

Board Officers

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

AGENDA
BOARD OF DIRECTORS
WEDNESDAY, NOVEMBER 18, 2015
6:30 P.M. – 8:30 P.M.
1290 Broadway
First Floor Independence Pass Conference Room

1. 6:30 Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of New Members and Alternates
4. *Move to Approve Agenda
5. 6:35 Report of the Chair
 - Report on Structure and Governance Group
 - Announce solicitation of nominations for the John V. Christensen Memorial Award (Attachment A)
 - Initiate solicitation of nominations for Metro Vision Awards (Attachment B)
 - Administrative Committee appointments to the Nominating Committee
6. 6:50 Report of the Executive Director
7. 7:00 Public Comment

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

CONSENT AGENDA

8. 7:20 *Move to Approve Consent Agenda
 - Minutes of October 21, 2015 (Attachment C)

***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!



ACTION AGENDA

9. 7:25 *Discussion of a resolution approving the 2016 DRCOG Budget
(Attachment D) Roxie Ronsen, Administrative Officer, Administration & Finance
10. 7:40 *Discussion and direction to staff on Denver Region Mobility and Accessibility Council due diligence
(Attachment E) Jennifer Schaufele, Executive Director
11. 7:50 *Select two (2) members to the Nominating Committee
(Attachment F) Jennifer Schaufele, Executive Director

INFORMATIONAL BRIEFINGS

12. 8:00 Presentation on the Transportation Reauthorization Bill
(Attachment G) Mickey Ferrell, Federal Lobbyist
13. 8:15 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 – Cathy Noon
 - C. Report from Metro Area County Commissioners– Don Rosier
 - D. Report from Advisory Committee on Aging– Jayla Sanchez-Warren
 - E. Report from Regional Air Quality Council – Joyce Thomas/Jackie Millet
 - F. Report on E-470 Authority – Ron Rakowsky
 - G. Report on FasTracks – Bill Van Meter

INFORMATIONAL ITEMS

14. DRAFT October 21, 2015 Administrative Committee minutes
(Attachment H)
15. Transmittal of Draft State Legislative Policy
(Attachment I) Rich Mauro, Senior Legislative Analyst
16. 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.

***Motion Requested**

ADMINISTRATIVE ITEMS

17. **Next Meeting –December 16, 2015 – PLEASE NOTE: the December meeting start time is changed to 4 p.m. so members may attend the DRCOG Open House immediately following the meeting**
18. Other Matters by Members
19. 8:30 Adjournment

SPECIAL DATES TO NOTE

DRCOG Board Open House

December 16, 2015

Metro Vision Awards Banquet

April 27, 2016

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

CALENDAR OF FUTURE MEETINGS

November

17	Regional Transportation Committee	CANCELLED
18	Administrative Committee	5:30 p.m.
	Board of Directors	6:30 p.m.
20	Advisory Committee on Aging	Noon – 3 p.m.
23	Transportation Advisory Committee	1:30 p.m.

December

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

January 2016

6	Metro Vision Issues Committee	4 p.m.
19	Regional Transportation Committee	8:30 a.m.
20	Administrative Committee	5:30 p.m.
	Board of Directors	6:30 p.m.
22	Advisory Committee on Aging	Noon – 3 p.m.
25	Transportation Advisory Committee	1:30 p.m.

Acronym List

* Denotes DRCOG Program, Committee or Report

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

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
November 18, 2015	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 29, 2016.

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 Jenifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org; or Connie Garcia, Board Coordinator, at 303-480-6701 or 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 100, Denver, 80203-5606 by January 29, 2016 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

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 29, 2016.**

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.

2015 Will Toor	1998 D.L. "Don" Parsons	1984 William Thornton
2014 Jim Taylor	1997 Peter Kenney	1983 Milton E. Senti
2012 Kathy Novak	1996 Robert L. Tonsing	1982 Robert F. Clement
2010 Lorraine Anderson	1995 Linda Morton	1981 Norman A. Smith
2008 John Parr	1994 Elsie A. Lacy	1980 Jack L. Trezise
2007 Federico Peña	1993 Neva Windbigler	1979 James L. Ogilvie
2006 Norma Anderson	1992 John C. Buechner	1978 Don DeDecker
2005 Mary Blue	1991 William H. "Bill" Miller	1977 Ben Bezoff
2004 Joe Rice	1990 Thomas R. Eggert	1976 John P. Murphy
2003 Pat Pascoe	1989 T.J. "Ted" Hackworth	1975 Irving S. Hook
2002 Polly Page	1988 Paul Powers	1974 Guy R. Sanders
2001 Thomas J. Burns	1987 George M. Wallace	1973 Hilbert B. Meyer
2000 Margaret Carpenter	1986 Jon Colt	
1999 Leona Stoecker	1985 Vesta H. Miller	

ATTACH B

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
November 18, 2015	Report of Chair	5

SUBJECT

This item concerns launch of the 2016 Metro Vision Awards Program nomination process.

PROPOSED ACTION/RECOMMENDATIONS

Open nominations for Metro Vision Awards program as of November 18, 2015 and forward awards nomination information to member governments.

ACTION BY OTHERS

N/A

SUMMARY

Through its Metro Vision 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 18. Nominations are to be submitted online only at www.drcog.org. The deadline for entries is January 29, 2016, 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 27, 2016 at the Westin DIA.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

N/A

ADDITIONAL INFORMATION

Should you have any questions regarding the awards program, please Jennifer Schaufele, Executive Director at 303-480-6701 or jschaufele@drcog.org; or Rich Mauro, Senior Legislative Analyst, at 303-480-6778 or rmauro@drcog.org.

ATTACH C

MINUTES
BOARD OF DIRECTORS
WEDNESDAY, OCTOBER 21, 2015

Members/Alternates Present

Elise Jones, Vice Chair	Boulder County
Bill Holen	Arapahoe County
Dennis Harward	City & County of Broomfield
Tom Hayden (Alternate)	Clear Creek County
Robin Kniech	City & County of Denver
Crissy Fanganello	City & County of Denver
Don Rosier	Jefferson County
Bob Fifer	City of Arvada
Bob Roth	City of Aurora
Suzanne Jones	City of Boulder
Anne Justen	Town of Bow Mar
George Teal	Town of Castle Rock
Cathy Noon	City of Centennial
Laura Christman	City of Cherry Hills Village
Joe Jefferson	City of Englewood
Joyce Thomas	City of Federal Heights
Lynette Kelsey	Town of Georgetown
Saoirse Charis-Graves	City of Golden
Ron Rakowsky	City of Greenwood Village
Shakti	City of Lakewood
Gabe Santos	City of Longmont
Ashley Stolzmann	City of Louisville
John Diak	Town of Parker
Rita Dozal	Town of Superior
Val Vigil	City of Thornton
Herb Atchison	City of Westminster
Bill Van Meter	Regional Transportation District

Others Present: Jennifer Schaufele, Executive Director, Connie Garcia, Executive Assistant/Board Coordinator, DRCOG; Bryan Weimer, Arapahoe County; John Firouzi, Arvada; Mac Callison, Aurora; Gerrit Slatter, Boulder; David Beacom, Broomfield; Tom Reiff, Castle Rock; Art Griffith, Joe Fowler, Douglas County; Max Raileanu, Jefferson County; Kent Moorman, Dan Shiltz, Thornton; Terri Binder, Jeff Sudmeier, CDOT; Ken Lloyd, Regional Air Quality Council; Harry Plendl, Arvada Transportation Advisory Committee; Jennifer Cassell, Tomlinson & Associates; Mickey Ferrell, Lobbyist; Nigel Zeld, Boulder Nissan; Jim Burness, National Car Charging; Cameron McGregor, EVgo; Mallory Luebke, Conservation Colorado; Roxanne Borzo Bertrand, University of Colorado Denver; Will Toor, SWEEP; and DRCOG staff.

