

Board Officers

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

AGENDA
BOARD OF DIRECTORS
WEDNESDAY, SEPTEMBER 16, 2015
6:30 P.M. – 8:35 P.M.
1290 Broadway
First Floor Independence Pass Conference Room

1. 6:30 Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of New Members and Alternates
4. *Move to Approve Agenda
5. 6:35 Report of the Chair
 - Report on Regional Transportation Committee
 - Report on Structure and Governance Group
6. 6:40 Report of the Executive Director
7. 6:45 Public Comment

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

CONSENT AGENDA

8. 7:00 *Move to Approve Consent Agenda
 - Minutes of August 19, 2015
(Attachment A)

***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. 7:05 *Discuss innovations, partnerships and opportunities that create more value to member communities
(Attachment B) Jennifer Schaufele, Executive Director
10. 7:45 *Discussion of a resolution amending the 2016-2021 Transportation Improvement Program
(Attachment C) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
11. 7:55 *Discussion of Federal Legislative Issues
(Attachment D) Douglas W. Rex, Director, Transportation Planning & Operations

INFORMATIONAL BRIEFINGS

12. 8:10 Presentation on Denver Regional Visual Resources (DRVR)
(Attachment E) Ashley Summers, IS Manager, Administration & Finance
13. 8:25 Committee Reports
The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG
 - A. Report on State Transportation Advisory Committee – Elise Jones
 - B. Report from Metro Mayors Caucus – Sue Horn
 - C. Report from Metro Area County Commissioners– Don Rosier
 - D. Report from Advisory Committee on Aging – Jayla Sanchez-Warren
 - E. Report from Regional Air Quality Council – Joyce Thomas/Jackie Millet
 - F. Report on E-470 Authority – Ron Rakowsky
 - G. Report on FasTracks – Bill Van Meter

INFORMATIONAL ITEMS

14. Draft September 2, 2015 Metro Vision Issues Committee summary
(Attachment F)
15. Draft August 19, 2015 Administrative Committee summary
(Attachment G)
16. Relevant clippings and other communications of interest
(Attachment H)
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 –October 21, 2015**
18. Other Matters by Members
19. 8:35 Adjournment

SPECIAL DATES TO NOTE

DRCOG Board/CDOT Commission Dinner
RSVP Deadline is September 30, 2015 October 14, 2015

Leadership Summit on Aging October 15, 2015

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

September

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

October

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

November

4	Metro Vision Issues Committee	4 p.m.
17	Regional Transportation Committee	8:30 a.m.
18	Administrative Committee	5:30 p.m.
	Board of Directors	7:30 p.m.
20	Advisory Committee on Aging	Noon – 3 p.m.
23	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		

MINUTES
BOARD OF DIRECTORS
WEDNESDAY, AUGUST 19, 2015

Members/Alternates Present

Jackie Millet, Chair	Lone Tree
Eva Henry	Adams County
Bill Holen	Arapahoe County
Elise Jones	Boulder County
Dennis Harward	City & County of Broomfield
Crissy Fanganello	City & County of Denver
Robin Kniech	City & County of Denver
Roger Partridge	Douglas County
Gail Watson	Gilpin County
Don Rosier	Jefferson County
Bob Fifer	City of Arvada
Bob Roth	City of Aurora
Suzanne Jones	City of Boulder
Lynn Baca	City of Brighton
George Teal	Town of Castle Rock
Cathy Noon	City of Centennial
Gale Christy	Columbine Valley
Jim Benson	City of Commerce City
Joe Jefferson	City of Englewood
Daniel Dick (Alternate)	City of Federal Heights
Ron Rakowsky	City of Greenwood Village
Brad Wiesley	City of Lafayette
Shakti	City of Lakewood
Phil Cernanec	City of Littleton
Gabe Santos	City of Longmont
Ashley Stolzmann	City of Louisville
John O'Brien	Town of Lyons
Colleen Whitlow	Town of Mead
Joyce Downing	City of Northglenn
John Diak	Town of Parker
Gary Howard	City of Sheridan
Rita Dozal	Town of Superior
Val Vigil	City of Thornton
Debra Perkins-Smith	Colorado Department of Transportation
Gary Sanford	Metro Denver Homeless Initiative
Bill Van Meter	Regional Transportation District

Others Present: Jennifer Schaufele, Executive Director, Connie Garcia, Executive Assistant/Board Coordinator, DRCOG; Jeanne Shreve, Adams County; Bryan Weimer, Arapahoe County; Mac Callison, Aurora; Heather Lamboy, Castle Rock; Richard Champion, Columbine Valley; Kevin Flynn, Denver; Art Griffith, Douglas County; Jenice "JJ" Dove, Kent Moorman, Thornton; Danny Herrmann, CDOT; George Dibble, Ed Bowditch, Jennifer Cassell Tomlinson & Associates; and DRCOG staff.

Chair Jackie Millet called the meeting to order at 6:38 p.m. Roll was called and a quorum was present.

Several new alternates were introduced, as well as some members who were attending their first meeting.

Move to Approve Agenda

Phil Cernanec **moved** to approve the agenda. The motion was **seconded** and **passed** unanimously.

Report of the Chair

- Jerry Stigall provided a report on the work of the Structure and Governance ad hoc group.
- The Chair noted the Baghdad/Denver Region Partnership is hosting a youth delegation from Iraq on Monday, August 31, 2015 from 9 a.m. to 1 p.m. Lunch will be served.

Report of the Executive Director

- Jennifer Schaufele noted the Advisory Committee on Aging membership guidelines allow for up to 5 Board members to participate in the group. Currently there are 3 vacancies. Members were asked to contact Jayla Sanchez-Warren, Jennifer Schaufele or Connie Garcia if they are interested in participating.
- Ms. Schaufele reported that DRCOG hosted the United States of Aging Survey group at the ART Hotel. Survey results were released, and the Governor's appointments to the Strategic Action Planning Group on Aging were announced. Approximately 120 people participated in the event.
- Ms. Schaufele invited members to participate in an Older American Act Summit on Thursday, October 15 from 8 to 10:30 a.m. here at DRCOG. The Governor and Colorado Congressional Delegation members will attend, along with service providers and others. The purpose is to highlight advocacy efforts on the reauthorization of the Older American's Act.
- Ms. Schaufele reported she was appointed by the Governor to participate on the Strategic Action Planning Group on Aging.

Bob Roth thanked Jennifer Schaufele for a presentation she made to the Associated General Contractors.

Public comment

No 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 July 15, 2015

Discussion and direction to staff on the draft planned activities and associated costs

Jennifer Schaufele noted this item is a follow-up to action at the July meeting to adopt a work program and annual budget in November of each year. The process for adoption of the work plan (strategic initiatives) and budget was outlined.

A question was asked about the SHRP2 grant awarded to DRCOG, and how it may align with CDOT's effort to define principles for CDOT project selection. Is DRCOG's SHRP2 product some principles used to define project principles or define terms such as "highway"? Staff noted the Round 5 SHRP2 grant awarded to DRCOG is for research & development for transportation technologies. One of the focuses in round 5 is transportation planning, specifically focused on best practices in communicating with local governments on transportation project development and planning in general. Also how urban centers would play into that and to work with a couple of pilot communities to determine how best to communicate what the framework should be. A question was asked how the pilot communities would be selected. Staff noted the process for selecting pilot communities has not yet been developed. However, since the focus is on urban centers the target communities would be those who have designated urban centers.

Staff was requested to bring back information on which of the listed planned activities are mandatory and which are discretionary.

Discussion of a white paper concerning developing the Transportation Improvement Program

Doug Rex presented information received from a TIP Open Forum for technical staff held in June. Summaries of the comments received were included in the agenda packet. Board members were invited to discuss the TIP development process. Some comments received from members included the disparity between urban/suburban/county needs; assistance for smaller communities; how to factor in growth; selecting projects by need; fund exchanges with CDOT; local vs. regional responsibilities; requirements of MAP-21, among others. Members suggested an ad hoc committee made up of technical staff from the jurisdictions as well as DRCOG staff and Board members to create the white paper.

Roger Partridge **moved** in the process to create a white paper and direct DRCOG staff to arrange for an ad hoc committee of a combination of DRCOG staff and any interested TAC members to address TIP process, funding allocation and any other criteria mentioned by this Board, including looking at other MPOs around the country and bringing it back to the Committee in six months (February 2016). The motion was **seconded** and **passed** unanimously.

Members were asked if there were any additional comments. A comment was made that there were some categories where projects didn't fit; perhaps there should be a process to allow those projects; should there be a minimum dollar amount for projects; should

communities be limited to a certain number of project submittals, and if so what should the limits be; how to eliminate process mistakes; and how to address equity.

Committee Reports

State Transportation Advisory Committee – Elise Jones reported the STAC received informational reports, no actions were taken.

Metro Mayors Caucus – Phil Cernanec reported the Metro Mayors held a press conference to announce a pool of funds gathered as a landlord incentive for homeless.

Metro Area County Commissioners – no report was provided.

Advisory Committee on Aging – no report was provided.

Regional Air Quality Council – no report was provided.

E-470 Authority – Ron Rakowsky reported E-470 is setting records for usage. He noted that Jim Benson will be leaving the Board of the Authority, and Executive Director John McCuskey is retiring.

Report on FasTracks – Bill Van Meter reported the RTD Board approved the Southeast Rail Extension contract to Balfour/Beatty Rail. In August the Monitoring Committee and the Board approved the Annual Program Evaluation for FasTracks, the long-range finance plan for FasTracks.

