting information presented a sound representation of factors impacting expenditures and costs estimate for each corridor.

DRCOG staff considers RTD's assumptions for operating costs generally reasonable based on local experience and national and industry trends.

Because of the uncertainty of the construction schedule for the remaining corridor elements to be completed after 2040, RTD did not present specific capital construction cost estimates for:

- Southwest Rail Extension (to C-470/Lucent Station)
- North Metro Rail Line (to SH-7/162<sup>nd</sup> Station)
- Northwest Rail Line- Phase 2 (to Downtown Longmont Station)
- Central Rail Extension (to 38<sup>th</sup>/Blake Station)

As RTD further evaluates these corridor extensions and attempts to develop funding and/or construction packages, updated cost estimates will be prepared.

### B. Revenue Projections

(SEE TABLE 1 OF THE RTD 2014 FINANCIAL PLAN)

Table 2 summarizes the fund sources through 2040 expected to pay for FasTracks' program elements to be completed by 2019.

**Table 2: FasTracks Capital Funding Sources (in millions\*) through 2040**

Sources Generated by Sales and Use Tax	2014 Financial Plan	
Revenue Bond Proceeds	\$1,561.1	27.9%
COPs Proceeds	\$690.3	12.4%
TIFIA Loan Proceeds	\$280.0	5.0%
Denver Union Station Note Proceeds	\$168.0	3.0%
Public-Private Partnerships	\$440.9	7.9%

Pay-as-you-go-Capital	\$574.0	10.3%
<i>Subtotal generated by sales and use tax</i>	<b>\$3,714.3</b>	<b>66.5%</b>
<b>Federal Grants</b>		
Federal New Start Grants	\$1,431.1	25.6%
Other Federal Grants	\$215.1	3.8%
<i>Subtotal federal grants</i>	<b>\$1,646.2</b>	<b>29.4%</b>
<b>Local Funding</b>		
Local Match Funding	\$127.1	2.3%
Other Local Funding	\$101.2	1.8%
<i>Subtotal local funding</i>	<b>\$228.3</b>	<b>4.1%</b>
<b>Total FasTracks Program Funding</b>	<b>\$5,558.9</b>	<b>100%</b>

\*rounded

DRCOG staff believes RTD's assumptions on revenue through 2040 are reasonable based on the track record of previous revenues and the conservativeness of the estimates.

The revenue forecasts in Figure 1 of the *2014 Baseline Report Financial Plan* are based on an overall average annual growth rate for sales and use tax revenues of 3.66 percent per year from 2014 through 2040. It is acknowledged this is a highly variable value subject to lower and higher levels in specific futures years. Note the revenues presented in Figure 1 of the *2014 Baseline Report Financial Plan* are for the combined total of the Base System sales and use tax plus the FasTracks sales and use tax. The increased cash flow (above expenditures) starting in 2022 is for the Base System.

Further, DRCOG staff recognizes RTD's success in its efforts to generate funding for FasTracks projects from less traditional sources. The Eagle project is a nationally-renowned example of a public private partnership. The first phase of North Metro may not be under construction if not for the use of Certificates of Participation. The latest example is with the Southeast Extension where the largest local match contribution in addition to a New Starts grant will likely mean RTD's contribution will be less than 40 percent.

*DRCOG staff assessment: No SB-208 action needed.*

## 6. DRCOG Staff Overall Assessment of the 2014 Financial Plan

Despite previous economic setbacks, RTD is moving forward with construction on many FasTracks corridors. DRCOG staff is comfortable with the construction schedule and long term assumptions for paying for that construction (i.e., revenue bonds, etc.). However, it will be important for RTD to monitor revenues and costs closely in the near future and propose how to address the funding and schedule for post-2040 corridor elements.

DRCOG staff continues to support RTD's use of public-private partnerships, when feasible, to implement FasTracks and recognizes public-private partnerships as a critical component of the 2014 Financial Plan. In addition, RTD has found other methods to finance projects which have enabled more projects to be constructed despite a shortfall in sales and use tax revenue.

*DRCOG staff recommends acceptance of the 2014 Financial Plan, including the system and corridor costs and the revenue elements.*

**ATTACH H**

To: Chair and Members of the Board of Directors

From: Flo Raitano, Acting Senior Managing Director  
(303) 480-6789 or [fraitano@drcog.org](mailto:fraitano@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
November 12, 2014	Informational Item	13

#### SUBJECT

This item concerns transmittal of the *Draft 2015 Policy Statement on State Legislative Issues*.

#### PROPOSED ACTION/RECOMMENDATIONS

The draft document is provided for review and comment.

#### ACTION BY OTHERS

N/A

#### SUMMARY

Each year, the Board adopts two policy statements on a range of specific state and federal legislative issues. These documents provide the DRCOG Board, staff and lobbyists with policy direction on legislative issues during the coming year.

This year, the changes in the state legislative policy statement are proposed to clarify the intent of a particular policy, use more precise language or otherwise update a statement to better reflect current practice.

The *Draft 2015 Policy Statement on State Legislative Issues* is provided now to give Board members and their staff sufficient time to review its contents before the Board considers and acts on the document in December. If you have suggested changes to the draft, you are encouraged to contact staff prior to the December 4, 2014. Action to approve the document will be requested at the December Board meeting.

#### PREVIOUS DISCUSSIONS/ACTIONS

The Board adopted the *2013 Policy Statement on State Legislative Issues* at its January 2013 meeting. The Board outlined the principles guiding the conduct of DRCOG's Legislative Program in a statement adopted in 1982 and readopted in 2001.

#### PROPOSED MOTION

N/A

#### ATTACHMENT

Legislative Principle Statement  
Draft 2015 Policy Statement on State Legislative Issues

#### ADDITIONAL INFORMATION

Should you have any questions regarding the draft policy statement, please contact Flo Raitano, Acting Senior Managing Director, at (303) 480-6789 or [fraitano@drcog.org](mailto:fraitano@drcog.org), or Rich Mauro, Senior Legislative Analyst, at (303) 480-6778 or [rmauro@drcog.org](mailto:rmauro@drcog.org).



## **PRINCIPLES GUIDING DRCOG LEGISLATIVE POSITIONS**

**As adopted by the DRCOG Board of Directors December 1982  
And revised February 17, 1988, January 16, 1991 and January 17, 2001**

The Denver Regional Council of Governments' federal and state Legislative Program is defined by the character of the Denver region and the concerns of its local governments. The Denver region constitutes a unique area as distinguished from the rest of the state because its member governments comprise a large and highly urbanized population.

In the Denver region, the regional council, organized as a voluntary association of county and municipal governments, is the only regional spokesman for these entities. Due to DRCOG's regional character and local government orientation, the council is the appropriate forum for regionally focused legislative activity.

This self-imposed limitation to regional issues is reinforced by the activities of two other organizations, the Colorado Municipal League (CML) and Colorado Counties, Inc. (CCI). As statewide associations of municipal and county governments respectively, their interests are correspondingly broad. As a consequence, they address the entire range of local government issues before the state legislature, state executive and regulatory agencies, and the federal government. Both associations generally avoid issues that are unique to an individual community or region.

In addition to regional issues, DRCOG is concerned with issues that affect the organization or its programs. The organization assumes the responsibility for identifying and promoting the regional interest in its various fields of planning and management to state and federal legislative and administrative bodies.

It is not the policy of the Legislative Program to address all legislative/administrative issues of interest to local governments generally. Support of or opposition to a bill or legislative funding measure will be given, and be subject to reassessment, according to the bill's or measure's consistency with DRCOG's adopted principles, policies and plans. Where appropriate, DRCOG will strive to collaborate with other organizations representing local government(s), such as CCI and CML.