Vice Chair Elise Jones called the meeting to order at 6:33 p.m. Roll was called and a quorum was present.

A new member from Bennett was acknowledged, Jim Pieters. Trustee Pieters was not in attendance at the meeting.

Dennis Harward, City & County of Broomfield, introduced Council Member David Beacom, who will be the new alternate for Broomfield.

Move to Approve Agenda

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

Presentation on Alternative Fuels Project

Steve McCannon, Mobile Sources Program Manager at the Regional Air Quality Council, provided information to the Board on the Charge Ahead Colorado and Alternative Fuels project.

Elise Jones noted that several entities in Boulder have initiated a pooled purchase program for Nissan Leaf vehicles.

Several members of the public spoke regarding the Charge Ahead Colorado and Alternative Fuels project.

Will Toor, Transportation Director, Southwest Energy Efficiency Project, spoke in favor of continuing the Charge Ahead Colorado and Alternative Fuels projects, and expanding it where feasible.

Nigel Zeed, Boulder Nissan, provided comment on the increase in sales of electric vehicles (EV), and encouraged the expansion of quick-charge stations throughout the State.

Cameron McGregor, EVGo, provided comment about the installation of quick-charge stations along the Front Range. He spoke of challenges caused by gaps in coverage for electric vehicle charging.

Art Griffith, Douglas County, spoke in favor of encouraging the installation of fast-charging stations in more areas, and the importance of removing the co-location requirement for charging stations with CNG stations.

Jim Burness, National Car Charging, encouraged ending the CNG and EV co-location requirement. He noted the high cost for installing and maintaining fast-charging stations.

Members expressed interest in exploring opportunities to improve the programs. Staff will bring additional information to the Board at a future meeting.

Presentation on RoadX

Shailen Bhatt, Colorado Department of Transportation (CDOT) Executive Director, provided information on the RoadX program. The primary goal of the RoadX program is safety through creating an environment for self-driving car technology.

Report of the Chair

- Vice Chair Jones noted that she and Chair Millet, as well as Doug Rex and Jayla Sanchez-Warren from DRCOG staff and Mickey Ferrell, DRCOG's federal lobbyist, traveled to Washington DC to engage in discussions regarding the reauthorization of the Older Americans Act and how the formula penalizes fast-growing states like Colorado, and the long-term transportation bill.
- Commissioner Jones briefed members who were not able to attend about the dinner held recently with Board members and Transportation Commissioners. She noted these types of events are important for relationship-building.
- The Regional Transportation Committee unanimously approved the action items on this evening's agenda.
- The Structure and Governance group met and discussed dues. The group recommends keeping the current dues calculation formula and bringing dues to current levels. The group is also studying changing the Metro Vision Issues Committee to a Board study session. Upcoming issues are weighted voting, onboarding activities, and the structure and role of the Administrative Committee and Board Officers.
- A DRCOG Open House will be held on December 16, immediately following the Board meeting. This is an opportunity for Board members to learn more about what DRCOG staff does.

Report of the Executive Director

- Executive Director Schaufele reported that DRCOG held a Leadership in Aging summit, to discuss challenges with the current Older Americans Act as well as the reauthorization of the Act. The summit was a success, and Colorado and Federal legislative delegation members will be well informed in speaking up for changes to the reauthorization when it comes up for a vote.
- Portland State University has contacted DRCOG about participating in a peer to peer process next spring to talk about how to make better transportation investment decisions. This is an opportunity to work with other MPOs and possibly the Department of Transportation about how to measure performance, have good public involvement, and other topics. The University will make subject matter experts available to DRCOG. The cost to DRCOG is approximately \$50,000; primarily for travel of the subject matter experts and participant travel to other sites. An initial event is scheduled for the first week of December, over two days. A decision on whether to participate will be made after the initial event.
- Executive Director Schaufele noted that DRCOG has purchased a subscription through Efficient Gov, an information service, for 50 seats on an application called Grant Finder. These seats will be made available to interested DRCOG member governments. More information will be sent to Board members and jurisdiction staff.
- Ms. Schaufele reported that the Area Agency on Aging (AAA) is changing how it does business, they have an opportunity to branch out to reach more seniors in the region. This change has been brought about in part by the Affordable Care Act. One example is the hospital readmission program; several local hospitals have asked DRCOG to run the program in their hospitals. The AAA has also received a grant for \$50,000 to train four of our staff in contracting with the health care industry.

Public comment

No additional public comment was received.

Move to approve consent agenda

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

- Minutes of September 16, 2015

Discussion of TIP Second-Year Project Delays and Appeals

Doug Rex briefed members on the TIP project delay process. Three member jurisdictions had two-year project delays, as outlined in the agenda material.

Members noted they wished to act on the delay requests separately.

Gerritt Slater, Boulder staff, reported Boulder and the Colorado Department of Transportation (CDOT) have had discussions about concerns with design issues for the project. An Intergovernmental Agreement (IGA) must be signed with CDOT regarding key performance indicators on the roadway; Boulder may be required to take over control of the roadway.

Bill Holen **moved** to grant a 120 day variance for the City of Boulder: Baseline Bike/Ped Underpass (TIP ID 2012-046) project. The motion was **seconded**. There was discussion

Some members felt the project should not be granted an extension, noting the high cost of the project and the ability of others to spend the funds on projects that are ready to go. Some concern was expressed about what would happen if the IGA with CDOT isn't executed.

After discussion, the motion **passed** with 22 in favor and 4 opposed.

The second project, in Greenwood Village, has one right-of-way (ROW) acquisition remaining before obtaining ROW clearance. Project advertisement is anticipated in November. Mayor Rakowsky expressed his personal commitment to completing the project.

Bill Holen **moved** to grant a 120-day extension for the Greenwood Village: Greenwood Plaza Blvd Sidewalks (TIP ID 2012-006) project. The motion was **seconded** and **passed** unanimously.

Dan Shulz, Thornton Staff, reported the project experienced delays due to a necessary design change in the project. Staff is committed to moving the project forward within the 120 day extension period.

Val Vigil **moved** to grant a 120-day extension for the City of Thornton: North Metro Rail Bike/Ped Access to FasTracks Stations (TIP ID 2012-081). The motion was **seconded** and **passed** unanimously.

Discussion of recommended FY 2016 and 2017 Station Area Master Plans/Urban Center planning studies

Brad Calvert briefly described the projects proposed for funding through the FY 2016 and 2017 Station Area Master Plans/Urban Center planning studies. RTD recently instituted a small fee paid by each project sponsor for administrative costs.