Next meeting – **September 16, 2015**

Other matters by members

Elise Jones noted that some members have been visiting other jurisdictions. She noted it has been a good experience getting to know the circumstances in other jurisdictions. Roger Partridge echoed the sentiments.

Adjournment

The meeting adjourned at 8:15 p.m.

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

ATTEST:

Jennifer Schaufele, Executive Director

ATTACH B

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
September 16, 2015	Action	9

SUBJECT

Review and discuss innovations, partnerships and opportunities that create more value to member communities. There are two important areas of focus: increasing funds for matching state and federal dollars, and diversifying revenue streams to support our overall strategy.

PROPOSED ACTION/RECOMMENDATIONS

Direct staff as it relates to exploring opportunities to create additional value to members and increase and diversify revenue streams.

ACTION BY OTHERS

N/A

SUMMARY

In late 2013, Director Schaufele described plans for “sharpening DRCOG’s organizational strategy.” This included aligning DRCOG activities with the budget, researching peer best practices for the purpose of refining existing initiatives, designing new programs, pursuing viable revenue streams and, measuring and reporting performance.

In August, as follow up to the Board’s July action to adopt the strategic initiatives to coincide with adoption of the annual budget in November, staff reviewed the 2016 draft strategic initiatives and associated costs. The review included the current Unified Planning Work Program (UPWP) which covers most expenses associated with DRCOG’s transportation and regional planning activities, programs and projects of the Area Agency on Aging, as well activities funded by service income (e.g., FIRE) and grants (e.g., SHRP2). The only follow up from the Board was a request for staff to identify which of strategic initiatives were mandatory versus discretionary; that information is provided in Attachment 1.

In September, staff will review our operational objectives and the exploration of new and enhanced activities to diversity our funding sources, helping maintain a healthy, sustainable organization.

To round out the schedule, the Administrative Committee will be asked to recommend the budget to the Board and the Board will adopt the budget and strategic initiatives in November.

PREVIOUS DISCUSSIONS/ACTIONS

July – Board approved: starting the 2016 budget process in August 2015; holding its annual workshop in the fall, beginning in 2016; and, adopting the agency’s strategic initiatives and budget together in November of each year.

August – Board reviewed the 2016 strategic initiatives and associated costs

PROPOSED MOTION

Direction to staff to explore opportunities to create additional value to members and increase and diversify revenue streams.

ATTACHMENT

1. Strategic Initiatives Summary
2. DRCOG Strategic Planning Model/Strategy Map
3. Presentation

ADDITIONAL INFORMATION

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

Strategic Initiatives Summary

2016

UPWP - Funded by Federal Grant through State & Match		Classification	Notes	Amount
Program Administration		Mandatory	Administration of the regional transportation planning process required by MAP-21.	\$532,456
Planning, Outreach, Education & Training		Mandatory	Public Participation Plan/Hearing required by MAP-21.	\$578,992
Regional Transportation Planning		Mandatory	Fiscally Constrained RTP and Congestion Management Process required by MAP-21.	\$1,610,877
Transportation Improvement Program		Mandatory	TIP and performance measures required by MAP-21.	\$398,815
Metro Vision		Mandatory	Regional Plan (e.g. Metro Vision) required by state statute.	\$719,413
Urban Growth Boundary		Discretionary	Not required by any other existing grant, regulation, law or contract.	\$398,815
Geographical Information Systems (GIS)		Mandatory/Discretionary	Visualization techniques are required by MAP-21 and total approximately \$700,000. The remaining monies support the DRCOG regional transportation planning process and total approximately \$269,000.	\$969,030
Modeling		Mandatory	Transportation modeling and forecasting required by MAP-21.	\$2,003,907
Total:				\$7,212,305

Traffic Signal Ops - Funded By Federal Grants through State		Classification	Notes	Amount
Traffic Signal Operations		Discretionary	Assists local governments; funded through the TIP with no local match required.	\$1,553,797
Total:				\$1,553,797

State Transportation Advisory Committee/State Rural Planning - Funded by Federal Grant through State		Classification	Notes	Amount
STAC		Mandatory	Funding provided through CDOT to staff the STAC.	\$5,500
State Rural Planning		Mandatory	Funding provided through CDOT to conduct regional transportation planning efforts outside of the TMA (per state statute).	\$4,000
Total:				\$9,500

SHRP2 - Funded by Federal Grant		Classification	Notes	Amount
Deploying Visualization and Analysis Tools		Discretionary	Not required by any other existing grant, regulation, law or contract.	\$266,536
Total:				\$266,536

FIRE - Funded by Dues and Service Income		Classification	Notes	Amount
DRCOG FIRE Testing Program		Discretionary	Established by DRCOG Board.	\$63,857
Total:				\$63,857

Area Agency on Aging - Funded by Federal Grants, State Grants & Match		Classification	Notes	Amount
Management & Administration		Mandatory	Fulfills the requirements of the State contract with DRCOG to serve as the Area Agency on Aging for the 8 County Metro Denver region.	\$2,123,797
Senior Community Programs		Mandatory	Fulfills the requirements of the State contract with DRCOG to provide Ombudsman and Case Management services. Services to Refugees are necessary to meet contract requirements.	\$1,875,790
Transition Services		Mandatory/Discretionary	Services to veterans (V.A. contract) and transitions services (State of Colorado contract) totaling \$148,300 are mandatory. \$116,319 in hospital transitions services in the private market is discretionary.	\$264,619
Resource Center		Mandatory	ADRC Services are mandated by the State of Colorado Unit on Aging.	\$22,000
Total:				\$4,286,206

Way to Go - Funded by Federal Grant, Match, Service Income & Sponsorships		Classification	Notes	Amount
Regional TDM Program		Discretionary	Required in the scope of matched & unmatched CMAQ grants. These programs are established to meet air quality regulations.	\$1,948,516
Bike to Work Day Sponsorships		Discretionary	Privately funded. Not required by any grant, regulation, law or contract.	\$30,750
Regional Vanpool		Discretionary	Part of the Way to Go program. Funded through RTD fare subsidies.	\$910,000
Guaranteed Ride Home		Discretionary	Privately funded entirely through the sale of RTD passes, GRH encourages transit adoption. Not required by law, regulation, grant or contract.	\$328,575
Total:				\$3,217,841

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Strategic Initiatives Summary *Continued***2016**

DRAPP - Funded by Partners	Classification	Notes	Amount
DRAPP Delivery	Discretionary	Offered as a value added service to members.	\$860,000
Total:			\$860,000

Member Activities - Funded by Member Dues	Classification	Notes	Amount
Board Workshop & Activities	Mandatory/Discretionary	Board meetings are required in the DRCOG Articles. Other activities included here such as dues & sponsorships and organizational activities are discretionary. Approximately \$100,000 can be directly attributed to board meetings.	\$426,734
Sister City Partnership	Discretionary	Not required by any other existing grant, regulation, law or contract.	\$10,764
Legislative Activities	Discretionary	Not required by any other existing grant, regulation, law or contract.	\$313,375
NARC	Discretionary	Not required by any other existing grant, regulation, law or contract.	\$25,720
Strategic Partnerships	Discretionary	Not required by any other existing grant, regulation, law or contract.	\$220,119
Annual Awards Dinner	Discretionary	Not required by any other existing grant, regulation, law or contract.	\$92,936
Total:			\$1,089,648

Grand Total: \$18,559,690

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Program Administration & Coordination	Task - Direct Program Management: internal management including internal administration of Strategic Initiatives, budgets, and contracts; facilitate communication/coordination with intraregional and interregional partners.	\$532,456
Planning, Outreach, Education & Training	Task - Public Outreach: Forums and workshops to increase public's engagement in transportation planning; prepare update to the federally required "Public Involvement in Regional Transportation Planning." Task - Local Government and Stakeholder Outreach: Meet with local governments and interested parties about the DRCOG transportation planning process; provide support to communities as they prepare transportation plans and studies; conduct stakeholders outreach to better inform and involve communities in planning and decision making; facilitate/host transportation-related webinars and other educational events. Task - Staff Training & Development: Provide DRCOG staff with the necessary training and development to perform their jobs effectively.	\$578,992
Regional Transportation Planning	Task - Maintenance of 2040 Regional Transportation Plan: In compliance with federal law, DRCOG Board approved an update to the region's fiscally-constrained transportation plan on February 18, 2015. The RTP may be amended twice a year. Task - Other Planning Activities: Implement activities to carry out the regional transportation planning and congestion management processes. Deliverables will be created in the following areas: Bicycle/Pedestrian (Active Transportation Plan); Safety (Traffic Safety Report and Pedestrian/Bicycle Safety Report); Freight (Regional Freight Movement Study); Congestion (Annual Congestion Report). Task - Public Transportation Planning: Update Coordinated Public Transit-Human Services Plan; Review and assess the status of FasTracks with respect to SB-208; coordinate with DRMAC; work with CDOT, RTD and Local Coordinating Councils (LCC) on the selection of FTA grant-funded projects.	\$1,610,877
Transportation Improvement Program (TIP)	Task - Maintenance of the 2016-2021 TIP: Allocation of approximately \$267 million for FY 2016-2019. Adopted by the DRCOG Board of Directors on April 15, 2015 and incorporated into the State Transportation Improvement Program (STIP) approved by the Transportation Commission on May 21, 2015. Maintenance tasks include: processing TIP amendments, and tracking process of programmed projects.	\$398,815
Metro Vision	Task - Plan Development: Metro Vision serves as the shared vision for how DRCOG communities will safeguard the region's quality of life and help address future challenges. Complete work with the DRCOG Board on drafting final document, complete with Outcomes, Objectives, Measures and Targets that will guide the future work of DRCOG staff and implementation of Strategic Initiatives to achieve those Outcomes. Task - Implementation & Support: Identify key barriers to implementation and investigate potential solutions. Develop and disseminate Toolkits and Resource Guides for member jurisdictions (e.g. Boomer Bond assessment tool, urban center planning and implementation tools, bicycle and pedestrian design, integrating health and wellness into planning, etc.). Task - Research & Information Dissemination: Convene stakeholders to exchange ideas and experiences on various implementation activities (e.g. Metro Vision Idea Exchanges). Participation in agency-wide efforts to gather and disseminate data and data products (e.g. Regional Snapshots, <i>Who is TOD?</i> and Metro Vision performance measurement and assessment).	\$719,413