DRCOG's legislative activity generally will be focused on the following types of issues:

1. Proposals of special significance to the Denver region;
2. Proposals that would have a unique effect upon local governments in this region;
3. Proposals that affect DRCOG as an agency or which would affect one or more of its programs.

# Denver Regional Council of Governments

## Policy Statement on State Legislative Issues for 2015

### Introduction

This paper outlines the key state policy issues of the Denver Regional Council of Governments (DRCOG). It identifies policy positions intended to inform the General Assembly, state executive branch officials and others as they develop and implement state policy on these issues. This policy statement guides positions and actions taken by the DRCOG Board, its staff and members during the 2015 state legislative session.

DRCOG is a membership organization of local elected officials representing 48 municipalities and nine counties in the Denver metropolitan region. Under federal law, the DRCOG serves as the Metropolitan Planning Organization (MPO) coordinating transportation planning with air quality goals, and serves as the Area Agency on Aging in eight counties to aid the 60+ population. Under state statutes, DRCOG, as the regional planning commission, prepares and adopts a regional plan for the metro area and has a regional responsibility for oversight of transit projects and certain state-sponsored and private toll road projects.

### ***Regional Planning and Development***

**Regional Planning.** Regional growth and development is of significant concern for metro area citizens and community leaders. A sustainable region balances economic vitality, prosperity, and social wellbeing as expressed by a high standard of living for the region's residents. As a regional planning commission under Section 30-28-105, DRCOG prepares the region's long-range plan for growth and development, transportation, and environmental quality. The regional *Metro Vision* plan describes a vision for the future and policies to guide local growth decisions.

*Metro Vision* is the policy basis for all of DRCOG's programs and serves as the framework and context in which the regional council collaborates with other organizations on issues of mutual interest. **DRCOG supports those efforts that implement *Metro Vision* and encourages state and regional entities to align their policies and investment decisions with *Metro Vision* and other regional agreements to advance common objectives.**

***Metro Vision* establishes several regional goals, as summarized below, and DRCOG may support or oppose legislative proposals based on consistency with these goals.**

### **Growth and Development Goals**

- Ensure urban development occurs within an urban growth boundary/area to promote a more orderly, compact and efficient future development pattern.
- Achieve at least a ten percent increase in overall regional density between 2000 and 2035.

- Locate 50% of new housing and 75% of new employment between 2005 and 2035 in designated urban centers throughout the region. While each urban center will be unique, all urban centers will:
  - Be active, pedestrian-, bicycle- and transit-friendly places that are more dense and mixed in use than surrounding areas;
  - Allow people of all ages, incomes and abilities to access a range of housing, employment and service opportunities without sole reliance on having to drive;
  - Promote regional sustainability by reducing per capita vehicle miles traveled, air and water pollution, greenhouse gas emissions and water consumption; and respect and support existing neighborhoods.
- Promote development patterns and community design features to meet the needs of people of all ages, incomes and abilities. Pay particular attention to the needs of older adults, which represent the fastest growing segment of the population
- Maintain Boulder, Brighton, Castle Rock and Longmont as distinct and self-sufficient freestanding communities, and more clearly define and support the regional role of rural town centers.
- Minimize the extent of low density, large lot (semi-urban) development.
- Limit the total amount of semi-urban development in 2035 to a proportion that does not exceed the current proportion of all households in the region, which is estimated to be approximately 3 percent.

### **Transportation Goals**

- Provide safe, environmentally sensitive, efficient and sustainable mobility choices for people and goods, integrated with land use, while supporting the following goals:
  - Increase the rate of construction of alternative transportation facilities
  - Reduce the percent of trips to work by single occupant vehicles (SOV) to 65% by 2035
  - Reduce regional per capita vehicle miles traveled (VMT) 10% by 2035
  - Reduce annual per capita greenhouse gas emissions from the transportation sector by 60% by 2035

### **Environment Goals**

- Establish an integrated, linked, permanent parks and open space system that is accessible to all of the region's residents.
- Protect additional parks and open space as the population grows to maintain the current amount per capita with a goal to protect a minimum of 880 total square miles of parks and open space by 2035.
- Reduce regional per capita municipal and industrial water use.
- Achieve and maintain ambient air quality standards and ensure clean water to protect human health and environmental quality.
- Minimize exposure to excessive noise levels associated with land use and transportation services.

**Transit-Oriented Development.** The citizens of the Denver metropolitan region have a very large financial commitment to expand the rail transit system. To maximize the benefit of this investment, the areas surrounding existing and future transit stations

should be developed or redeveloped to include appropriate higher-density, mixed-use, pedestrian- and bicycle-oriented development that supports transit use. **DRCOG supports legislative initiatives that foster transit-oriented development, including but not limited to: a) providing RTD with the ability to manage its park and ride facilities using best practices that help the region reduce VMT; b) expanding the ability of RTD and local governments to enter into joint-development agreements; and c) protecting local authority to use tax-increment financing to leverage development in areas around transit stations.**

**Regional Planning Agreements.** Following the adoption of *Metro Vision*, the local government members of DRCOG collaboratively developed the Mile High Compact, a unique intergovernmental agreement, created as an implementation tool for *Metro Vision*. In 2015 the Mile High Compact will celebrate its 15<sup>th</sup> anniversary. While the compact is a regional planning agreement, it reinforces the role of local planning by committing local governments to use their comprehensive/master plans as the primary tool for growth and development decisions in their communities.

The signers of the compact agreed that their comprehensive/master plans will follow the specific principles and contain the specific elements outlined in the compact and will ensure consistency between local plans and between local plans and *Metro Vision*.

**DRCOG supports the following goals as a framework for future regional planning agreements and may support or oppose legislative proposals based on consistency with these goals:**

- Establishment of a process to adopt a regional planning agreement by the local governments,
- Include the public in the development of the agreement,
- Focus on regional goals and plans to accomplish those goals for transportation, land use, housing, environmental quality and utility facilities,
- Make local plans consistent with the agreement, and
- Reevaluate and amend the agreement as needed.

**Dispute Resolution.** Implementation of *Metro Vision* and the Mile High Compact relies on the collaborative efforts of the region's local governments. DRCOG recognizes neighboring communities may find themselves at odds over issues such as the intended use of adjacent lands. In addition, local governments may find themselves in conflict with state and federal agencies over the intended use of land within their jurisdiction. **DRCOG supports alternative dispute resolution techniques, such as facilitation and mediation, to resolve disputes among governments. Legal action in such disputes should be a matter of last resort rather than the initial form of remedy.**

**Local Land Use Authority and Planning.** Local comprehensive/master plans provide a framework for the exercise of local land use authority. They form the basis for local growth and development decisions. **DRCOG supports the use of comprehensive/master plans as the foundation for local land use decision-making.**

~~**Subdivision Exemptions.** State subdivision statutes [C.R.S. 30-28-101(10)] currently exempt the division of land into parcels 35 acres or larger from local subdivision regulations. County governments have been concerned about this 35-acre exemption because it limits their ability to effectively manage development. **DRCOG supports the elimination or modification of the 35-acre exemption.**~~

~~**Obsolete Subdivisions.** Historical town sites and substandard subdivisions platted prior to the establishment of local comprehensive plans and land development regulations create special problems for local governments. The parcels within these subdivisions often are much smaller than what would be allowed under current plans and regulations, and roadways and other infrastructure often are inadequate. Local governments already are empowered to address some concerns with obsolete subdivisions, such as requiring lot consolidation before issuing a septic system permit and allowing property owners to voluntarily vacate lot lines or even entire plats. However, enhanced statutory authority would be required for local governments to use other planning techniques, such as requiring the consolidation of lots in single ownership or imposing special impact fees. **DRCOG supports efforts to give local governments more authority in regulating obsolete subdivisions.**~~