A question was asked about a project submitted by the Town of Parker. An incomplete project application was initially submitted, replaced by a completed project application that didn't get used for scoring. Staff noted that the project selection committee based their decisions on the merits of each project, not financial information provided. A comment was made that small communities have difficulty getting funding for these types of projects.

Bob Fifer **moved** to approve the attached list of projects for the Station Area Master Plans/Urban Center set-aside for fiscal years 2016-2017. The motion was **seconded** and **passed** with 1 opposed.

Discussion of unallocated FY 2016 and 2017 Station Area Master Plan/Urban Center planning studies set-aside

Brad Calvert briefly discussed the agenda materials.

Herb Atchison **moved** to direct staff to offer any remaining federal funds in the Station Area Master Plan/Urban Center set-aside for fiscal years 2016-2017 to applicants that did not receive funding. The motion was **seconded**. There was discussion.

Herb Atchison expressed concern with delaying obligating the remaining \$50,000. George Teal agreed. Parker noted they could use the funds.

Jennifer Schaufele reminded members that minimum project amount is set at \$75,000, as CDOT is reluctant to administer many small projects.

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

Discussion of recommended FY 2016 and 2017 Transportation Demand Management (TDM) projects

Melina Dempsey, DRCOG staff, provided an overview of the Transportation Demand Management (TDM) set-aside. A project review panel met and made project funding recommendations.

Suzanne Jones **moved** to approve the attached list of projects and associated waitlist for the Regional TDM set-aside for fiscal years 2016 and 2017. The motion was **seconded** and **passed** unanimously

Discussion of proposed 2015 Cycle 2 amendments to the 2040 Fiscally Constrained Regional Transportation Plan for air quality conformity modeling

Jacob Riger briefly described the proposed amendments. A member inquired why they were being asked to approve these projects for modeling; and what is the impact of not approving the projects for modeling? Staff noted the projects are included in the Fiscally Constrained Regional Transportation Plan, and are approved. The projects shown are those that are proposed to be amended. This is done as a courtesy to the Board, to make the Board aware of amendments being proposed prior to being asked to act on the amendments.

Herb Atchison **moved** to include all proposed projects shown in Attachment 1 in air quality conformity modeling networks for 2015 Cycle 2 amendments to the *2040 Fiscally Constrained Regional Transportation Plan*. The motion was **seconded** and **passed** unanimously.

Discussion of air quality letter regarding background ozone

Doug Rex briefly described the purpose of the letter. Some members felt the Chair should sign the letter.

Gabe Santos **moved** to forward the proposed letter to the Environmental Protection Agency regarding background ozone, with the signatures of the Chair and Executive Director. The motion was **seconded** and **passed** unanimously.

Presentation on the 2014 Annual Report on Roadway Traffic Congestion in the Denver Region

Steve Cook presented information from the 2014 Annual Report on Roadway Traffic Congestion in the Denver Region.

Committee Reports

State Transportation Advisory Committee – Commissioner Jones reported the STAC welcomed two new Transportation Commissioners. The group received a report on how specific performance measures are being met; the report noted there aren't enough funds available for CDOT to meet its performance measures statewide. They received a briefing on revenues for the CDOT 2017 budget; an 18 percent decrease in revenues is expected due to a lack of SB 228 funds.

Metro Mayors Caucus – Mayor Atchison reported the MMC hosted the SCFD and its opposing group FACE. The MMC asked for supporting documents from each group, so far only SCFD has provided the documents.

Metro Area County Commissioners – Commissioner Rosier reported the MACC also received briefings from the SCFD and FACE. The MACC discussed their legislative priorities for 2016. The group also discussed the upcoming joint Legislative Reception with MMC on December 9.

Advisory Committee on Aging – Jayla Sanchez-Warren reported the ACA received a report on results of the CASOA survey, and an update on transportation issues from SRC Director John Zabawa.

Regional Air Quality Council – Joyce Thomas reported the RAQC meets next month.
E-470 Authority – No report was provided.

Report on FasTracks – Bill Van Meter noted there were no action items at either the September or October FasTracks Monitoring Committee meetings.

Next meeting – **November 18, 2015**

Other matters by members

No other matters were discussed.

Adjournment

The meeting adjourned at 9:00 p.m.

Elise Jones, Vice Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Jennifer Schaufele, Executive Director

ATTACH D

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
November 18, 2015	Action	9

SUBJECT

This item is related to approval of the DRCOG 2016 Budget.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends the Board of Directors approve the DRCOG 2016 Budget reflecting membership dues at current population and assessment valuation.

ACTION BY OTHERS

Staff recommended bringing membership dues current during the 2015 Budget approval process; however, the Administrative committee determined on November 12, 2014 bringing dues to current population and assessment valuation would be premature without review by the Structure and Governance group.

On October 7, 2015 the Structure and Governance group recommended retaining the current membership dues calculation method of \$0.11 per capita charge and \$.01 mil levy for assessed valuation as established by the Board of Directors' adoption of Resolution No. 11, 2000.

The Administrative Committee moved to recommend approval of the 2016 Budget on October 21, 2015, reflecting membership dues at current population and assessment valuation and with the accompanying strategic initiatives.

SUMMARY

The budget is a fiscal guide for the operation of DRCOG beginning January 1 – December 31, 2016. The budget highlights work activities in the DRCOG MPO's Unified Planning Work Program (UPWP), and the other divisions of DRCOG: Area Agency on Aging (AAA), Communications and Marketing Division, the Executive Office and Administration and Finance. Each year the Board of Directors reviews and approves a proposed budget for the coming year, typically as a Consent Agenda item.

The 2016 Budget reflects membership dues at current assessment valuation. Membership dues provide match for federal programs and help fund initiatives such as legislative activities and strategic partnerships which assist in increasing overall funding as well as various Board-related activities. At the direction of the Board during the 2010 budget approval process, membership dues were retained at 2009 levels. This action was prompted by the economic downturn realized throughout the region. Since that time, membership dues have remained unchanged.

Considering the steady improvement of the regions' overall economic condition and in order for DRCOG to maintain a strong financial position, staff constructed the 2016 Budget with membership dues at current assessment valuation using the current dues calculation method. The Structure and Governance group reviewed and recommends

the current dues calculation method and the Administrative Committee reviewed and recommends approval of the 2016 Budget.

The Board approved synchronizing the annual Strategic Initiative Plan (formerly known as the Work Plan) with the annual budget process in July 2015. In August 2015, the Board approved staff moving forward with the budget and outlined strategic initiatives. In September 2015, staff presented operational objectives to the Board and received approval to explore new and enhanced activities that diversified DRCOG's funding, provided greater value to member jurisdictions and the region and, placed an emphasis on innovation. In October 2015, the Administrative Committee recommended approval of the budget. To conclude the budget process staff recommends the Board approve the 2016 Budget as presented.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to adopt a resolution approving the DRCOG 2016 Budget.