Urban Growth Boundary (UGB/A)	<u>Task - Analysis and Planning</u> : Coordinate with member governments on UGB/A maintenance activities creating foundation for upcoming regional allocation process. Execution of regional allocation process (post-Metro Vision adoption).	\$398,815
Geographical Information System (GIS)	<u>Task - GIS Activities</u> : The GIS team develops regional built environment, open space, zoning and related datasets in support of land use and travel modeling. The GIS team also disseminates data and information to members and the public through facilitation of the Denver Regional Data Consortium and various applications including the Regional Data Catalog, the Data Portal, and the Regional Equity Atlas. Examples of UPWP related projects include the creation of the Development Type Model, the Denver Regional Visual Resources (DRVR) project, and the TIP Webmap.	\$969,030
Modeling	<u>Task - System Maintenance</u> : Maintain, refine and keep calibration of DRCOG's transportation and land use models <u>Task - Analysis, Planning & Support</u> : Use modeling tools to develop and disseminate timely, accurate and useful information and support to local jurisdictions.	\$2,003,907

UPWP Grand Total: \$7,212,305

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**Strategic Initiative -Traffic
Signal Operations**

Project #'s - 541014

Traffic Signal Ops Budget 2016:

\$1,553,797

Traffic Signal Operations	<u>Task - System Design & Studies:</u> Provide engineering design and study services for regional partners, supporting the deployments identified in the TSSIP. [Consultant services utilized]	\$435,063
	<u>Task - Coordination & Retiming:</u> Provide timing and coordination plan development services for regional partners, supporting the deployments identified in the TSSIP and responding to other regional partner requests. [Consultant services utilized]	\$901,202
	<u>Task - Program Support & Coordination:</u> Provide technical traffic signal assistance and support to regional partners to help them operate their traffic signals more efficiently.	\$46,614
	<u>Task - ITS Integration:</u> Provide coordination between regional partners and their collective initiatives, integrating regional transportation operations project development and implementation. In addition, provide assistance with the use of the systems engineering analysis process. [Consultant services utilize as required]	\$77,690
	<u>Task - Operations Plan Update:</u> Update the Regional Concept of Transportation Operations (RCTO or "Operations Plan"), which was developed to present a unified direction for regional TSM&O deployment and execution. Specific regional initiatives (including clarified roles and responsibilities for regional partners) are defined to meet established objectives and performance targets.	\$93,228

Traffic Signal Operations Grand Total:

\$1,553,797

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**Strategic Initiative - State
Transportation Advisory
Committee (STAC)/State Rural
Planning**

Project #'s - 525015

STAC/Rural Planning Budget 2016:

\$9,500

STAC	Task - <u>Committee Meetings</u> : Attend monthly meetings; Assist DRCOG Board member serving on STAC; Provide information to CDOT and other STAC members.		\$5,500
State Rural Planning	Task - <u>Transportation Planning Outside of MPO</u> : For Gilpin and Clear Creek Counties, and the eastern portion of Adams and Arapahoe Counties, Administer RTP amendments, monitor and report on STIP amendments, maintain communication on projects, issues, etc.		\$4,000

STAC/State Rural Planning Grand Total:

\$9,500

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Strategic Initiative - SHRP2

Project #s - TBD

Total Budget 2016:

\$266,536

SHRP2 (Deploying Visualization and Analysis Tools to Support Local Visioning, Informed Infrastructure Priorities, and Performance Measures)	<u>Task - Analyze Current Performance:</u> Recent regional scenario analysis demonstrated the importance of concentrating future growth in urban areas if the region is to achieve regional transportation goals and targets, including reducing per capita VMT and greenhouse gas emissions associated with the transportation sector. Staff will analyze data and results of the Urban Center Survey questionnaire distributed in 2015 to identify and evaluate the feasibility of potential urban center performance measures for ongoing use. This information will be disseminated in performance reports as well as in a technical memo.	\$46,536
	<u>Task - Future Planning:</u> Land use decisions in urban centers are a matter of local control. However, these public and private local decisions directly influence regional travel demand and, consequently, future regional transportation investments. Funds will be used to develop additional understanding of these places and their potential to reduce travel demand and impact other regionally significant measures. Activities include developing and tailoring Urban Canvas, developing small area travel demand and performance methodology, drafting Urban Center Visioning/Scenario guide, and pilot the deployment of the UrbanCanvas simulation tool.	\$220,000

SHRP2 Grand Total:

\$266,536

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Strategic Initiative - FIRE

Project #'s - 823015

FIRE Budget 2016:

\$63,857

DRCOG FIRE Testing Program	<u>Task - DRCOG FIRE Test</u> : DRCOG currently contracts with an outside vendor to prepare, administer, grade and send scores from the semiannual FIRE test to DRCOG for inclusion in the FIRE database.	\$35,000
	<u>Task - Partnership & Training</u> : DRCOG works with member Fire Departments to host a workshop (developed and delivered by fire chiefs) on how to interview for a position with a fire department. DRCOG also supports the periodic meetings of the member Fire Chiefs pertaining to the FIRE Program.	\$500
	<u>Task - Advertising & Promotion</u> : DRCOG advertises registration for the semiannual FIRE Test through various media channels and on the DRCOG website.	\$2,000
	<u>Task - Management & Administration</u> : All activities associated with administering and managing FIRE Testing Program. Includes cost of providing facilities for semiannual tests and an interview tips workshop.	\$26,357

FIRE Grand Total:

\$63,857

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Project #'s - 550016, 625016, 552016, 558016, 559016, 626016, 632016, 633016, 638016, 639016

Management & Administration Budget:	\$2,123,797
Senior Community Programs Budget:	\$1,875,790
Transition Services Budget:	\$264,619
Resource Center Budget:	\$22,000
Total Budget 2016:	\$4,286,206

Management & Administration	<u>Task - AAA Management & Administration:</u> DRCOG implements and administers the requirements of the federal Older America's Act including: information and assistance, contract management for \$12,768,124 pass through dollars, regional planning and coordination, volunteer support and recognition, community education and training, and all activities associated with administering and managing the Aging Division. This includes salaries and fringe benefits, travel, training, legal, advocacy, furniture/equipment and sponsorships. This is also inclusive of special initiatives such as Boomer Bond, Faith Based Partnerships, and Four Year Plan on Aging 2015-2019.	\$2,066,797
	<u>Task - Contractual Services:</u> Contractual services are critical towards the operation of the Aging Division. Such services include translation services and support of AAA computerized systems: the Reimbursement System and the Network of Care Website.	\$57,000
	Management & Administration Budget Total:	\$2,123,797
Senior Community Programs	<u>Task - Ombudsman:</u> The Ombudsman Program serves more than 17,000 residents living in more than 400 facilities across the region. Services include visiting facilities, providing education and training, investigating complaints, advocating for residents and their families, and working on regulatory and legislative issues that affect residents living in long-term care facilities across the region.	\$1,416,675
	<u>Task - Elder Refugee Program:</u> The Elder Refugee program is coordinated through partnerships with the Colorado African Organization, the Aurora Center for Active Adults (ACAA) and the Colorado State Refugee Program. The goal of the program is to build a supportive community around the older adult refugees, enabling them to understand and access services.	\$63,474
	<u>Task - Case Management:</u> AAA case managers provide intensive, short-term case management services to people 60 and older who need assistance identifying and making life transitions. The Case Management program is designed to help older adults remain active and independent in the community for as long as possible.	\$395,641
	Senior Community Program Budget:	\$1,875,790
Transition Services	<u>Task - Community-based Care Transition Programs:</u> Transition Services - DRCOG Aging and Disability Resource Center Transitions Program provides transition services to people living in nursing homes who want to move back to the community. The Veterans Directed Home and Community Based Services Program helps veterans transition from the hospital, rehabilitation care, nursing homes back into the community and work to keep those living in the community from going into more costly and restrictive care centers. DRCOG is offering our hospital transitions program in the private market, we are currently meeting with several companies and hope to be able to contract for these services in 2016.	\$264,619
Resource Center	<u>Task - ADRC Program:</u> The Aging & Disability Resource Center (ADRC) provides information and assistance and options counseling to those in the eight county region, helping clients understand and navigate long-term care resources.	\$22,000

AAA Grand Total:	\$4,286,206
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**Strategic Initiative -
Way To Go**