**Private Property Rights.** DRCOG respects private property rights within a legal context that protects local land use authority and emphasizes that governmental actions often add value to private property. While acknowledging that there are concerns over a potential for inappropriate uses of that authority, DRCOG believes that U.S. Supreme Court decisions defining constitutional restrictions on local government regulation of private property are adequate to protect both public and private rights. When these restrictions are coupled with established precedents of the Colorado Supreme Court, protections accorded to landowners are reasonable, appropriate and balanced. Therefore, **DRCOG opposes further restrictions on the ability of governmental entities to regulate private property for the benefit of the public and opposes takings and eminent domain legislation that goes beyond the existing rulings of the U.S. Supreme Court and the Colorado Supreme Court as an attempt to unconstitutionally restrict local land use authority.**

**Planning Data and Technical Support.** DRCOG recognizes the importance of unbiased, reliable and consistent data in effective local and regional planning and decision-making. DRCOG also collaborates with the state to provide a variety of planning and technical assistance services to small communities. **DRCOG encourages the General Assembly and state agencies to support these efforts and any other efforts that would provide local governments with planning tools, technical assistance and other resources needed to enhance local and regional decision-making. DRCOG supports legislation that ensures readily available access to public data sets, including digital data, for use in planning analysis.**

**Housing.** An adequate supply and mix of housing options continues to be a concern of local governments. The affordable housing shortage is particularly acute near major employment centers and in transit station areas, causing increased transportation

impacts, as workers have limited transportation options and must commute longer distances from housing they can afford. **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.

**Tax Structure.** Vibrant urban centers and transit-oriented development are key elements of the Metro Vision plan. Successful development in these areas requires collaboration along major transit corridors and throughout the region. Competition among local governments for tax revenues is detrimental to effective collaboration. **DRCOG supports changes to tax structures that minimize harmful competition and that support inter-jurisdictional collaboration.**

### ***Transportation***

**Transportation Planning.** Federal law mandates a critical role for the Metropolitan Planning Organization (MPO) in the transportation planning process. Congress has emphasized the importance of local government involvement, through the designated regional planning agency, in selecting projects and prioritizing funding for transportation. To reinforce this role at the state level, **DRCOG supports the process, established between DRCOG, the Regional Transportation District (RTD) and the Colorado Department of Transportation (CDOT) to address the following issues before final adoption of the Statewide Transportation Plan and will evaluate state legislative and administrative actions for consistency with this process:**

- The distribution of estimated future transportation revenues and the range of certainty regarding estimated funding allocations;
- Rules and criteria for determining regional transportation project selection, including system preservation projects as well as immediate and future transportation priorities based on the Regional Transportation Plan; and
- A dispute resolution process to mediate disputes related to these requirements.

The synergy between transportation and land use affects the region's growth and development, use of transportation facilities and environmental quality. A coordinated approach between the state and regional transportation systems planning efforts and local project development is crucial to ensure environmental compatibility, efficient

system performance and cost-effective solutions. Although individual local governments can take actions to address these issues in their own jurisdictions, a regional approach to addressing them also is necessary. **DRCOG supports early and frequent consultations between state, regional and local agencies to coordinate region-wide system and project planning efforts, as well as to coordinate transportation, land use and air quality planning efforts. DRCOG will evaluate state legislative and administrative actions for consistency with this policy.**

**Role of the MPO.** The interdependence of transportation systems in metropolitan areas, particularly in the context of population growth and its demands on resources, necessitates a regional approach to transportation problem solving. As the Metropolitan Planning Organization (MPO) for the Denver metro region, DRCOG is responsible for planning and programming funds for a multimodal transportation system. The role of the MPO and the importance of cooperation among transportation agencies are recognized in federal law and regulation. The MPO serves as the forum for collaborative decision-making on regional transportation issues. The MPO brings together decision-makers from local governments, other regional agencies and state transportation agencies to consider strategic and innovative solutions to regional transportation issues.

The critical role of the MPO needs to be recognized and supported at the state level. Consensus between state and regional transportation agencies also is critical. **DRCOG supports the following principles with regard to the role of the MPO:**

- Transportation planning that is coordinated between DRCOG, CDOT, the Regional Transportation District and affected local communities, with each participating transportation agency's plan recognizing the region's priorities in the context of statewide transportation priorities.
- A strong role for MPOs placing MPOs on equal footing with CDOT and applicable regional transit agencies in selecting projects to be funded to ensure that local, regional and state transportation needs are met in a coordinated and cooperative manner.
- Legislation that reinforces collaboration between state and regional transportation agencies and recognizes their respective roles, responsibilities and interests.
- Legislation to ensure that representation on the Transportation Commission reflects approximately equal populations based on the most recent population census.

**Transportation Financing.** Colorado and the Denver metro area face serious funding shortages for meeting their transportation needs. Regional and statewide analyses show existing revenue sources are inadequate to maintain current infrastructure, let alone address congestion in urban and recreational areas, provide multimodal options desired by the public, address needs in agricultural and energy-impacted areas, and assure safe travel throughout the state. The region's long-term economic vitality requires a built environment that supplies effective and functional transportation and infrastructure systems. Colorado and the metro area need a revenue system that is reliable and sufficient. Thus, enhancements to existing revenue sources and the enactment of new, revenue sources are necessary.



**DRCOG supports the following principles and actions to meet transportation financing needs:**

- Increase funding for transportation to preserve the system, address congestion and safety, and provide multimodal options for people of all ages, incomes and abilities.
- Eliminate “Off-the-Top” appropriations from the Highway Users Tax Fund.
- Consider alternative revenue and financing mechanisms, such as VMT-based fees, pay-as-you-drive insurance, and under certain circumstances, tolling and congestion pricing of existing roadways.
- Provide a share of increased revenues back to local governments.
- Consider the impacts of land use decisions on the needs for transportation infrastructure.
- Protect and expand the authority of regions to implement regional financing tools.
- Use 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.
- Allocate existing and new federal and state funds to achieve funding equity statewide based on justified needs (system preservation, congestion and multimodal options) and contribution to overall revenues. DRCOG and the Transportation Commission have worked under a Memorandum of Understanding to accomplish this goal since 2004. As that MOU has expired, DRCOG will initiate discussions with CDOT to formulate a new funding agreement. DRCOG recognizes some potential funding mechanisms under consideration by the state may be appropriate for allocation to the entire statewide system. DRCOG believes that other mechanisms, including tolls, VMT fees, and taxes on lodging, to name a few, may be more appropriately returned to the region of generation.
- Reexamine state formulas and procedures to ensure an adequate amount of federal and state funds are made available to urbanized areas to relieve congestion and achieve and maintain air quality standards.
- Consider revising the responsibilities for maintenance and supervision of the non-NHS portions of the entire current state highway system, subject to the condition that any devolution to local governments be accompanied by the funding necessary to avoid unfunded mandates and pursuant to review by, and consent of, affected local and regional agencies.