ATTACHMENT

Draft Resolution

Link:

[DRAFT DRCOG 2016 Budget](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org or Jenny Dock, Accounting Services Manager, at 303-480-6707 or jdock@drcog.org.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____, 2015

A RESOLUTION APPROVING THE DRCOG 2016 BUDGET

WHEREAS, the Executive Director has submitted the DRCOG 2016 Budget to the Administrative Committee in accordance with Article XIII, paragraph A, of the Articles of Association; and

WHEREAS, the Board approved synchronizing the annual Strategic Initiative Plan (formerly known as the Work Plan) with the annual budget process in July 2015; and

WHEREAS, the 2016 Budget of the Denver Regional Council of Governments and the 2016 Strategic Initiative Plan has been approved and recommended by the Administrative Committee for approval by the Board; and

WHEREAS, the Board of Directors has received the DRCOG 2016 Budget, in accordance with Article XIII, paragraph B, of the Articles of Association and the 2016 Strategic Initiative Plan; and

WHEREAS, the Board of Directors has duly considered the DRCOG 2016 Budget and 2016 Strategic Initiative Plan.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Denver Regional Council of Governments that the 2016 Budget and 2016 Strategic Initiative Plan, incorporated herein by this reference as is fully set forth is adopted.

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

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

ATTEST:

Jennifer Schaufele, Executive Director

ATTACHE

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
November 18, 2015	Action	10

SUBJECT

Due diligence to explore the possibility of the [Denver Regional Mobility and Access Council \(DRMAC\)](#) becoming part of DRCOG

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends Board approval to proceed with due diligence to explore DRMAC becoming part of DRCOG.

ACTION BY OTHERS

N/A

SUMMARY

Funding and coordinating human service transportation to help people maintain their independence is a regionally-critical issue for DRCOG and DRMAC. DRCOG staff believes it is worth exploring whether it is more achievable by combining resources. The Board is requested to approve DRCOG staff conducting due diligence to investigate the merits of folding DRMAC into DRCOG.

DRMAC was established in 2005 to improve transportation for mobility challenged populations throughout the Denver region. DRMAC does this through coordination, education, and information, and is particularly known for its annual “[Getting There Guide](#),” an online and print resource of specialized transportation service options in the region.

DRCOG is a founding member of DRMAC. This is in part because as the region’s federally-designated transportation Metropolitan Planning Organization (MPO), DRCOG is responsible for regional coordination and selecting federally-funded transportation projects. DRCOG also has an interest in DRMAC because the Area Agency on Aging is responsible for funding – among others – transportation services for older adults, persons of all ages residing in nursing homes and assisted living facilities, individuals with disabilities, and veterans (DRMAC’s education and information services are also available to individuals with low incomes, and other at-risk populations).

DRMAC has been funded through FTA grants allocated by the DRCOG Board through the TIP (Transportation Improvement Program), as well as CDOT, foundations, and contributions. Recognizing the overlap in services, service area, and benefits achieved in economies of scale – and with an intention of improving taxpayer investment and service delivery to our clients – DRMAC has asked to explore the feasibility of folding into DRCOG.

In response to DRMAC’s request, DRCOG staff has conducted an initial high-level review and determined that there is merit in conducting a more thorough feasibility and risk assessment. Staff recommends approval to proceed with due diligence to explore the financial, organizational, and legal feasibility of DRMAC’s request to become part of DRCOG. The due diligence will discern the impacts (risk, liability, benefit, etc.) to DRCOG and help define what such an arrangement may look like.

In assessing the merits of the proposed combination, staff's guiding principles are to minimize additional costs to DRCOG and provide better transportation and value with taxpayer dollars.

DRCOG staff estimates a total of about \$10,000 is needed for the due diligence necessary to recommend next steps to the Board.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Motion directing staff to proceed with due diligence to explore the possibility of DRMAC becoming part of DRCOG.

ATTACHMENT

Link: [DRMAC website](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director at 303-480-6701 or jschaufele@drcog.org; or Jacob Riger, Transportation Planning Coordinator, at 303-480-6751 or jriger@drcog.org.

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
November 18, 2015	Action	11

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 that “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).” Members will be asked to express interest in serving on the Nominating Committee. If more than two members express interest, a ballot vote will be taken to select the Nominating Committee members.

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

The Board has established the following 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.

ATTACHMENTS

Board-adopted Nominating Committee description
List of current Board members

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, at 303-480-6701 or jschaufele@drcog.org; or Connie Garcia, Board Coordinator, at 303-480-6701 or 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 18, 2015

Officers

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

Jurisdiction

Member

ADAMS COUNTY Eva Henry*
Commissioner
4430 S. Adams Co. Pkwy, Ste C5000A
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ARAPAHOE
COUNTY Bill Holen*
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BOULDER
COUNTY Elise Jones*
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BROOMFIELD,
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& County Dennis Harward
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CLEAR CREEK
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Jurisdiction

DENVER, City &
County

Member

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Robin Kniech*
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DOUGLAS
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Roger Partridge*
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GILPIN COUNTY

Gail Watson
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JEFFERSON
COUNTY

Don Rosier*
County Commissioner
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**CITIES AND
TOWNS**

ARVADA, City of

Bob Fifer*
Council Member
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<u>Jurisdiction</u>	<u>Member</u>
AURORA, City of	Bob Roth* Council Member 15151 E. Alameda Pkwy, 5 th Floor Aurora, CO 80012 (303) 739-7510 broth@auroragov.org
BENNETT, Town of	Jim Pieters Trustee 355 4 th St. Bennett, CO 80102 (303) 644-3249 jpieters@bennett.co.us
BLACK HAWK, City of	David Spellman Mayor Box 68 Black Hawk, CO 80422 (303) 582-5221
BOULDER, City of	Suzanne Jones Council Member 714 Marine St. Boulder, CO 80302 (720) 633-7388 joness@bouldercolorado.gov
BOW MAR, Town of	Anne Justen Trustee 5395 Lakeshore Dr. Bow Mar, CO 80123 (303) 794-6065 annejusten@comcast.net
BRIGHTON, City of	Lynn Baca Council Member 22 S. 4th Ave. Brighton, CO 80601 (303) 655-2043 lbaca@brightonco.gov
CASTLE ROCK, Town of	George Teal Councilmember 100 Wilcox St. Castle Rock, CO 80104 (303) 660-1371 gteal@crgov.com

<u>Jurisdiction</u> CENTENNIAL, City of	<u>Member</u> Cathy Noon Mayor 13133 E. Arapahoe Rd. Centennial, CO 80112 (303) 754-3341 cnoon@centennialco.gov
CENTRAL CITY, City of	Ron Engels Mayor P.O. Box 821 Central City, CO 80427 (303) 582-5251 rnngls@gmail.com
CHERRY HILLS VILLAGE, City of	Laura Christman Mayor 2450 E. Quincy Ave. Cherry Hills Village, CO 80113 303-783-2782 lchristman@cherryhillsvillage.com
COLUMBINE VALLEY, Town of	Gale Christy Mayor 2 Middlefield Rd. Columbine Valley, CO 80123 (303) 794-5531 (303) 795-7325 FAX galechristy@comcast.net
COMMERCE CITY, City of	VACANT
DACONO, City of	Debbie Nasta Council Member 512 Cherry St. Dacono, CO 80514 (303) 833-2317 debbie.nasta@cityofdacono.com
DEER TRAIL, Town of	VACANT