Project #s - 320016, 321016, 877016,
873016, 847016

Regional TDM Program Budget:	\$1,948,516
Bike to Work Day Sponsor Budget:	\$30,750
Regional Vanpool Budget:	\$910,000
Guaranteed Ride Home Budget:	\$328,575
Total Way to Go Budget 2016:	\$3,217,841

Regional TDM Program	<u>Task - Ridematching Services:</u> Assist the public to plan bike commute routes, transit routes, form or join carpools for work or school, and form or join vanpools. Includes operation of the MyWayToGo.org commute trip planning website, operation of the Schoolpool program, and management of the contract with vRide.	\$389,076
	<u>Task - Advertising & Promotions:</u> Encourage commuters to use non-SOV travel modes. It includes sub-initiatives such as specific advertising campaigns, promotions and incentives. Managing the guaranteed ride home program, managing the vanpool subsidy agreement with RTD, and managing the advertising agency are part of this task. Most Bike to Work Day activities and costs are included here.	\$928,358
	<u>Task - Employer Outreach:</u> Encourage employers to take actions that will motivate and enable their employees to use non-SOV travel modes. It includes all sales activities targeting employers, and costs related to travel, salaries, CRM software, printing and postage.	\$247,426
	<u>Task - Partnerships & Training:</u> Support DRCOG's partnership with seven transportation management associations (TMAs), collaboration with other public agencies, and staff training. It includes any activities that support the TMAs and Way to Go's work with other agencies and the costs related to those activities. Training includes conferences and outside professional training.	\$220,399
	<u>Task - Management & Administration:</u> Administer and evaluate the Way to Go program, and related activities. Includes conducting surveys and other data collection efforts, preparing performance reports, managing vendor contracts, and managing budgets.	\$163,257
Regional TDM Program Total:		\$1,948,516
Bike to Work Day Sponsorships	<u>Task - Participation Incentives:</u> Provide incentives for commuters to register for Bike to Work Day and participate. Private sponsors provide all the funding for this initiative. No public funds are used.	\$30,750
Regional Vanpool	<u>Task - Vanpool Fare Subsidies:</u> Undertaken in cooperation with RTD, this program is designed to expand the number of active vanpools and vanpool riders by subsidizing rider fares. DRCOG subsidizes the cost of vanpooling for riders within RTD boundaries. RTD funds the cost of the subsidies. No other funds are used.	\$910,000
Guaranteed Ride Home	<u>Task - Emergency Transportation:</u> Designed to remove a major barrier to using non-SOV commute modes: the fear of being stranded at work in an emergency or due to unexpected overtime. The GRH is offered through RTD's EcoPass program, to participants in DRCOG's vanpool program, and through non-EcoPass companies that purchase GRH coverage for their employees. The program is entirely funded through fees charged to employers who purchase the EcoPass for their employees. No public funds are used for this Program. This task includes customer service as well as auditing/monitoring usage.	\$328,575

Way to Go Grand Total: \$3,217,841

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**Strategic Initiative - Denver
Regional Aerial Photography
Project (DRAPP)**
Project #s - 820016

Total DRAPP Budget 2016: \$860,000

DRAPP Delivery	Task - Vendor Management: DRCOG facilitates the selection and management of vendors for data acquisition and purchase by releasing RFPs, convening the selection committee, evaluating vendors.	\$43,000
	Task - Project Facilitation: DRCOG manages the data acquisition and purchase of orthoimagery for 7,000 square miles of the greater Denver metro area. Kucera is contracted to create planimetric data (roofprints, edge of pavement, parking, ramps, sidewalks, etc). Staff ensures that the correct products are purchased on behalf of members and partners. DRCOG also manages all transactions.	\$817,000

DRAPP Grand Total: \$860,000

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DRCOG Funded (Member Dues)