**Multimodal Transportation.** Efforts to address transportation needs in the region must draw upon an array of transportation modes to reduce single-occupant vehicle demand and to provide a variety of transportation choices. DRCOG strongly believes multimodal solutions to transportation problems are imperative to preserve and enhance our quality of life. **DRCOG supports legislation that promotes efforts to create and fund a multimodal transportation system. DRCOG also supports measures to improve**



**safety for users of alternative modes, especially pedestrians and bicyclists.**

**DRCOG supports funding for programs that provide transportation for “access to jobs” for low-income workers who cannot afford to live near where they work, and for safe routes to schools.**

**Coordination of Regional and Statewide Transportation Efforts.** The DRCOG area generates a significant number of trips throughout the state of Colorado. At the same time, Coloradans from all over the state travel to and through the metro area. Coordination of transportation planning and funding efforts between DRCOG and neighboring COG’s, TPR’s and coalitions, especially in the primary north-south (I-25) and east-west (I-70) corridors will provide mobility and economic benefits not just for the DRCOG region but for the entire state. Regional consensus through the existing planning processes is critical for defining large scale projects in the state’s major transportation corridors, establishing their priorities, and broadening the base for their funding. **DRCOG supports regional and statewide efforts at such consensus building and will work to pursue multimodal transportation solutions. DRCOG supports using the regional and statewide transportation planning processes to explore and identify transportation solutions and will evaluate state legislative and administrative actions for consistency with this policy.**

**Transportation Demand Management (TDM).** TDM programs can help reduce congestion and improve air quality by decreasing the amount of automobile traffic during high-demand periods. DRCOG sees TDM as an important element of the region’s long-range growth management and transportation planning strategy. **DRCOG supports the following principles and programs to promote TDM efforts:**

- Telecommuting, flextime and other changes to normal work patterns to avoid peak traffic conditions.
- Carpooling, vanpooling, and schoolpooling and infrastructure that facilitates these transportation options.
- Non-automobile infrastructure created by the state, counties and cities.
- Employer promotion of alternative mode use by their employees.
- Coordination of transportation alternatives wherever traffic congestion may occur, such as at schools, large retail shopping centers, and in connection with sporting or cultural events or major transportation infrastructure construction.
- Incentives to individuals who use alternative modes.
- Limiting the liability of rideshare agencies and others who promote or provide alternative transportation services.

**Effective Management of the Transportation System.** Efforts to promote the effective day-to-day, operational management of the freeway and arterial road systems and transit facilities are important to making the best use of existing transportation investments. **DRCOG supports approaches that make use of the roadways and transit facilities more efficient, including programs for incident management and Intelligent Transportation Systems. DRCOG supports efforts that improve or expand real-time traveler information.**

**Transportation and Older Adults and Persons with Disabilities.** Access to transportation is critical for older adults and persons with disabilities, particularly to obtain health care and food and to avoid isolation. DRCOG promotes the concept of regional cooperation and coordination among counties and local service providers to most effectively utilize the limited resources available for transportation for older adults and persons with disabilities. **DRCOG supports the following:**

- **A system that effectively and efficiently coordinates the resources and delivery of transportation services between providers, the federal government, counties, RTD, and the state.**
- **Increased funding for transportation services for older adults and persons with disabilities.**
- **Increased state funding for Medicaid transportation services for older adults and persons with disabilities.**

### ***Human Services***

**Older Adults and Persons with Disabilities.** As the designated Area Agency on Aging (under the federal Older Americans Act) for Adams, Arapahoe, Broomfield, Clear Creek, Denver, Douglas, Gilpin and Jefferson counties, DRCOG advocates, plans, funds and coordinates the provision of services for older adults. DRCOG also ~~recently~~ has been designated as an Aging and Disability Resource Center (ADRC) under the Affordable Care Act (ACA) and in that capacity is charged with providing a coordinated and streamlined access point to long term care services and supports for adults age 60 and over or age 18 and over living with a disability, and their caregivers. As an advocate for older adults, persons with disabilities, and their caregivers, DRCOG works with various groups and individuals to support state legislation, regulations and programs to meet their needs. DRCOG also provides the direct services of long-term care ombudsman and information, referral and assistance. **In performing these roles, DRCOG supports the following:**

- **Planning and Delivery of Services.** The federal Older Americans Act and the state Older Coloradans Act mandate critical roles for Area Agencies on Aging: planning and developing programs and services to meet the needs of older adults; advocating for and representing the issues and concerns of older adults; and distributing federal and state funds to service providers. As an ADRC, DRCOG is directed to provide older adults, persons with disabilities, and their caregivers with information and assistance about available resources and options counseling. DRCOG works with the state, other government agencies, consumers, service providers, `private and nonprofit organizations, and foundations to identify needs for services and then brings the parties together to determine the preferred approaches to address these needs. **DRCOG supports state legislative and regulatory provisions reinforcing collaboration between the state and Area Agencies on Aging and respecting their respective roles and interests, consistent with these state and federal laws. DRCOG supports collaboration and partnerships to effectively and**

**efficiently meet service needs consistent with DRCOG's responsibilities as an Area Agency on Aging and an ADRC.**

- **Funding.** Colorado and the Denver metro area face serious funding shortages for meeting the needs of economically and socially needy older adults, persons with disabilities, and their caregivers in the region. Regional and statewide assessments show that existing revenue sources are insufficient to meet current needs for services such as home modifications, meals, transportation to medical appointments, and health promotion. Thus, enhancements to existing sources and development of more reliable sources are necessary. **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.**
  - ▶ **Efforts to use state funds for programs that provide prescription drugs more efficiently and effectively. This would include efforts to reduce the costs of purchasing such prescription drugs to enable those programs to better serve their growing caseloads.**
  - ▶ **Increasing the appropriations to the State Funding for Senior Services line item in the Long Bill. This includes increasing the continuing appropriation to the Older Coloradan's Fund, as well as any additional state General Fund monies that might become available. DRCOG specifically supports a stable, long-term funding source that increases to meet the growing needs for services. This also would provide a level of funding certainty that would improve yearly program planning for needed services.**
  - ▶ **Action by the General Assembly to fully fund the required share to match federal funds that are available to the state through the Older Americans Act, including the National Family Caregiver Program, so as not to require an increase in the required local share. Such state or local shares/matches should not be required to come from existing program funds.**
  - ▶ **Distributing State Funding for Senior Services monies, including the Older Coloradans Fund, using the existing structure created to administer Older Americans Act funds. DRCOG also supports the equitable distribution of the federal and state funds to the AAAs based on the needs and contribution of each region.**
  - ▶ **Reexamination of the state procedures and distribution formulas for federal and state funds to ensure adequate funds are available to urbanized areas to meet the needs of older adults.**
- **Long-Term Care.** Older adults living in long-term care communities (i.e., nursing homes and assisted living) are some of the most vulnerable members of the regional community. As the Long-Term Care Ombudsman for the region, DRCOG is an advocate for the rights of residents in long-term care communities and for improvement in the quality of care in such facilities. **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.

- **Housing.** Available, affordable and accessible housing is a concern for older adults. However, an equally critical concern is the ability to live independently. As individuals age, in-home and related services enable older persons to remain in their homes. **DRCOG supports:**
  - ▶ **Increased funding and regulatory changes that improve the availability of these supportive services, while maintaining consumer protections for clients and family caregivers.**
  - ▶ **Home modification programs and funding to assist seniors, persons with disabilities and others at-risk to remain in their homes.**
  - ▶ **Property tax relief to help reduce a tax liability that especially burdens low income seniors and seniors on fixed incomes.**
- **Seniors and Driving.** As individuals age, their ability to drive safely can diminish. However, DRCOG is concerned that attempts to address this issue solely based on age imposes undue hardships on older citizens who can drive safely. When older citizens are not allowed to drive, the availability of transportation for medical appointments, grocery shopping and the like is critical for seniors to maintain independence. **DRCOG supports functional assessments of driving ability rather than age cut-off as the basis for imposing limitations on an individual's driving. DRCOG supports adequate funding for providing transportation services for the elderly and persons with disabilities.**