<u>Jurisdiction</u>	<u>Member</u>
EDGEWATER, City of	Todd Riddle Councilman 5601 W. 26 th Ave. Edgewater, CO 80214 (303) 519-8592 triddle@edgewaterco.com
EMPIRE, Town of	VACANT
ENGLEWOOD, City of	Joe Jefferson Council Member 1000 Englewood Pkwy. Englewood, CO 80110 (720) 373-5639 jjefferson@englewoodgov.org
ERIE, Town of	Dan Woog Trustee P.O. Box 750 Erie, CO 80416 (303) 926-2777 ext 8 dwoog@erieco.gov
FEDERAL HEIGHTS, City of	VACANT
FIRESTONE, Town of	George Heath Trustee 151 Grant Ave., P.O. Box 100 Firestone, CO 80520 (303) 833-3291 gheath@ci.firestone.co.us
FOXFIELD, Town of	Lisa Jones Mayor 7203 S. Uravan Ct. Foxfield, CO 80016 (303) 690-5035 Lljones01@comcast.net

<u>Jurisdiction</u>	<u>Member</u>
FREDERICK, Town of	Laura Brown Mayor Pro Tem 401 Locust St., PO Box 435 Frederick, CO 80530 (720) 382-5502 lbrown@frederickco.gov
GEORGETOWN, Town of	Henry Ehrgott Selectman P.O. Box 426 Georgetown, CO 80444 (720) 490-4362 selectman.henryehrgott@earthlink.net
GLENDALE, City of	Paula Bovo Council Member 950 S. Birch St. Glendale, CO 80246 (303) 639-4716 pbovo@glendale.co.us
GOLDEN, City of	Saoirse Charis-Graves Councilor 911 10 th St. Golden, CO 80401 (303) 709-7529 Scharis-graves@cityofgolden.net
GREENWOOD VILLAGE, City of	Ron Rakowsky* Mayor 6060 S. Quebec St. Greenwood Village, CO 80111 (303) 773-0252 rrakowsky@greenwoodvillage.com
IDAHO SPRINGS, City of	Mike Hillman Mayor P.O. Box 329 Idaho Springs, CO 80452 (303) 567-4421 mayor@idahospringsco.com

Jurisdiction
LAFAYETTE,
City of

Member
Brad Wiesley
Councilor
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LAKEWOOD,
City of

Shakti*
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LARKSPUR,
Town of

Gerry Been
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LITTLETON,
City of

Phil Cernanec*
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LONE TREE,
City of

Jackie Millet*
Council Member
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LONGMONT,
City of

Joan Peck
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Jurisdiction
LOUISVILLE,
City of

Member
Ashley Stolzmann*
Council Member
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LYONS, Town of

John O'Brien
Mayor
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MEAD, Town of

Colleen Whitlow
Trustee
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MORRISON,
Town of

Debora Jerome
Trustee
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NEDERLAND,
Town of

Kris Larsen
Council Member
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NORTHGLENN,
City of

Joyce Downing
Mayor
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Northglenn, CO 80233
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jdowning@northglenn.org

<u>Jurisdiction</u>	<u>Member</u>
PARKER, Town of	John Diak Councilmember 20120 E. Mainstreet Parker, CO 80134 (303) 841-0353 jdiak@parkeronline.org
SHERIDAN, City of	Gary Howard Council Member 3807 S. Julian St. Denver, CO 80236 (303) 781-4122 (720) 514-2184 ghoward@ci.sheridan.co.us
SILVER PLUME, Town of	VACANT
SUPERIOR, Town of	Rita Dozal Trustee 124 E. Coal Creek Dr. Superior, CO 80027 (303) 499-3675 ritad@superiorcolorado.gov
THORNTON, City of	Val Vigil* Mayor Pro Tem 9500 Civic Center Dr. Thornton, CO 80229 (303) 538-7200 Val.vigil@cityofthornton.net
WESTMINSTER, City of	Herb Atchison* Mayor 4800 W. 92 nd Ave. Westminster, Co 80031 (303) 915-5625 hatchison@cityofwestminster.us
WHEAT RIDGE City of	Joyce Jay Mayor 4435 Carr St. Wheat Ridge, CO 80033 (303) 420-8533 Meljay831@aol.com

ATTACH G

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
November 18, 2015	Informational Briefing	12

SUBJECT

This memo provides information related to transportation legislation.

PROPOSED ACTION/RECOMMENDATIONS

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

ACTION BY OTHERS

N/A

SUMMARY

A transportation bill was passed by the U.S House of Representatives, different than that of the U. S. Senate. It now goes to conference to settle out the differences. Our federal lobbyist Mickey Ferrell will be here to update the Board on the bill and what's next.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

N/A

ADDITIONAL INFORMATION

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

ATTACH H

MINUTES
ADMINISTRATIVE COMMITTEE
Wednesday, October 21 2015

Present:

Elise Jones, Chair
Bill Holen
Robin Kniech
Crissy Fanganello
Don Rosier
Bob Fifer
Bob Roth
Ron Rakowsky
Shakti
Gabe Santos
Ashley Stolzmann
Val Vigil
Herb Atchison

Boulder County
Arapahoe County
City & County of Denver
City & County of Denver
Jefferson County
Arvada
Aurora
Greenwood Village
Lakewood
Longmont
Louisville
Thornton
Westminster

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

Chair Elise Jones called the meeting to order at 5:30 p.m. with a quorum present.

Move to Adopt the Consent Agenda

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

Items on the consent agenda included:

- Minutes of September 16, 2015
- Resolution No. 16, 2015 authorizing the Executive Director to negotiate and execute a contract in support of the Denver Regional Aerial Photography Project.

Discussion of a resolution authorizing the Executive Director to amend a contract with RTD for support of vanpool services offered by DRCOG's Way to Go program from \$760,000 to \$824,000 for 2015

Steve Erickson briefed members on this item and Agenda item #4. Due to the increasing success of the vanpool program, staff is requesting authorization to amend the contracts with RTD (revenue contract) and vRide (expenditure contract) to increase the budget for next year's program.

Herb Atchison **moved** to authorize the Executive Director to amend contracts with RTD for support of vanpool services offered by DRCOG's Way to Go

program from \$760,000 to \$824,000 for 2015 (Resolution No. 17, 2015) and to authorize the Executive Director to amend a contract with vRide increasing the not-to-exceed budget amount from \$800,000 per year to \$948,000 per year (Resolution No. 18, 2015). The motion was **seconded** and **passed** unanimously.

Discussion of a resolution authorizing the Executive Director to amend a contract with vRide increasing the not-to-exceed budget amount from \$800,000 per year to \$948,000 per year

This agenda item was adopted as part of the previous item.