\$426,734

\$10,764

\$313,375

\$25,720

\$220,119

\$92,936

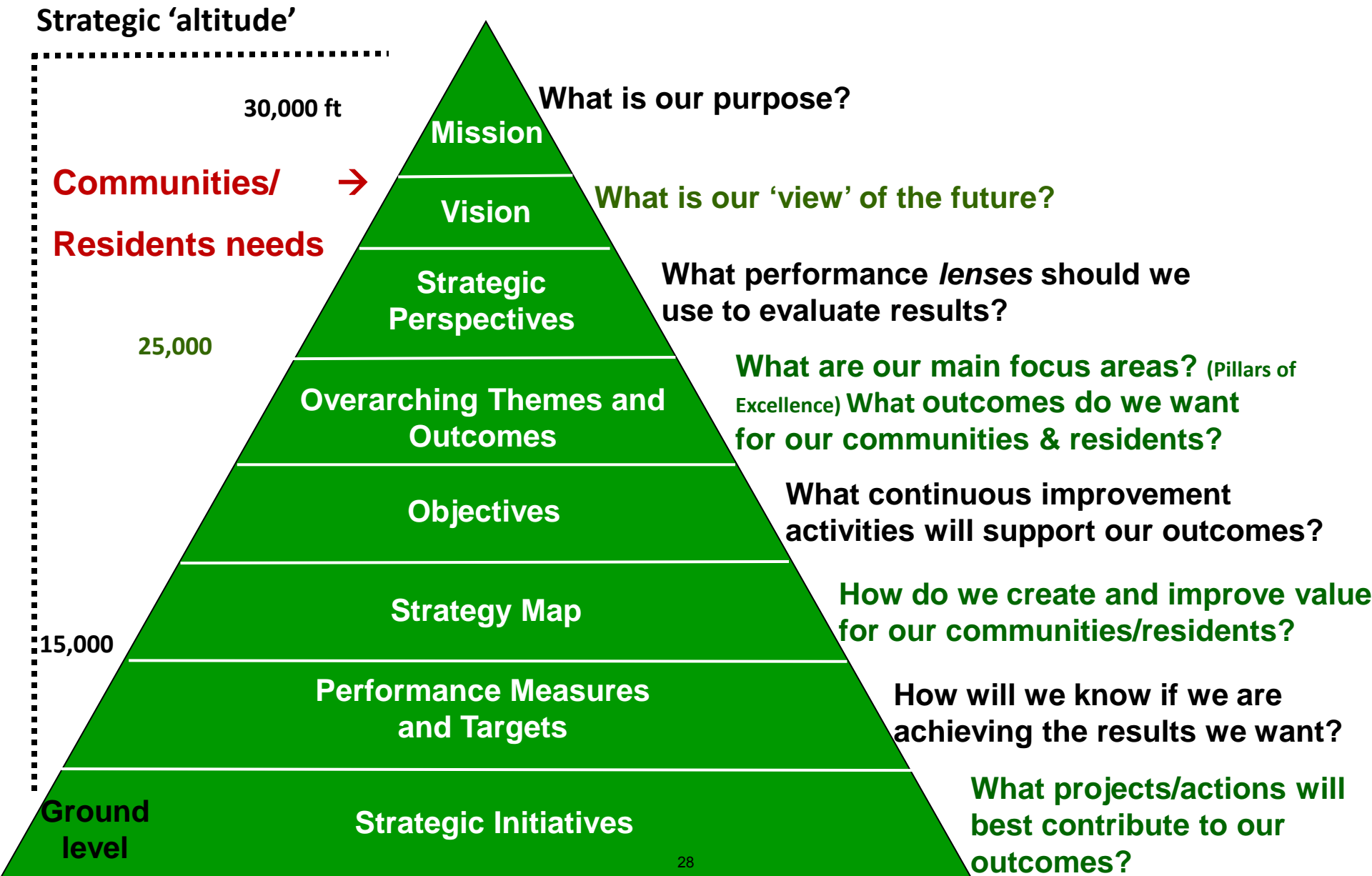
\$1,089,648

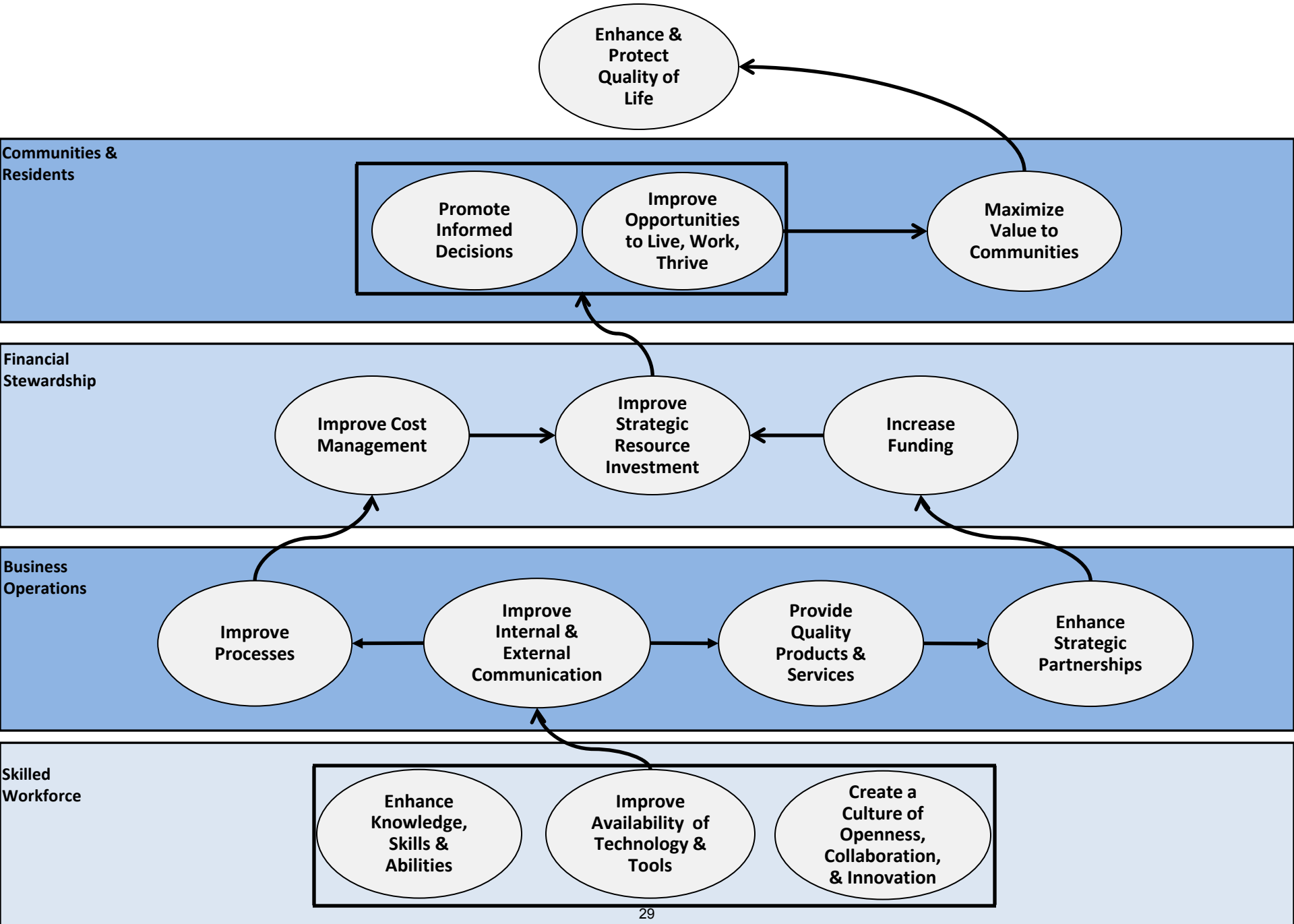
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Strategic Partnership	Task - <u>Strategic Business Development</u> : Develop and implement various strategic business initiatives of interest to members (i.e. FIRE Program, modeling, Boomer Bond, Broadband for small communities, etc.). Identify new/expanded member services and revenue to support them.	\$143,077
	Task - <u>Innovation</u> : Identify and research projects, programs and collaboration of similar organizations and make recommendations to Senior Management Staff and Executive Director on new opportunities for incorporating best practices.	\$77,042
	Strategic Partnership Total:	\$220,119
Annual Awards Dinner	Task - <u>Local Government & Individual Awards Event</u> : This annual event celebrates our region's successes. The local government awards recognize communities for work and accomplishments that move Metro Vision forward. The individual awards recognize people that have given their time, talent and skills to the metro area, and to DRCOG and its activities. This event raises awareness of and commitment to the Metro Vision plan and related programs and activities. In 2016, approximately \$53,000 in sponsorship dollars is forecasted to offset costs, which include catering, venue rental, management and administration.	\$74,349
	Task - <u>Way to Go Awards</u> : The Way to Go awards recognize organizations and individuals for taking action to reduce single occupant vehicle travel. The awards raise awareness of Way to Go and encourage others to make choices that reduce single occupant vehicle travel. Part of the Awards Dinner catering, venue rental, management and administrative costs are included in this task.	\$18,587
	Award Dinner Total:	\$92,936
Grand Total:		\$1,089,648

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DRCOG Strategic Planning Model





Sharpening DRCOG's Organizational Focus

Budget & New Initiatives

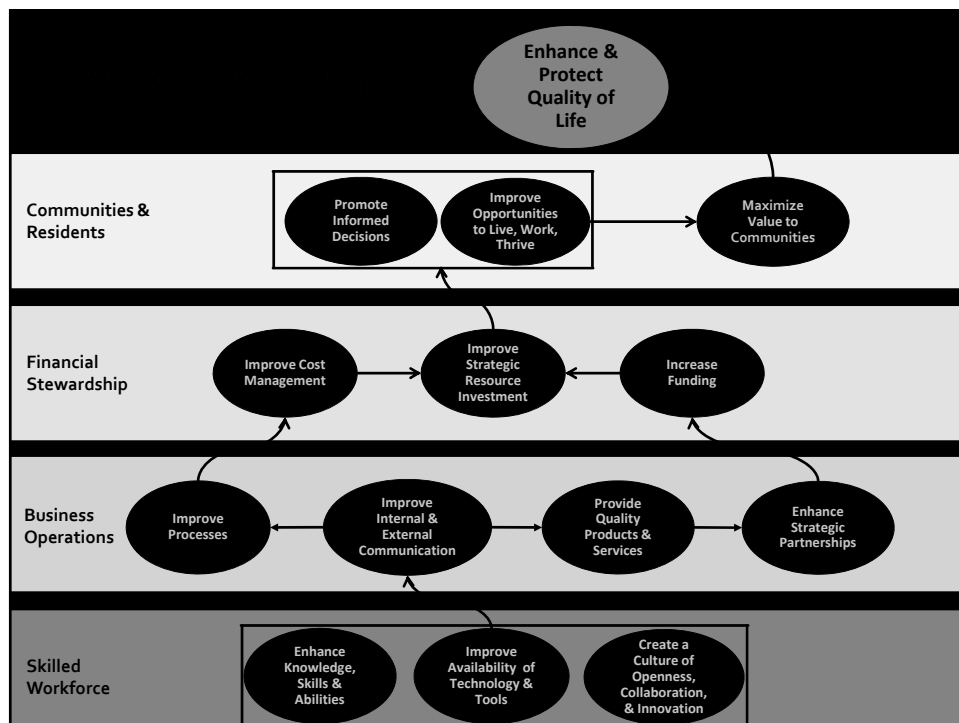


Schedule

- Plan for sharpening DRCOG's organizational strategy
 - Align DRCOG activities with the budget
 - Research peer best practices for the purpose of refining existing and initiating new programs and revenue streams and
 - Measure performance
- August - Board reviewed the 2016 draft strategic initiatives and associated costs
 - Request to identify which strategic initiatives are mandatory vs. discretionary
- **September** - Discuss Balanced Scorecard and exploration of new and enhanced activities and revenue sources
- October - Administrative Committee recommends the budget
- November – Board approves budget and strategic initiatives

Finding the right balance

- Challenges
 - Stagnant, unpredictable funding sources, rapidly increasing (expanding) needs outpacing resources to address them
 - Draw down on general fund for match
- Opportunities
 - Desirable skilled workforce, tools and planning technology
 - Healthier and more sustainable with multiple funding sources to support work



Our Approach

- Continue improving cost management
- Explore new funding and innovative ways to deliver services and build capacity
- Capitalize on experience, training, and track record
- Deliver more value to members and the region

Discussion



ATTACH C

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
September 15, 2015	Action	10

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

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

ACTION BY OTHERS

[August 24, 2015](#) – TAC recommended approval.

September 15, 2015 – RTC will act on a recommendation.

SUMMARY

The three projects to be amended are listed in the attachment. Highlighted items depict proposed changes. The proposed policy amendments to the [2016-2021 Transportation Improvement Program](#) have been found to conform to the State Implementation Plan for Air Quality.

- **Amendment #1 - C-470 Managed Toll Express Lanes:** Kipling to I-25 (2016-059) - update title, scope, and increase funding
- RTD will be administering a contract with University of Colorado-Denver for a campus shuttle, but desires to de-federalize the project since they will not be running the shuttle service (to be provided by private third party vendor). As a result, the following 2016-2021 TIP revision and new project is proposed:
 - **Amendment #2 - Anschutz Medical Campus Shuttle (2016-012):** removal of CMAQ funds and replace with local RTD funds
 - **Amendment #3 - Intercity Bus Purchase (New Project):** purchase four intercity buses using CMAQ funds transferred from TIPID 2016-012

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to approve a resolution amending the *2016-2021 Transportation Improvement Program* (TIP).

ATTACHMENTS

1. Proposed TIP Amendments
2. Draft resolution

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director at 303 480-6701 or jschaufele@drcog.org; or Todd Cottrell, Senior Transportation Planner, Transportation Planning and Operations, at (303) 480-6737 or tcottrell@drcog.org.

2016-059: Update title, scope and increase funding**Existing**Title: **C-470 Managed Toll Express Lanes: Kipling to I-25**Project Type: **Roadway Capacity**TIP-ID: **2016-059**

STIP-ID:

Open to Public:

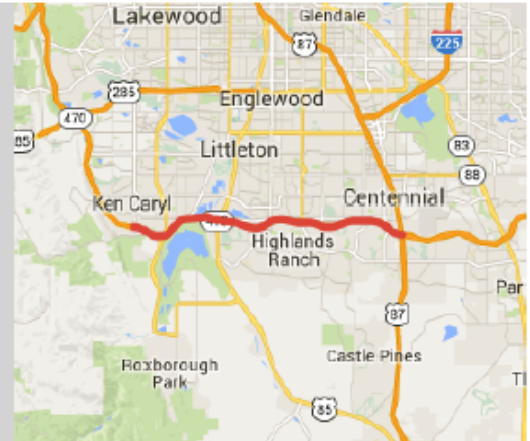
Sponsor: **CDOT Region 1****Project Scope**

Adds one managed lane in each direction on C-470, from Kipling to I-25.