## ***Environment***

**Air Quality.** Air quality affects all residents of the region and continues to be a concern. The region fails to meet current federal standards for ozone and more stringent standards are expected to be established by the Environmental Protection Agency ~~in~~ **2012**. Meeting a more aggressive ozone standard will require continuous efforts from many parties. **DRCOG supports:**

- **Efforts to reduce emissions from all sources sufficient to meet federal air quality standards.**
- **Transportation and land use strategies that improve air quality in the region.**
- **Alternative fuel sources and clean-burning technology and provision of infrastructure and services for alternative fuels.**
- **Incentives for purchasing high fuel economy or alternative fuel vehicles or for accelerated retirement of inefficient or high-polluting personal, commercial, or fleet vehicles that are beyond repair.**

- **Offering services, including incentives that encourage and facilitate the use of alternative modes of travel.**
- **Examination of the potential of select speed limit reductions.**

**Water Supply.** An adequate, dependable supply of water is necessary for urban, agriculture, recreation and open space priorities both in the Denver metro area and throughout the state. Metro Vision calls for maximizing the wise use of water resources through efficient land development and other strategies. **DRCOG supports:**

- **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.**
- **Water resource planning, management and development within the existing constitutional framework and pursuant to the basin roundtables process established in HB 05-1177, in which interbasin compacts are negotiated for the equitable distribution of the state's waters.**
- **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.**

**Open Space.** Open space resources available to citizens in the Denver metro region are important to our quality of life. **DRCOG supports:**

- **Planning, acquisition, protection and preservation of open space resources.**
- **Increasing funding for open space preservation.**
- **Great Outdoors Colorado and other efforts advancing major land acquisitions along the Front Range that link open spaces in the metro area to protect canyons and river corridors, the mountain backdrop and prominent geographic features, freestanding community buffer areas, and the east metro plains.**

### ***Intergovernmental Relations***

**Intergovernmental Cooperation.** The state, local governments and regional agencies all play an important role in providing critical services and implementing programs for the benefit of Colorado residents. Legislative bodies and executive agencies at each level should respect the roles and responsibilities of the others. **DRCOG supports building consensus among state, local and regional entities in developing and implementing new and existing programs and improved approaches to planning and service provision.**

**Shared Services.** Many of the services provided by local governments to their citizens are also provided by neighboring communities. To address related coordination and funding concerns, local governments have entered into agreements with each other and with DRCOG for shared service delivery. **DRCOG encourages local governments to enter into shared services agreements and supports efforts to ensure that such agreements are honored and endorsed by the state.**

**State/Regional Relations.** As the state's policy issues become more complex, it is evident that the solutions are not "one size fits all." The Denver metro region has made significant progress in developing collaborative solutions and decision-making processes for a number of the complex issues with which it has been confronted—especially in the related areas of growth and transportation. As the regional planning commission, the Metropolitan Planning Organization for transportation, , and the Area Agency on Aging, DRCOG is in a unique position to convene parties of interest on intergovernmental issues, provide the necessary forum for their resolution and facilitate a negotiated outcome. **In recognition of the importance of regionalism, it is an appropriate role for DRCOG to act as a facilitator of regional approaches. Consequently, it is appropriate for state agencies to ensure that actions they take affecting the region are consistent with regionally derived solutions and the adopted *Metro Vision* plan.**

**Regional Service Delivery.** The state plays an important role in the funding of public services and programs administered at the regional and local levels. When making such funding and programmatic decisions, it is appropriate for state agencies and the General Assembly to give consideration to which programs are implemented most appropriately at the local and regional level. State administration of federal programs can be problematic for local governments, as state agencies tend to be more removed from clients and less responsive to their needs. On the other hand, individual local governments may lack the resources to achieve the desired efficiencies and cost-effectiveness. Also, some programs, are most appropriately and effectively addressed at the regional level. The collaborative partnerships typical of regional approaches can provide the critical mass of users and clients for services or programs to be cost-effective. **DRCOG urges the state, when making funding and programmatic decisions, including creating new programs or changing existing programs, to consider the following principles:**

- **Use existing local or regional service delivery systems wherever practical.**
- **Ensure a consultative process among federal, state and local governments and regional councils before making changes to services currently being delivered at the local or regional level.**
- **Ensure existing levels of services are maintained and adequate administrative funds are provided to implementing agencies.**
- **Ensure the state treats the continuity of service delivery as a key principle guiding any actions to create new programs or revise existing programs by respecting the local and regional programs already in existence.**

**ATTACH I**

METRO VISION ISSUES COMMITTEE MEETING SUMMARY  
October 1, 2014

MVIC Members Present: Doug Tisdale – Cherry Hills Village; Eva Henry – Adams County; Bill Holen – Arapahoe County; Suzanne Jones – Boulder; Elise Jones – Boulder County; George Teal – Castle Rock; Cathy Noon – Centennial; Rick Teter – Commerce City; Robin Kniech, Anthony Graves – Denver; Jerry Presley – Greenwood Village; Shakti – Lakewood; Phil Cernanec – Littleton; Jackie Millet – Lone Tree; Ashley Stolzmann – Louisville; Joyce Downing – Northglenn; John Diak – Parker; Val Vigil – Thornton; Herb Atchison - Westminster.

Others present: Jeanne Shreve – Adams County; Bob Watts – Castle Rock; Eugene Howard – Douglas County; Kent Moorman – Thornton; Danny Herrmann – CDOT; Jennifer Schaufele, Executive Director, Flo Raitano, Acting Senior Managing Director, and DRCOG staff.

Call to Order

The meeting was called to order at 4:13 p.m.; a quorum was present.

Public Comment

No public comment was received.

Summary of September 3, 2014 Meeting

The summary was accepted as submitted.

Move to recommend to the Board of Directors the inclusion of first-last mile connections as part of the second phase project selection criteria for the development of the 2016-2021 Transportation Improvement Program

Doug Rex provided background for members on the proposed first/last mile criteria. Members discussed including a first/last mile criteria for second phase project selection at length. It was requested that the definition provided by staff for first/last mile in the TIP second phase should be noted as such, so that there isn't confusion with other possible applications, such as Metro Vision. Members pointed out that first/last mile is addressed in the first phase of project selection, and points awarded are included in the final project score.

Elise Jones **moved** to include first/last mile criteria in second phase selection. The motion was **seconded**. There was discussion. The motion was **amended** to prioritize very small community and county funding equity as first tier criteria for second phase, with all other criteria as second tier. The second accepted the amendment.

The question was called.

The motion to stop debate **passed** unanimously.

The amended motion **passed** unanimously.



Phil Cernanec **moved** to recommend all seven criteria to the Board of Directors. The motion was **seconded**. There was discussion.

Staff noted that since this is an amendment to the adopted TIP Policy, it will be necessary to take the recommendation through both the Transportation Advisory Committee and the Regional Transportation Committee. It will move forward to the Board at their November meeting.

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

Update on the growth and development element of the *Metro Vision 2040 Plan*

Brad Calvert provided information on aspects of the growth and development element. A question was asked about whether the Plan will include constraints on development. Brad replied that the Plan will include challenges in the region. Members requested a refresher on scenario planning at a future meeting. A question was asked about whether or not modeling would include information related to the housing shortage. Brad noted that would be difficult to model.

Other Matters

Robin Kniech reported she recently attended the RailVolution Conference. She noted there were many MPO staff in attendance, and it might be beneficial for DRCOG members to attend a future conference. Phil Cernanec noted perhaps Robin could provide additional information at the next meeting. It was reported that Denver will be hosting the RailVolution Conference in 2016 or 2017.

Next Meeting

The next meeting is scheduled for **November 5, 2014**.

Adjournment

The meeting adjourned at 5:48 p.m.