Discussion of a recommendation to the Board of Directors on the 2016 Budget

Jenny Dock provided information on the budget. Staff recommends bringing population and valuation numbers and member dues current. Members asked questions about various line items in the budget. A request was made to include metrics in the budget. Ms. Schaufele noted that strategic initiatives and targets will be included in the future. It was noted member's dues have been unchanged since 2009. The Structure and Governance group affirmed the dues calculation formula (based on population and valuation) and recommended that dues be brought current. Members discussed the budget and the issue of bringing the dues current. There was some discussion of pursuing a 3 to 5 percent increase in dues. There was discussion of return on investment. A suggestion was made to look at regional returns on investment. Ms. Schaufele reported staff is currently working on the annual statement to members on the value of DRCOG to each member jurisdiction. Members expressed an interest in forming an ad hoc group to have an in-depth look at the budget. Jennifer Schaufele suggested that in the second quarter of 2016, when baseline data from the balanced scorecard is available, the budget discussion could be revisited to examine how well the initiatives are progressing.

Gabe Santos **moved** to recommend the Board of Directors approve the 2016 DRCOG Budget reflecting membership dues at the current assessment values using the current dues calculation method. The motion was **seconded** and **passed** unanimously.

Executed Contracts Report – September 2015

There were no contracts to report for September 2015.

Report of the Chair

No report was provided.

Report of the Executive Director

Executive Director Jennifer Schaufele distributed a monthly status report to keep members apprised of the progress of several outcomes and initiatives. Ms. Schaufele noted a status report would be provided monthly. She also distributed a copy of the Executive Policies.

Other Matters by Members

No other matters were discussed.

Next Meeting

The next meeting is scheduled for November 18, 2015

The meeting adjourned at 6:36 p.m.

Elise Jones, Chair
Administrative Committee
Denver Regional Council of Governments

ATTEST:

Jennifer Schaufele, Executive Director

ATTACH I

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
November 18, 2015	Informational Item	16

SUBJECT

This item concerns transmittal of the *Draft 2016 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, no changes are proposed for the state legislative policy statement.

The *Draft 2016 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 3, 2015. Action to approve the document will be requested at the December 16 Board meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

Legislative Principle Statement
Draft 2016 Policy Statement on State Legislative Issues

ADDITIONAL INFORMATION

Should you have any questions regarding the draft policy statement, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org; or Rich Mauro, Senior Legislative Analyst, at (303) 480-6778 or 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 2016

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 celebrated its 15th 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.**

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 worked under a 2004 Memorandum of Understanding to accomplish this goal beginning. As that MOU has expired, DRCOG may 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 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 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. 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.**
- **The development of a Colorado Water Plan that emphasizes conservation, storage, drought mitigation and streamlining of the regulatory processes, aligns the state's various water efforts, and provides a benchmark for future collaboration in addressing Colorado's water supply needs.**

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.**

From pot to potholes in Greenwood Village and Centennial

The Villager

By Scottie Taylor Iverson

October 21, 2015

Mayors explain to Cherry Creek Republican Women what local government does for you

Local elections are important and there are no “off years,” according to Greenwood Village Mayor Ron Rakowsky and Centennial Mayor Cathy Noon. Both mayors also agree that sales are the lifeblood of cities and it’s important to shop local. Both mayors discussed various topics with members and guests at a recent Cherry Creek Republican Women meeting.

About pot: Both Greenwood Village and Centennial have no marijuana retail stores. Currently, only six plants are allowed per person for private growing.

There are three courts in Colorado – municipal, county and district. Neighboring Cherry Hills Village, like Greenwood Village, has its own police chief that is respected statewide and nationally.

About public works: Centennial contracts with an internationally-known company, whereas Greenwood Village handles public works in house. Both cover the infrastructure, road trash, potholes and street sweeping. There are special districts for water and sanitation. Centennial has 13 water districts. Residential trash pickup is up to individuals or HOAs – unlike Denver and Englewood that are considered full-service cities and have their own.

The mayors also addressed election terms, public safety, city management, zoning, parks, trails and recreation, fire protection/EMTs, health and human services. Both gave accolades to the professionals under Arapahoe County Sheriff Dave Walcher, upon which both cities must rely.

Noon is in her final term as mayor for the City of Centennial and has served on several committees, such as chair of the Home Rule Charter Commission, Centennial Senior Citizen Commission, Budget, Audit and Investment Committees. She was founder and president of the Centennial Council of Neighborhoods, Comprehensive Plan Task Force, Land Development Code Rewrite Advisory Team and many more. She, her husband and two children have lived in Centennial for 14 years.

Rakowsky became mayor on Nov. 21, 2011, after an uncontested election. Previously, he had been appointed mayor by City Council as a result of the resignation of Mayor Nancy Sharpe, who was elected as an Arapahoe County commissioner in November 2010. He had served as mayor pro tem since November 2005 and a councilmember for District 4 since 2003. He served as a member of the Board of Adjustments and Appeals and the Greenwood Village Building

Authority and serves as Greenwood Village's representative on the board of **Denver Regional Council of Governments**. He received his law degree from Case Western Reserve and served as a judge advocate in the United States Air Force for 24 years. His wife Margaret was awarded a Ph.D. from the University of California Riverside and is Associate Professor of Chemistry at the Air Force Academy. Rakowsky is running unopposed in the upcoming Nov. 3 election.

Broomfield holding public meeting Tuesday on Hazard Mitigation Plan

Broomfield Enterprise

October 24, 2015 10/24/2015 01:00:00 AM MDT

Broomfield will hold a public meeting on its Hazard Mitigation Plan from 1:30 to 3:30 p.m. Tuesday at the Broomfield Detention Center, 11600 Ridge Parkway.

The meeting will be hosted by the Broomfield Emergency Management Advisory Committee to review the final draft of the plan and to give residents the opportunity to make comments or suggestions. All comments will be documented and considered for inclusion in the plan, according to a post on the city's website, broomfield.org.

The plan was originally prepared in 2004 and updated in 2009 as part of a regional plan by **Denver Regional Council of Governments**. For the 2015 updates, Broomfield has elected to develop an independent hazard mitigation plan that focuses more on risks and potential mitigation measures relevant locally, according to the city.

"The purpose of the plan is to protect people and property in Broomfield from the effects of natural and human-caused hazards by identifying and implementing measures for reducing and eliminating losses," according to the city.

The plan also can be reviewed and comments can be made at broomfield.org/index.aspx?NID=1234.

Wheels, willpower and Way to Go

October marks region's first annual Go-Tober smart-commuting competition

Boulder Weekly
By Carolyn Oxley
October 29, 2015

Courtesy of Way to Go

Twenty-five regional companies are competing to be this year's first annual Go-Tober smart-commuting winners. At stake: cleaner air, happier employees and \$10,000 in congratulatory advertising for the top three companies.

An initiative of the Way to Go division of the *Denver Regional Council of Governments*, Go-Tober is a month-long, innovative competition challenging employees in the Denver region to opt for smart-commuting methods such as biking, walking, carpooling, vanpooling, public transit and teleworking.

Colleen Miller is Way to Go's Marketing Specialist and a self described sustainability enthusiast. Go-Tober's ultimate goal, she says, is behavior change. "People don't have to [commute] every single day. We want them to think about how it can be easy. It can be fun. It can save them money. It can lower their stress."