Affected County(ies)

Arapahoe

Douglas



Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
State (RMP)		\$20,000	\$40,000	\$40,000	\$0	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Total	\$0	\$20,000	\$40,000	\$40,000	\$0	\$0	\$0	\$100,000

RevisedTitle: **C-470 Managed Toll Express Lanes: Wadsworth to I-25**Project Type: **Roadway Capacity**TIP-ID: **2016-059**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1****Project Scope**

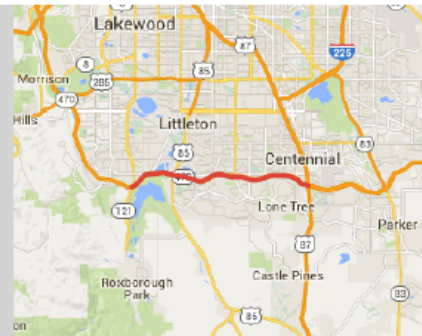
One tolled express lane in each direction on C-470. WB between I-25 and approximately Wadsworth and EB between approximately Platte Canyon and I-25, with auxiliary lanes in required locations. Safety and operational improvements between I-25 and Quebec St. Improvements to ramps including direct-connect ramps at I-25 and C-470.

Affected County(ies)

Arapahoe

Douglas

Jefferson



Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
State (Faster-S)		\$0	\$2,000	\$0	\$0	\$0		
State (RMP)		\$0	\$40,000	\$60,000	\$0	\$0		
Local		\$0	\$10,000	\$0	\$0	\$0		
Local (Bond/Loans)		\$0	\$44,000	\$96,000	\$105,000	\$0		
Total	\$0	\$0	\$96,000	\$156,000	\$105,000	\$0	\$0	\$357,000

2016-012: De-federalize project – removal of CMAQ funds and replace with local RTD funds**Existing**Title: **Anschutz Medical Campus Shuttle**Project Type: **Bus Service Projects (New)**TIP-ID: **2016-012**

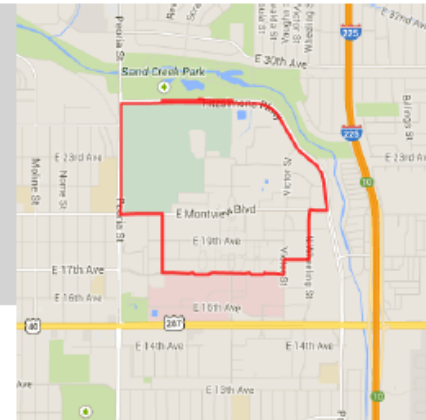
STIP-ID:

Open to Public: **2016**Sponsor: **University of Colorado-Denver****Project Scope**

This project will create new bus service from the Fitzsimons Pkwy Light Rail Station into the Anschutz Medical Campus. Stops will be at key locations on campus near University Hospital, Children's Hospital of Colorado, and the University of Colorado Anschutz Medical Campus. Operating hours for the bus service will include:

- BUS 1: early AM to late PM, 7 days per week
- BUS 2: early AM to late PM, Monday through Friday
- BUS 3: AM peak and PM peak, Monday through Friday

Affected Municipality(ies)	Affected County(ies)	Project Phases	
Aurora	Adams	Year	Phase
		2016	Initiate Bus Service - Year 1
		2017	Initiate Bus Service - Year 2
		2018	Initiate Bus Service - Year 3



Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (CMAQ)		\$867	\$316	\$326	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$372	\$136	\$140	\$0	\$0		
Total	\$0	\$1,239	\$452	\$466	\$0	\$0	\$0	\$2,157

Revised

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local (Local)		\$372	\$136	\$140	\$0	\$0		
Local (RTD)		\$867	\$316	\$326	\$0	\$0		
Total	\$0	\$1,239	\$452	\$466	\$0	\$0	\$0	\$2,157

Request: Create new project to purchase four new intercity buses using CMAQ funds from TIP ID 2016-012

New Project

Title: **Intercity Bus Purchase**

Project Type: **Transit Vehicles**

TIP-ID: **Request**

STIP-ID:

Open to Public:

Sponsor: **R T D**

Project Scope

Purchase four intercity coach buses to be used region-wide.



Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (CMAQ)		\$867	\$642	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$217	\$161	\$0	\$0	\$0		
Total	\$0	\$1,084	\$803	\$0	\$0	\$0	\$0	\$1,887

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____, 2015

A RESOLUTION AMENDING THE 2012-2017 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

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

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

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

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

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

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

ATTEST:

Jennifer Schaufele, Executive Director

ATTACH D

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
September 16, 2015	Action	11

SUBJECT

Update on federal legislative issues related to the DRIVE Act and federal air quality standards for ozone

PROPOSED ACTION/RECOMMENDATIONS

Direction to staff on federal transportation and air quality legislative issues.

ACTION BY OTHERS

N/A

SUMMARY

Reauthorization of the federal transportation law – On July 30, the Senate passed a six-year (with three years of funding) federal authorization bill known as the *Developing a Reliable and Innovative Vision for the Economy* (DRIVE) Act. While the DRIVE Act contains a number of significant priorities for Colorado, DRCOG staff remains concerned about an issue that will reduce or constrain funding for critical transportation projects in DRCOG communities. Specifically, the DRIVE Act proposes to continue using population from the 2000 census for funding distributions. Using data from the previous decade undermines much-needed funding to areas like Colorado and DRCOG, which have experienced significant growth since 2000.

Staff proposes sending the attached draft letter to the Colorado delegation reflecting our concerns.

Air Quality – In late 2014, EPA published a proposed rule indicating a lowering of the 8-hour ozone standard from 75 ppb to 65-70 ppb. The new standard is expected to be announced by October 1, 2015. Many states, local governments and interest groups have cautioned EPA about the implementation of a standard that is not reasonably achievable. DRCOG staff continues to be concerned about the rule change because it fails to adequately address background ozone (naturally occurring and/or transported from other states and countries), which accounts for 60-80% of the ozone in Colorado on high ozone days.

In addition, lowering of the standard will cause many more areas of the country (rural and urban) to be designated as non-attainment (Attachment 2). The lower the standard the more areas will be added. The new areas will then be incorporated into population based state distribution formulas. Since it's not expected that the national CMAQ pot of funds will be increased to match the additional nonattainment areas, the amount of funds allocated to Colorado may decline. Then consider that there will also be additional nonattainment areas designated within Colorado, and the amount of CMAQ funds allocated to DRCOG will surely decline. Many worthwhile projects in the DRCOG region would not be funded because of this redistribution.

Staff seeks direction from the Board on this important issue.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to direct staff on federal transportation and air quality legislative issues.

ATTACHMENTS

1. Draft letter to the Colorado federal delegation regarding the DRIVE Act
2. Map illustrating areas currently above proposed ozone standard range

ADDITIONAL INFORMATION

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

Board Officers

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

September XX, 2015

XXXXXX
XXXXXX
XXXXXXXXX
Washington, DC 20510

Dear XXX:

Thank you for your leadership on transportation issues this Congress. We write to convey our strong support for your efforts to enact a long-term surface transportation bill and are encouraged by the passing of the DRIVE Act by the Senate on July 30, 2015.

As you continue to deliberate, DRCOG would like to share with you a concern we have with the DRIVE Act associated with how formula funds would be allocated to states and local areas. Specifically, the DRIVE Act proposes to continue using MAP-21 funding formulas adopted in 2005 with the passage of SAFETEA-LU, including the use of population data from the 2000 U.S. Census. Utilizing data from the previous decade means states and metropolitan regions that have grown significantly over the past 15 years, like Colorado and DRCOG, would not receive a fair and proportional share of federal transportation funds.

DRCOG believes federal legislation should be reflective of current conditions (latest U.S. Census data). Significant demands are placed on our infrastructure as our population and economic opportunities have increased. Fair funding allocations are essential to improve the quality of life for the residents of our state and region. As a result, we urge you to include in legislation provisions to adjust funding formula allocations for states and local areas to better reflect current conditions, especially as they relate to population, lane miles, vehicle miles traveled, and fuel tax revenue sources.