# 120th Avenue Connection Project in Broomfield to Cost \$2.8 Million More than Planned

September 30, 2014

By: Megan Quinn

*Broomfield News*

Broomfield plans to begin the final phase of the 120th Avenue Connection project in the spring, despite coming up \$2.8 million short on funding after sending the project to bid.

At a meeting Monday with representatives from the Colorado Department of Transportation, Broomfield transportation manager Debra Baskett said construction on the 120th Avenue Connection will likely begin in 2015 and wrap up in 2017, even though bids on the project came in \$2.8 million higher than expected.

Baskett said CDOT and Broomfield are working on how to make up the difference, but do not yet have a plan. News about the funding shortage came in just after bid proposals opened on Sept. 18, she said.

"We are working to figure out how to make (the project) happen," she said Monday.

The 120th Avenue Connection project will connect Colo. 128 and 120th Avenue, creating an easier route from U.S. 36 and Wadsworth Parkway to 120th Avenue. The project is meant to ease traffic woes.

The first phase of the project was completed in fall 2010.

The cost for the final phase was originally estimated to be about \$26 million. About \$20.8 million of that would come from federal funds, and Broomfield would spend \$5.2 million.

Yet a request for bid proposals, which opened Sept. 18, showed that Broomfield would need to come up with \$2.8 million more to match the price quoted by the lowest bidder, she said.

Funding could come from any number of sources, including transportation reserves. It could take several weeks to hash out a plan for more funding, Baskett said.

The lowest bidder will be announced sometime after Broomfield and CDOT find the rest of the funding for the project.

While \$2.8 million might seem like a lot of money, Baskett said it is common for project bids to come in about 10 percent or so higher than the estimate.

"I don't think this is a deal-breaker," she said.

Baskett said the 120th Avenue Connection is a major transportation priority in the coming months.

The plan for the 120th Avenue Connection is to extend a road that will connect Colo. 128 and 120th Avenue — right now, the road dead ends at Wadsworth Boulevard and doesn't connect all the way.

It also will construct a grade separation at the Burlington Northern Santa Fe Railroad line. A grade separation is a common process that uses ramps, underpasses or overpasses to separate traffic coming from different directions to avoid accidents.

Baskett said the final phase of the project was supposed to start this year, but the timeline has slowed because officials are still working out construction and maintenance plans with BNSF in a way that won't interrupt train schedules, she said.

Though Broomfield plans to start the final phase of construction in the spring, crews have already completed several projects related to the 120th Avenue Connection.

Some businesses, such as Red's Pub, Oscar's Kabob & Gyros and Elite Auto Service and Auto Body, moved or closed because their properties were in the path of the planned road connection.

Oscar's has since reopened in a new location at 120th Avenue and Main Street.

Last year, crews conducted roadwork along 120th Avenue to relocate utilities to make way for the project.

Broomfield's meeting on Monday, which takes place every three to four years, serves as a check-in to keep transportation entities such as CDOT and the *Denver Regional Council of Governments* on the same page. No major policy decisions are made during the meetings.

Broomfield City Councilwomen Sharon Tessier and Liz Law-Evans talked with transportation representatives about possible funding to make the 120th Avenue Connection project plans more accessible and safe for cyclists and pedestrians.

Finding future grants or other funding for pedestrian and bike features would be beneficial "for people who are active, who want to deal with the last mile (of their commute) by bike, or want to make commute by bike," Law-Evans said.

# Regional Transit Plans Now Available to Public

October 8, 2014  
La Junta Tribune

DENVER – A vision of how transit will develop and progress through much of Colorado over the next several years now is available for viewing by the general public.

The Colorado Department of Transportation's (CDOT) Division of Transit & Rail has released eight plans, covering Transportation Planning Regions (TPR) which includes most of the state's rural areas.

For the next 30 days, the plans for the following TPRs can be viewed online or at CDOT and TPR offices:

- Central Front Range – Custer, rural El Paso, Fremont, Park and Teller counties
- Gunnison Valley – Delta, Gunnison, Hinsdale, Montrose, Ouray and San Miguel counties
- Intermountain – Eagle, Garfield, Lake, Pitkin and Summit counties
- Northwest – Grand, Jackson, Moffat, Rio Blanco and Routt counties
- Southeast – Baca, Bent, Crowley, Kiowa, Otero and Prowers counties
- San Luis Valley – Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache counties
- Southwest – Archuleta, Dolores, La Plata, Montezuma, and San Juan counties
- Upper Front Range – rural Larimer, rural Weld and Morgan counties

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

All the individual regional transit plans will be integrated into the Statewide Transit Plan and then incorporated into CDOT's Statewide Transportation Plan.

The Eastern TPR (Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington and Yuma counties) will be released at a later date. Urban areas, which are part of metropolitan planning organizations such as the **Denver Regional Council of Governments**, are preparing their own transit plans.

# Construction Defect Claims Tackled By Lakewood

October 8, 2014

By: Jared Berg, John Mill, Chris Mosely  
*JDSupra Business Advisor*

The impact of construction defect lawsuits on condominium development in Colorado has been a hot topic recently. Colorado law treats residential construction differently than non-residential construction. This increases the risk of construction defect claims on residential projects, particularly when there is a homeowners' association.

Many in the construction industry and the public sector believe that construction defect lawsuits are stifling condominium construction and hurting housing diversity. For instance, according to last year's study by the *Denver Regional Council of Governments* ("DRCOG"), not a single permit for new condominium development was issued in downtown Denver in 2012 and most of 2013. The DRCOG study further found that construction defect litigation results in \$15,000 of added costs per condominium unit. These added costs come from increased insurance coverage and premiums, higher quality control costs, and a reduced pool of subcontractors willing and able to take on the risk of residential projects.

During its past two sessions, the Colorado General Assembly has introduced legislation intended to decrease the number of condominium construction defect lawsuits. This proposed legislation addressed arbitration provisions, notice to HOA members prior to the filing of a construction defect lawsuit, and a mandatory majority vote of HOA members to approve the filing of a construction defect action. To date, these legislative efforts have failed.

Now one Colorado municipality is taking action on this issue. A recently proposed ordinance in the City of Lakewood would provide many of the protections the General Assembly has been unable to enact. Ordinance O-2014-21, as currently drafted, gives builders (the ordinance defines "builders" to include contractors, developers, and original sellers) the right to inspect alleged defects and make an offer to repair. If the builder elects to repair, the HOA or other owner may not prohibit the builder from making repairs. The repairs would be under warranty for two years following completion. The ordinance would also nullify any amendment to a condominium

declaration that removes an arbitration provision, and it would require HOAs to obtain informed consent from at least 51% of its members before filing a construction defect action.

A public hearing and final vote on the ordinance is set for October 13.

Lakewood's mayor hopes that enactment of the ordinance will spur condominium development, particularly around the city's new light rail stations. If enacted, this ordinance could give developers and contractors additional protections against defect lawsuits on projects in Lakewood. Plaintiff's lawyers will likely argue, however, that the ordinance unlawfully conflicts with state law. Nevertheless, passage of this ordinance may spur other municipalities to enact similar provisions which, in turn, may increase pressure on the General Assembly to enact meaningful construction defect action reform.

# Law Firm Serving Firestone, Other Colorado Cities and Towns Raises Hourly Rates

October 23, 2014

By: Karen Antonacci

*Times Call*

The hourly rates of a law firm that contracts with several Colorado cities and towns are going up.

Samuel Light, a partner at Light Kelly, P.C. wrote the town of Firestone board of trustees a letter earlier this month to let them know about the firm's 5 to 9 percent rise in various hourly rates.