To understand Way to Go's mission, it helps to flash back to the 1950s. Faced with growing pains in the years following World War II, local governments collaborated to create the Denver Regional Council of Governments (DRCOG), an entity charged with setting policy in the areas of transportation and personal mobility, growth and development, and aging and disability resources. DRCOG services a region that includes Adams, Arapahoe, Boulder, Clear Creek, Douglas, Gilpin and Jefferson counties; the City and County of Denver; the City and County of Broomfield; and southwest Weld County.

Way to Go is a DRCOG division that represents a regional partnership with several transportation management associations. The division is tasked with promoting progressive commuting options in order to preserve air quality and support employee happiness and productivity in the region. Its services are free to companies and employees.

Way to Go's own evolution within DRCOG, however, is rooted in international relations. When fuel prices skyrocketed during the 1973 OPEC oil embargo, area residents shunned the single-occupancy comfort of their early-model Impalas and Monte Carlos and sought carpooling options. In a pre-Internet matchmaking endeavor, DRCOG staff members paired individuals with

carpooling opportunities. Lacking the future convenience of Google Maps and Excel spreadsheets, their work was done on paper.

In the 1980s, DRCOG's carpool matching service was branded RideArrangers. In 2012, it was renamed Way to Go, and its focus shifted toward helping companies and employees implement any smart commuting option that would prevent one more SOV (single-occupancy vehicle) from departing its driveway each morning.

It was a decision reflective of the region's bustling personality. According to DRCOG's 2014 Annual Report on Roadway Traffic Congestion in the Denver Region, residents travel nearly 110 million miles in the region every weekday via car, foot, bicycle, passenger seat and other transportation methods. Seventy-five percent of those miles are logged by motor vehicle drivers traveling area roadways for a multitude of reasons. Whatever the purpose — transporting passengers, finished goods, raw materials or simply individual drivers — these vehicles, says the report, burn almost 4 million gallons of fuel and cause more than 170 traffic crashes per day.

Characterized by colorful cyclists, festive pop-up tents and roadside breakfast stations, Bike to Work Day has become one of Way to Go's familiar annual smart-commuting initiatives. The success of Bike to Work Day is, in fact, what inspired Way to Go's creation of Go-Tober this year. The division spent two years researching for the event, Miller says, including seeking feedback from Bike to Work Day company coordinators and obtaining their support for Go-Tober.

"HR people know that statistics show that when employees have less stressful commutes, they work smarter and better. They're more focused," she says.

Now in full swing throughout the region, the good-natured commuting competition encourages participants to engage in smart-commuting options.

For this year's pilot program, Way to Go has capped participation at 25 regional companies with a minimum of 100 employees each. The companies occupy three size categories, with an effort index applied to level the playing field.

Among this year's Go-Tober participants are three government entities: Boulder County, City of Lakewood and City of Aurora. Rocky Mountain Institute, winner of the 2014 Bike to Work Day Business Challenge, is the other participant located in Boulder County.

Competition rules are simple. Throughout the month of October, employees are encouraged to log at least one smart commute per week or a total of four for the month. Individual trips are tracked online at MyWaytoGo.org. Each week, Way to Go tallies the trip numbers and issues a leader board by email, listing the top performing companies in each category. (On tap for Go-Tober 2016 is an online dashboard that tracks real-time results.)

So far, more than 1,300 employees have logged non-SOV trips.

Individual company coordinators are privy to their employees' commuting statistics, allowing them to offer personalized encouragement and awards. Some companies have partnered with Way to Go to host "Surprise & Delight" events for their employees, treating them to everything from back massages and bike tune-ups to ice cream and foosball. Way to Go also holds a weekly prize drawing for individuals who post on social media using the hashtag #WayToGoTober.

Boulder County's Employee Transportation Coordinator, Alex Hyde-Wright, has seen the benefits of a commuting initiative that reaches employees who live too far away to participate in Bike to Work Day. "We really promote environmental stewardship at Boulder County," he says. "Promoting sustainable ways to get to work fits really naturally with our core values."

At Rocky Mountain Institute, Go-Tober aligns comfortably with the nonprofit's efforts to shift mobility services toward a more efficient paradigm. "We're trying to bring new options enabled by new technology to the masses," says Jonathan Walker, RMI's mobility transformation program manager. "We think the most tangible step we can take right now is around commuting."

Go-Tober, he adds, offers RMI a chance to test that theory within its own office.

Miller describes plans to expand the competition next year. Asked what feedback she's received this month, she speaks brightly about a woman who never carpooled before but has carpooled every day in October. She's heard praise for the new U.S. 36 bikeway and fielded questions about Way to Go's vanpool program (in which Way to Go provides the van, insurance and gas, and riders split the monthly fare.)

"We want to demonstrate how easy it is to make a change just one day a week for a month," Miller says. "Our past surveys have shown that something that simple can, in fact, change behavior. And being rewarded for making the change certainly doesn't hurt."

Asked what employee comments she's overheard during Go-Tober, Miller pauses to reflect, then quotes simply, "I never thought about walking to work before. I walked today. It was great."

Go-Tober winners will be announced the first week in November. The individual employee with the highest number of smart commutes will receive an Ikea gift card. The top performing company in each size category will receive \$10,000 in free congratulatory advertising coordinated by Way to Go.

More about Way to Go's services can be found at WaytoGo.org. Companies interested in participating in Go-Tober 2016 can send an email to WayToGo@DRCOG.org.

High housing costs force seniors into tough spot

9 News

By Steve Staeger

November 3, 2015

DENVER – When Alma Walker, 70, returned to Denver from Texas in 2014 to be closer to more family and friends, she figured she'd easily find a job and a place to live as she had in the past.

Then she realized her former employer was out of business. And housing wasn't as affordable as it used to be.

"The nice apartments wanted \$1,400, \$1,450 for deposit, \$1,450 for rent," Walker said. "I don't get but \$753 a month."

Walker bounced from one friend's home to another's while she tried to find a place. Then suddenly she found herself without a place to go.

"I was lucky enough to get a car," she said.

Alma Walker lived in her car for several months. (Photo: Steve Staeger/KUSA)

And that's where she stayed from June to August of this year.

"My seats reclined like a bed and I would recline my backseat and that's where I would lay, I would sleep there," Walker said.

"This is the first time I'd ever been homeless."

Stories like Walker's aren't unique, according to Jill Eelkema with **Denver Regional Council of Government's** Area Agency on Aging.

"We're getting more and more calls from people who are saying my rent went up and I don't have a place to go," Eelkema told 9NEWS.

"We're seeing more first-time homelessness with people who are over 60, over 7 - than we've ever seen before. It's completely unprecedented."

The problem is impacting so many seniors because so many of them are on fixed incomes. As housing prices rise, older Coloradans can't keep up.

"Yeah they could go back to work but it's very difficult to find a job sometimes not just because of the ageism, but what do you do about transportation?" Eelkema said.

Colorado is the fourth-fastest growing state in the country. According to Eelkema, by 2030, one of every four Coloradans will be over the age of 60.

"There are solutions in place – but they're one or two or three years off, and we have the problem happening immediately," Eelkema said.

She said the affordable housing stock is expected to increase over the next few years and in the meantime, seniors just have to be creative.

More and more, the Area Agency on Aging and other agencies are suggesting seniors at risk of losing their homes try to stay with friends or expand their search area to find more affordable housing outside the metro area.