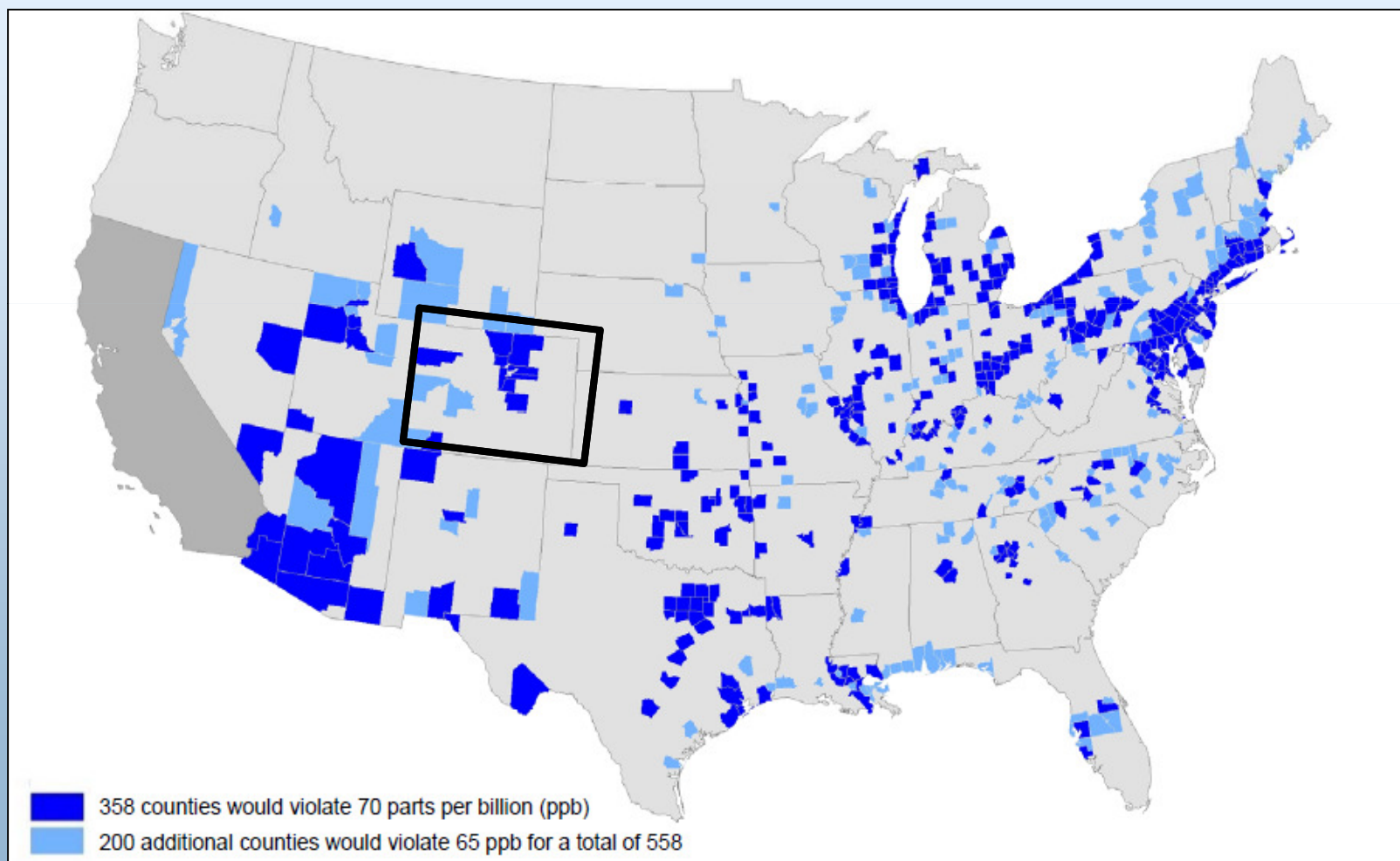
Sincerely,



Jennifer Schaufele
Executive Director
Denver Regional Council of Governments



Areas Currently Above Proposed Range (65-70 ppb) Based on 2011-2013 Monitoring Data



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 #
September 16, 2015	Informational	12

SUBJECT

This item is a briefing on the new Denver Regional Visual Resources (DRVR) section of the DRCOG website.

PROPOSED ACTION/RECOMMENDATIONS

This item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

The presentation will include a demonstration of the new Denver Regional Visual Resources (DRVR) section of the DRCOG website, which will feature visualizations that explain the state of the region. The goal of the site is to turn data into information in support of data-driven decision-making.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

N/A

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org; Ashley Summers, IS Manager, Administration and Finance at 303-480-6746 or asummers@drcog.org.

METRO VISION ISSUES COMMITTEE MEETING SUMMARY
September 2, 2015

MVIC Members Present: Bob Roth – Aurora; Eva Henry – Adams County; Nancy Sharpe – Arapahoe County; Tim Plass – Boulder; Elise Jones – Boulder County; George Teal – Castle Rock; Cathy Noon – Centennial; Rick Teter – Commerce City; Robin Kniech, Anthony Graves – Denver; Roger Partridge – Douglas County; Saoirse Charis-Graves – Golden; Ron Rakowsky – Greenwood Village; Tom Quinn – Lakewood; Phil Cernanec – Littleton; Jackie Millet – Lone Tree; Ashley Stolzmann – Louisville; John Diak – Parker; Val Vigil – Thornton; Herb Atchison – Westminster.

Others present: Jeanne Shreve – Adams County; Mac Callison – Aurora; Heather Lamboy – Castle Rock; Joe Fowler – Douglas County; Glenda Lainis – Thornton; Cate Townley – Colorado Department of Public Health & Environment; Sheila Lynch – Tri-County Health Dept.; Tim Kirby – Colorado Department of Transportation; Mara MacKillop – Colorado Water Conservation Board; Gretchen Armijo – Denver Environmental Health; Jennifer Schaufele, Executive Director, and DRCOG staff.

Call to Order

The meeting was called to order at 4:00 p.m.; a quorum was present.

Public Comment

No public comment was received.

Summary of August 5, 2015 Meeting

The summary was accepted as submitted.

Discussion of 2040 Metro Vision Plan Draft's "Overarching Themes and Outcomes" for recommendation to the Board later this year

Jerry Stigall, DRCOG Director of Organizational Development, briefed members on the concept of using DRCOG's Strategic Planning Model as a template for Metro Vision. Brad Calvert provided information on the draft document. Members were asked to use tokens to prioritize the outcomes for today's discussion. All outcomes will be discussed by the group.

Outcome 5 – there was discussion of combining outcomes 5, 6 and 7, as they are somewhat similar. Some members felt each of them should be discussed individually first. Members discussed rewording the outcome, however it was left as is until the group discusses Outcome 6. A definition was requested for "transportation system," and it was suggested that Multimodal be left in as it is included in the Overarching Theme.

Outcome 7 – consensus of the group was to put Outcome 7 on the shelf for now, to perhaps modify or add to another objective later, and to ensure the associated outcome objectives and performance measures are addressed in the document.

Outcome 13 – Some concern was expressed with the narrative of this Outcome. The definition of "access" should be clarified. Staff noted that this Outcome was a result of the 2013 Board Workshop as well as throughout the stakeholder engagement process. Some members noted they thought other sectors should be included in the Outcome, such as education. There was a comment that this should be an objective under Outcome 5.

Members agreed with leaving it as a standalone Outcome, and retain the March draft language.

Outcome 3 – This Outcome was moved forward as is.

Outcome 15 – A suggestion was made to include the definition in the Outcome, and include health care. A suggestion was made to include choice along with opportunity. It was noted that the tie between education and employment should be retained.

Outcome 4 – George Teal **moved** to eliminate Outcome 4. The motion was **seconded** and **passed** unanimously.

A request was made for staff to not renumber the Outcomes, but to show Outcome 4 as struck out.

Other Matters

No other matters were discussed.

Next Meeting

The next meeting is scheduled for **October 7, 2015**.

Adjournment

The meeting adjourned at 5:46 p.m.

ATTACH G

MINUTES
ADMINISTRATIVE COMMITTEE
Wednesday, August 19, 2015

Present:

Elise Jones, Chair
Bill Holen
Roger Partridge
Don Rosier
Bob Fifer
Bob Roth
Sue Horn
George Teal
Ron Rakowsky
Shakti
Phil Cernanec
Jackie Millet
Gabe Santos
Ashley Stolzmann
Val Vigil
Herb Atchison

Lone Tree
Arapahoe County
Douglas County
Jefferson County
Arvada
Aurora
Bennett
Castle Rock
Greenwood Village
Lakewood
Littleton
Lone Tree
Longmont
Louisville
Thornton
Westminster

Others Present: Jennifer Schaufele, Executive Director; Connie Garcia, Executive Assistant/Board Coordinator; Robin Kniech, Anthony Graves, Denver; 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

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

Items on the consent agenda included:

- Minutes of July 15, 2015

Executed Contracts Report – July 2015

There were no contracts to report for July 2015.

Discussion of a resolution authorizing the Executive Director to negotiate and execute a contract with the Colorado Department of Transportation for funding in support of the FY 2016-2017 Unified Planning Work Program

Doug Rex briefly described the recommended action. It was noted the Board of Directors approved the 2016-2017 Unified Planning Work Program at the July 15, 2015 meeting.

Bill Holen **moved** to adopt Resolution No. __, 2015 authorizing the Executive Director to negotiate and execute a contract with the Colorado Department of

Transportation for funding in support of the FY 2016-2017 Unified Planning Work Program. The motion was **seconded** and **passed** unanimously.

Report of the Chair

No report was provided.

Report of the Executive Director

No report was provided.

Executive Session

The Chair convened the Executive Session at 5:34 p.m., and returned to open meeting at 6:31 p.m.

Other Matters by Members

No other matters were discussed.

Next Meeting

The next meeting is scheduled for September 16, 2015

The meeting adjourned at 6:31 p.m.

Elise Jones, Chair
Administrative Committee
Denver Regional Council of Governments

ATTEST:

Jennifer Schaufele, Executive Director

ATTACH H

Survey says: Broomfield quality of life A-OK

Concerns still include affordable housing, economic development, buses

Broomfield Enterprise

By Kimberli Turner

August 14, 2015

See the full 2015 Broomfield Citizen Survey results at broomfield.org/CivicAlerts.aspx?AID=542

If you go

What: Broomfield Citizen Survey results presentation during City Council study session

When: 6 p.m. Sept. 1

Where: George Di Ciero City and County Building, 1 DesCombes Drive

More info: National Research Center's Shannon Hayden will present findings from the 2015 Citizens Survey.

There's no doubt residents love Broomfield, based on results from this year's Citizens Survey.