Kathleen Kelly, another partner at the firm, represents the city of Dacono, according to the firm's website.

Firestone and Dacono contracts with Light Kelly to handle any litigation the city or town is involved in, draft ordinances or to talk with developers interested in the area, among other duties.

Contracting the legal work out to an independent law firm is common practice for smaller cities and towns. Light Kelly also represents or serves as special counsel to other Colorado cities and towns such as Bennett, Castle Rock, Haxtun, Keenesburg, Louisville, Otis, Sedgwick and Wiggins. Light is also the legal council for the **Denver Regional Council of Governments**.

Larger cities or towns, like Longmont for example, typically employ a salaried legal team in house. Light noted in his letter to the Firestone board that rates were going up because the firm reviewed its costs of business, as it does every two years.

"Due to the Town's budgetary constraints, we have held our rates firm for almost three years," Light wrote. "However, although cost-effective service to the Town is a primary goal for our firm, we must also consider the ongoing increase in our own costs of doing business."

Firestone budgeted an even \$100,000 for legal costs during the 2014 calendar year. The town has spent about \$104,650 on legal costs so far this year and about \$21,730 in September, according to town budget documents.

Dacono doesn't keep a separate budget line for legal costs, but rather lumps it in with other services as consultant fees, said Dacono City Administrator AJ Euckert.

Euckert said Light Kelly's increases were nominal and overall, Dacono has been very pleased with the firm in the past. He also noted that budgeting for municipal legal fees was always a challenge, because the amount of legal advice a city government will need in a year is almost as unpredictable as the weather.

"It's like budgeting for snow plowing," Euckert said.



# Broomfield, Boulder County Communities Set Sights on Colo. 7 Improvements

October 25, 2014

By: Megan Quinn

*Daily Camera*

Along some stretches, it is a scenic country road. In others, it is a truck route and a road that serves growing residential neighborhoods, schools and businesses.

The long-term vision for Colo. 7 is to make the road safer, reduce traffic congestion and introduce more public transportation options as communities served by that road continue to grow.

It's a tall order, and one that will take years to complete, but a new coalition made up of stakeholders from the communities that use Colo. 7 is slowly chipping away at plans for road improvements.

The Highway 7 Coalition, made up of representatives of Broomfield, Boulder, Erie, Lafayette, Thornton and Brighton, met for the first time in September to compare notes and talk about ways to get funding for transportation projects within the rapidly growing Colo. 7 corridor.

Broomfield Mayor Randy Ahrens helped create the coalition as a way to help development plans move forward. The region anticipates population, business and traffic growth in the coming years.

"We have to plan ahead," Ahrens said. "We need to be getting transportation options ready to accommodate future development because transportation plans take a long time."

From Boulder, Colo. 7 runs east through Lafayette, Erie, Broomfield, Thornton and parts of Adams County. The road continues east past Brighton, but the coalition is focusing its attention on the 25 miles between Boulder and Brighton, Ahrens said.

In Boulder, Colo. 7 starts as Arapahoe Avenue at 28th Street and runs east to U.S. 287. East of U.S. 287, Colo. 7 picks up to the south and stretches to Interstate 25 as Baseline Road.

Cities along the corridor have kept their eye on the road's potential for many years, but Ahrens said now is the time to collectively start planning improvements, especially because plans call for completion of the Regional Transportation District's FasTracks North Metro commuter rail line from Union Station to Colo. 7 in 2018.

Right now, no public transportation runs along Colo. 7, except for a small segment of Lafayette. Boulder representatives and others in the coalition recently applied for a **Denver Regional Council of Governments** grant to help add a bus-rapid transit line, known as BRT, along Colo. 7. The BRT line would link with the future commuter-rail station.

## **History of fatal crashes**

Adding BRT along Colo. 7 is one of the first plans in the works for the road, but the Colorado Department of Transportation has recommended other long-term improvements that could make it safer and able to accommodate increased traffic through 2035.

CDOT in February published a planning and environmental linkages study examining the corridor, its problems and potential.

One concern is safety. The road is prone to rear-end and broadside crashes, mostly because of traffic congestion, the report stated.

Debra Baskett, Broomfield transportation manager, said some of those accidents happen on the border of Erie and Broomfield.

"It's a long-haul route and a truck route," Baskett said.

Between 2008 and 2010, there were 675 reported crashes in the corridor. Those included accidents that caused 61 injuries and two fatalities.

Another fatal crash happened in Erie in 2012, when a pedestrian died after being struck by a turning vehicle at the intersection of Colo. 7 and Mountain View Boulevard.

## **Keeping up with growth**

Traffic congestion played a role in many of the accidents, and with regional population and job growth, that congestion is likely to get worse without gradual improvements to the road, the report stated.

"By 2020 the traffic volumes in most of the corridor are expected to exceed the existing capacity," the report stated.

The road serves a high number of cars. In Lafayette, about 11,400 vehicles travel through per day. In Broomfield and Erie, daily traffic volumes are between 18,000 and 19,000, according to the report.

The road also provides access to the Erie Municipal Airport and serves shopping centers such as Erie's Village at Vista Ridge. The stretch between Lowell Boulevard and Sheridan Parkway provides access to three Erie schools: Black Rock Elementary School, Vista Ridge Academy and the Goddard School preschool.

Baskett said road improvements might be gradual, but opportunities for business development also could spur communities to plan improvements to handle traffic increases.

For example, the new Children's Hospital North Campus, which opened in 2008, called for plans to widen Colo. 7 in the stretch of road in front of the building. The hospital is in Broomfield, just west of Interstate 25.

"Some of these other (Colo. 7) improvements will come from new development," Baskett said.

# U.S. 36 BRT Open House in Broomfield Saturday

October 26, 2014

*Broomfield News*

The **Denver Regional Council of Governments** and 36 Commuting Solutions on Saturday will hold an open house about connectivity to bus rapid transit, or BRT, stations along the US 36 corridor. Interactive exhibits will provide information and allow attendees to give feedback on topics including first and final-mile connections to stations and bicycle/pedestrian access. Light refreshments will be served and Spanish interpretation services will be available.

The drop-in open house will be from 9 to 11 a.m. Saturday at 8001 Arista Place in Broomfield. Short presentations will be given at 9:30 and 10:15 a.m.

To request a complimentary transit pass to attend the event, email Anna Garcia at [agarcia@drcog.org](mailto:agarcia@drcog.org).

For more information, visit [drcog.org](http://drcog.org) and click on "News and Events" and then "Event Calendar" or email Garcia.