Alma Walker was able to find a subsidized apartment. (Photo: Steve Staeger/KUSA)
In August, Walker finally found her solution. Senior Support Services in Denver helped her find a subsidized apartment. The rent is \$216 per month.

Walker can't forget the moment she walked into the apartment.

"I shouted," she said. "I was the happiest person in the world."

She also remembers the liberating feeling of turning in her first rent check in September.

"I was so proud that I cried," she said.

If you know a senior in the area who is struggling with the high cost of housing, you can connect them with Senior Support Services or the Aging and Disability Resource Center.

Superior company making impression with sustainable, wellness efforts

Boulder Daily Camera

[By Whitney Bryen](#)

November 5, 2015

Fitness, mental health and environmental benefits led Peter Brook to ride his bike 20 miles to and from work every day, but this month he has a new reason to pedal.

Brook, who works at Superior-based Key Equipment Finance, is racking up extra miles on a stationary bike in the company's break room to raise money for Foothills United Way.

Employees, including Brook, will ride 3,000 miles on the office bike as part of the "Ride Across America" program launched by the company's sustainability and wellness committee, Project impACT.

At 17 cents per mile, employees can sponsor another willing participant or pay to log their own hours on a virtual ride mirroring the annual transcontinental ride, Race Across America.

Key Equipment Finance, a division of Key Bank, kicked off the fundraiser Tuesday with a \$500 donation toward the \$2,000 goal. The Project impACT committee will match any company or employee donations through the end of the program, Dec. 15.

Paige Yungstrom, the company's sustainability and wellness team leader, said the new program is part of the office's ongoing efforts to improve the health of their employees and benefit local communities.

Last month, the Superior branch topped 25 companies across the Denver-metro area during Go-Tober — a contest to reduce single-occupancy commuting hosted by the **Denver Regional Council of Governments** Way to Go program.

About 99 of the branch's 200 employees participated in the event by walking, biking, carpooling or telecommuting in October, Yungstrom said.

Key Equipment Finance logged more than 1,000 trips last month, reducing the company's carbon dioxide emissions by 6.3 tons, according to contest results.

"These are things we encourage our employees to do all of the time but we just amped it up a little," Yungstrom said. "The great thing is that some new carpools were established that have remained and are something that will last beyond the contest."

Amid temporary programs are ongoing efforts aimed at reducing the company's environmental impact.

Through a partnership with the upcycle and recycle company TerraCycle, the Superior company has provided 50 meals to people in need, made a donation to support Sandy Hook Elementary following the 2012 shootings there, and brought clean water to 11 adults in Third World countries for a year.

Employees have also donated more than 700 eggs cartons since 2013 to a local farmer and about 50 used cell phones to the Red Cross.

"Our goal is to make a difference, not only for Key but for the environment, for the community and to help our employees thrive," Yungstrom said. "We just want to make it easy for our employees to do the right thing."

It's Never Too Soon To Plan Your 'Driving Retirement'

Colorado Public Radio

By John Daley

November 09, 2015

At 72, Robert McSherry says he's not yet ready to quit driving or ready to plan how he'll get around when that time arrives. But he's happy to get the insurance discount that comes with taking a driver safety class.

Harriet Kelly has one word to describe the day she stopped driving four years ago: miserable. "It's no fun when you give up driving," she says. "I just have to say that."

Kelly, who lives in Denver, says she was in her 80s when she noticed her eyesight declining. She got anxious driving on the highway, so decided to stop before her kids made the move for her.

"I just told them I'd stop driving on my birthday — my 90th birthday — and I did. And I was mad at myself because I did it," she says, laughing. "I thought I was still pretty good!"

Kelly is now 94. She says her last traffic accident was in the 1960s. But, she says, "I think it's just better to make up your own mind than have your kids go through trying to tell you, and end up with arguments and threats and everybody gets mad."

Her daughter Leslie Kelly says she's grateful she and her siblings didn't have to have that tough conversation. Still, she knows it's been tough for her mom.

Harriet Kelly of Denver says she hasn't had even a fender bender since the 1960s. Still, she noticed in her 80s that her eyesight was starting to decline. She made a plan to stop driving at 90 — and did just that.

"It really cut down on her ability to feel independent," says Leslie. Harriet chimes in, "It certainly did!"

But Harriet Kelly is a great example of someone who planned for her "driving retirement," says Dr. Emmy Betz, an emergency medicine specialist who does research at the University of Colorado School of Medicine on the safety of older drivers.

"Retirement is something that happens to all of us," Betz says. "Maybe we even look forward to it. You prepare for it, you make financial plans, you think about what you're going to do." But most seniors don't do that when it comes to driving, she says.

"It's sort of the elephant in the room that no one wants to talk about, but it's an issue that's coming for most of us and our family members and so denial isn't probably the most helpful option," she says.

"Transportation is a huge issue that we need to address," says Jayla Sanchez-Warren, director of the Area Agency on Aging for the *Denver Regional Council of Governments*. For seniors, she says, a lack of transportation also "contributes to so many other things — like poor health care outcomes, isolation and depression."

A recent report by researchers at Columbia University and the AAA Foundation for Traffic Safety found that older adults who give up driving are nearly twice as likely to suffer depression as those who stay behind the wheel.

In my family, we've had to have that conversation twice. When my dad talked to my grandmother, she hid another set of keys, and drove secretly until they found out. Then, 30 years later, "hell" and "no" were just two of the choice words that erupted from my dad when his Alzheimer's diagnosis led us to insist that he stop driving.

Betz urges families to plan ahead, talk about it years before it happens and map out transportation alternatives.

"Imagine if I told you to give me your keys," she says. "And you can no longer drive, starting right now. I mean, what would you do? It's totally unrealistic that we think that that's an OK thing to do to older people."

It will become an issue for lots of us and our families. Nationally, until 2030, roughly 10,000 baby boomers will turn 65 each day, according to the Pew Research Center.

In many cases, drivers age 50 and older can get a discount on their car insurance by taking a driver safety class.

At a senior center in a suburb of Denver, Chris Loffredo teaches just such a class. She asks the 20 attendees to think about everything from how medications might affect them to how new technologies in cars may help them. And, she wants them to strategize.

"You have to know when to give up your keys!" she tells them.

But not a hand goes up when the group is asked if they're ready to talk about that. After the class, retirees Ralph Bunge, who is 72, and his wife, Paula, who is 67, say they're not ready.

"The conversation wouldn't be as difficult as doing it would be," laughs Ralph. Paula agrees.

"We're just not really at a place where we imagine that that decision is going to be made any time soon," she says.

Robert McSherry, who is 72 and retired, says for now he's in denial.

"One thinks, well, that you'll live forever," McSherry says.

Harriet Kelly says she's made adjustments since giving up the keys four years ago. She now hires a companion or calls Uber to take her on errands. She also gets rides from friends, but adds that there are "fewer and fewer people that I'll drive with in their 80s."

In fact, scientific studies show that if older drivers present a danger, it's mostly to themselves and their passengers, Betz says. Fatal crash rates *are* higher for older drivers, she says, but that's mostly because they don't heal as well after a crash.