# Colorado Healthcare System Preps for Surge of Seniors

October 29, 2014

By: John Daley

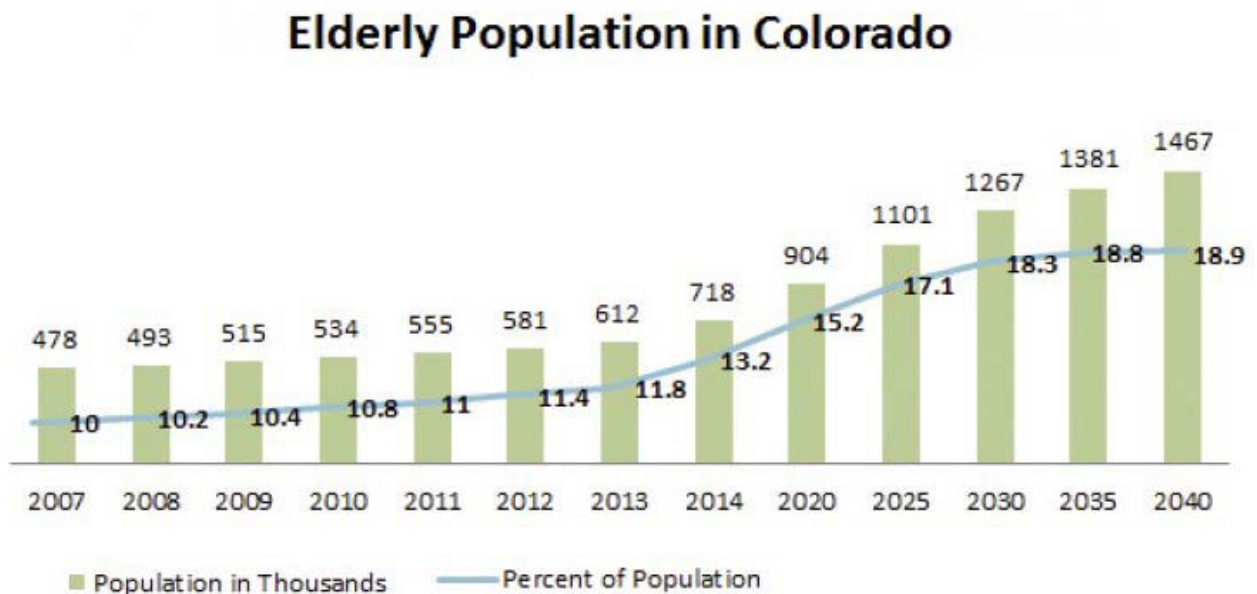
*Colorado Public Radio*

Denver resident Mary Brandell, 93, is part of a wave of Colorado seniors that has health officials busily preparing the state's care system to meet them. Brandell is healthy and she proudly notes that she's still driving. The last couple of years have been tough. Two years ago, her son, who lived with and cared for her, died at age 62. "Since then, it's been very lonely," Brandell says. Once a week, she gets a visit from home care worker, Tracy Turner.

"She is amazing," Turner says of Brandell. "Just needs a little help here and there and just needs some companionship."

Brandell says without this help she's not sure what she'd do. "I'd like to stay here as long as I can," Brandell says. "With the aid of someone like Tracy, I think maybe I can make it."

Colorado can expect a lot more Mary Brandells in the coming decades. Census Bureau figures released last week show the number of people over 65 surged over the last three years by 15 percent. The cohort is expected to rise by more than half by 2020.



This chart by The Bell Policy Center, using data from the U.S. Census Bureau and the Colorado State Demographer, shows the state's past and projected senior population.

Jayla Sanchez-Warren, who directs aging services for *the Denver Regional Council of Governments*, says that by 2030, a quarter of Coloradans will be over 60. Sanchez-Warren calls the shift "unprecedented," and expects that demographic wave will alter everything from healthcare to transportation to housing. "We've got really good at growing older people," says Sanchez-Warren. "Now we need to focus on quality of life."



Jayla Sanchez-Warren directs the Area Agency on Aging for the Denver Regional Council of Governments.

Sanchez-Warren says most seniors want to age in their homes, but they will need a lot more in-home care providers. The state already has a serious shortage of these workers. Erin Bennett, Colorado director of the grassroots advocacy group 9to5 Colorado, notes that those home-care jobs often barely pay minimum wage.

"We really just don't have the workforce to support that sort of growth right now," says Bennett. Even if seniors can stay in their homes, it's likely their health care costs will go up. That's according to Todd Coffey, acting director for the state's Aging and Adult Services. Coffey notes that those seniors will need more services, but will pay less taxes because they're no longer in the workforce.

Many of the Coloradans nearing retirement age moved here in the 1970s and 1980s, says public policy research analyst Rich Jones. He recently helped prepare a report on the state's aging population. "I was originally from the Philadelphia area, grew up there, came out here in 1980 to work," says Jones.

This demographic shift could have a big impact on state revenues and spending. Sen. Lucia Guzman, D-Denver, says lawmakers should consider creating a long-term care commission to help prepare. "The cost of their care, the cost of their goods, the cost of keeping a house, property taxes, all of those kinds of things are going to be very challenging," says Guzman, the president pro tempore of the Colorado Senate.



Sen. Lucia Guzman, a Denver Democrat, thinks the state should look into forming a long-term care commission to prepare for the coming surge of seniors.

Coffey, from the state's Aging and Adult Services, says he thinks this coming generation of seniors is likely to be proactive and engaged in the community and in their decision making. "Baby boomers, I think, see it as 'I have control over my future, I want to decide where I eat my meals, where I live, who my friends are.' " Coffey says.

What's more he says, with their numbers this demographic cohort will be a formidable force. "With the population being one in four, it's going to be an age group that has significant influence and legitimate power to make things happen."

The coming "senior tsunami" is something Mary Brandell thinks about, and she's not sure the state is ready. Especially, she says, since people like her are living longer all the time.

# Lease Deal for Car-Poolers Aims to get Single Drivers off Denver Roads

November 2, 2014

By: Monte Whaley

*The Denver Post*

Under a program that started in October, Smart Commute Metro North will lease you and four friends a brand new Chevrolet Traverse for your commute. A driver and all four passengers would each pay about \$100 a month for the SUV, gas, maintenance and insurance, said Paul DesRocher, manager of Smart Commute Metro North. The hope is that co-workers, neighbors or friends who have never carpooled will be a lot more willing to team up to save gas and ease congestion in an unadorned but sparkling SUV, DesRocher said.

"Having them unmarked that way, people won't have the association of being involved in something that's a little dorky," said DesRocher. "It's just a little less obvious."

Smart Commute Metro North is a non-profit that aims to get single-passenger vehicles off a packed I-25 in north metro Denver.

Its "Concierge Commute" program is one of the more innovative approaches to cut congestion and improve air quality on Denver's crowded freeways, said Steve Erickson, spokesman for the **Denver Regional Council of Governments**. "This is seen as a valuable pilot project for DRCOG," he said. That's mainly because the program offers a flat rate for prospective passengers and works to take the stigma out of carpooling.

"Rather than having a van with pastels on the side announcing it's part of a commuting fleet, it's a less geeky, more sexy ride," Erickson said. DRCOG works with several regional transportation groups like Smart Commute to get more people out of their single-occupant habits, said Erickson. "We offer real-life solutions, helping commuters save money, experience less stress and save time, so that they can focus more on the things they enjoy," Erickson said.

This winter, for instance, DRCOG will work with CDOT and I-70 businesses to offer vanpools to people who want to hit ski resorts over the weekend.

Another group — 36 Commuting Solutions — is working along with Ames/Granite Joint Venture to provide a three-month reimbursement of up to \$150 for new vanpools traveling through the U.S. 36 corridor between Denver and Boulder.

U.S. 36, like north I-25, is undergoing a massive widening effort that includes adding toll lanes. The hassles of dealing with construction congestion could lead many to try van or carpooling for the first time, said Audrey DeBarros, 36 Community Solutions' executive director.

"The three-month cost break will give commuters that little extra nudge to give vanpooling a try, which will likely lead to long-term commute behavior change once the initial subsidy has been reached," DeBarros said.

Smart Commute offered free ticket books for rides on Regional Transportation District buses during this past summer's ozone season, DesRocher said. The books were worth \$35, and the organization gave out 250 of them. "It was a huge success, and we wanted to build on that," he said.

Smart Commute began working with vRide, a sharing network that has provided vehicles for businesses and governments for 30 years, for the SUVs.

Depending on the success of the program, as many as seven will be available for use, DesRocher said. Applicants must have a "reasonably" clean driving record — more specifically, three or fewer moving violations over the past three years, he said.

"Then there is a 15-day turnaround, and then you can find yourself behind the wheel," DesRocher said.