A draft of the survey results were exceptionally favorable to Broomfield's amenities and offerings, such as quality of parks, open space, trail connections, baseball and soccer fields, library programs, and the Paul Derda Recreation Center, which nine in 10 respondents rated "excellent" or "good."

The 2015 survey was mailed to a random selection of 3,000 residents in May, and, for the first time this year, those not selected were able to complete an online survey.

Results from 168 residents who filled out the electronic survey are part of a separate supplemental report, according to Boulder-based National Research Center, which conducted the survey.

About 30 percent, 867 residents, filled out and returned the mailed surveys, according to the report. In January 2013, during a presentation of the 2012 survey results, researcher Shannon Hayden said a 35 percent return rate is standard for such surveys.

National Research Center has conducted the Citizen Survey for Broomfield since 2002, and collected reports that year and in 2004, 2007 and 2012.

The survey results came as city staff prepares to update Broomfield's Comprehensive Plan.

Both are "independently driven," but "collectively utilized," said Jennifer Hoffman, Broomfield's assistant city and county manager.

"We're pleased with the results and our employees are second to none. They step up and go above and beyond," she said. "We have very active citizenry; our citizens are very engaged."

Broomfield received an "A" as a place to live, to raise kids and for its overall quality of life, which has been steadily increasing. This year, 94 percent of residents rated their hometown "excellent" or "good," according to the results.

A large majority of survey respondents — 95 percent — said Broomfield was a good or excellent place to live, comparable to 96 percent who rated it the same way in 2012, and 92 percent who did so in 2007.

A vast majority of residents — 92 percent — rated Broomfield as an excellent or good place to raise kids, slightly down from 94 percent in 2012, but up from 89 percent in 2007.

But there's always room for improvement and, based on respondents' ratings, residents want more affordable housing, job growth, economic development and better transit options.

These findings were similar to residents' requests three years ago.

Hoffman said economic development will continue to be an "ever present" priority, and more conversation needs to happen regarding affordable housing, and enhancing transportation offerings, which will come with strategic planning.

As part of the questionnaire, 326 residents included their own opinions about Broomfield's biggest priorities.

In mailed and online survey responses, residents largely requested a downtown area and community feel, which staff mapped out in its Civic Center plan that has been underway since 2008.

Staff is negotiating the purchase of the former Safeway property as a key element of the Civic Center plan, City and County Manager Charles Ozaki said in an email. Broomfield also is also working on a plan that would extend 121st Avenue west to Sheridan Boulevard, which would require acquiring the old Kmart building.

"When that occurs, we will work to redevelop the adjacent properties," he said.

Broomfield officials also are working with the Flatirons Marketplace owner "to create a plan for a new mix of uses on the site," Ozaki said.

Broomfield aims to attract a range of businesses to supplement the 6,456 businesses in good standing registered with the Secretary of State, Ozaki said.

Many respondents noted they wanted more mom-and-pop restaurants, unique retail and small businesses. This aligns with residents' comments at a February community meeting regarding the Civic Center development.

Questions regarding retirement and Broomfield Senior Services marked the newest addition to the series of Citizen Surveys, receiving generally high marks.

About 33 percent of respondents were 55 or older, but the majority of residents who filled out surveys — 65 percent — were 25 to 54 years old.

The survey indicated 88 percent of residents found the quality of Senior Services excellent and good, and 86 percent of those people indicated the importance of senior services within Broomfield were essential or very important.

"The two big markers were that people rated the quality and the importance of services," said Erica Hamilton, senior services supervisor. "It's great to know the Broomfield community really supports its seniors."

She said research shows seniors want to remain in their homes, and it's less expensive for them than moving into senior living facilities.

A majority of residents — 78 percent or more — gave high marks to the "quality" of Meals on Wheels, Lakeshore Cafe and the Broomfield Easy Ride for the elderly and disabled. But only 60 percent of those respondents rated Lakeshore Cafe as an "important" amenity.

Hamilton said she and staff are pondering Lakeshore's lifespan and why those numbers are lower than the others — they're keeping an eye on the number of seniors who attend the Lakeshore Cafe senior lunches, which indicates there is still a need. With a younger demographic in respondents, some might not know enough about the program or consider it the same way a senior might, she said.

"I think you don't think about some of those things until it impacts you," Hamilton said.

In 2014, Lakeshore provided 12,653 meals — a decrease of 23 lunches from 2013. But the need otherwise has risen since 2011 when the program provided 9,636 lunches.

The need for Meals on Wheels is apparent, increasing 79 percent since 2005; 13,005 meals were delivered to Broomfield seniors in 2005 compared to 23,201 meals in 2014, Hamilton said

Broomfield senior population is projected to grow 69 percent from 2010 to 2020 — a trend seen throughout the Denver-metro area.

There are about 10,650 seniors living in Broomfield this year, but that number will be closer to 13,630 by 2020, according to statistics from the **Denver Regional Council of Governments'** Area Agency on Aging.

Though residents were pretty positive about living and raising a family in Broomfield and also about senior amenities, they weren't as sure about retiring there; 65 percent of residents reported they were "very likely" or "somewhat likely" to retire in Broomfield. Those marks were higher, though, than the national and regional benchmarks, according to the report.

Why Are There So Few Age-Friendly Cities?

Forbes

By Richard Eisenberg

August 12, 2015

I recently participated in the Age Boom Academy program, *Global Aging: Danger Ahead?* run by Columbia University's Robert N. Butler Columbia Aging Center. While there, I heard a lot about New York City's impressive efforts to be an "age-friendly" city.

That got me wondering: Why are a few communities, like New York and Portland, Ore., working to become more age-friendly for their residents but so many others aren't? Is it due to political leadership and caniness (or a lack of it)? Do the age of the residents, the workforce and the local customers have an effect? Does it come down to whether there's money in a city's budget?

Consider:

- There are only 60 U.S. communities in the **AARP Network of Age-Friendly Communities**
- Mayors in just 136 of the nation's 19,000 cities signed the Milken Institute's 2014 **Best Cities for Successful Aging Mayor's Pledge**, "committing to make their cities work better for older adults and to enable older adults to strengthen their cities and improve lives for all generations through purposeful work and volunteerism"
- The World Health Organization's (WHO) **Global Age-friendly Cities and Communities** list has merely 258 cities and communities in 30 cities around the world
- The National League of Cities **2015: State of the Cities Report** is silent about efforts to make cities more age-friendly

Aging Nation, But Few Age-Friendly Communities

Clearly, there aren't many age-friendly places at a time when the United States is looking at a doubling of its older population in the next 20 to 25 years. The Milken Institute's Successful Aging report said overall progress "remains too slow" fostering age-friendly policies and practices in the U.S.

"The aging community is at fault as much as anyone," says John Feather, Chief Executive Officer of Grantmakers in Aging, whose Community AGenda Initiative with the Pfizer Foundation has made over \$4 million in grants to five age-friendly projects in Arizona, Florida, Georgia, Indiana and the greater Kansas City area. "We have not done enough to make clear that aging is not about old people. If we make it about the frail old, we are not going to be successful to get age-friendly communities and will never get the political will," notes Feather. Lisa Warth, who oversees WHO's Global Network of Age-friendly Cities and Communities, looks to the communities themselves. "Cities and communities, their infrastructures and services are still predominantly oriented at the needs and schedules of the able-bodied working

population,” she told me “and are only slowly adapting to the diverse capacities, realities, needs and preferences of their residents.”

Paul Irving, chairman for the Future of Aging at the Milken Institute, says some cities “benefit by a collection of infrastructure characteristics” that make them more age-friendly than others, such as a vibrant mass transit system. But, Irving adds, “I think a lot of it has to do with leadership.”

How Bloomberg’s Team Did It

Former New York City Mayor Michael Bloomberg has garnered praise for making age-friendliness a municipal priority during his administration. In 2010, NYC became the first member of the World Health Organization’s Global Network of Age-Friendly Cities.

Bloomberg’s administration beefed up the number of benches at city bus stops, created senior hours at city pools and more.

Ruth Finkelstein, associate director of the Columbia Aging Center, who directed the Age-Friendly New York City Initiative, explained why such changes happened. “It was the first time it became an effort overtly with government partners and with an explicitly city-wide focus,” Finkelstein recalled. In other words, this wasn’t about, say, the New York City Parks Department deciding to make parks better for older residents. *Every* agency was instructed to consider the city’s aging population in its policies and programs.

Bloomberg instructed his department heads: “I’m not going to set up another program. Tell me how we can better serve older people using the resources you have in a better way,” says Feather.

“Becoming an age-friendly city,” says Finkelstein, “is about saying every time we renovate or build a new subway station, it will be accessible and its signage will be intelligible across all ages.”

It’s why you see age-friendliness in Portland, Ore., says Feather. “They’ve been working on this for 30 years,” he adds. “It turns out that most of the things old people need are good for the rest of the community, too.”

What’s Happening in Iowa City

That’s the thinking in Iowa City, Iowa, too — the “best small city” for successful aging in the **Milken Institute’s 2014 Best Places for Successful Aging** list. The irony is, Iowa City is typically thought of as a college town, with the University of Iowa there. Just 8 percent of its residents are 65+. “We’re not Boca Raton,” laughs Mayor Matthew Hayek, who’s been in charge there since 2010.

Hayek was a panelist at the recent White House Conference on Aging due to his city’s exemplary efforts. A humble guy (“Iowa City has been committed to successful aging and senior

issues for three and a half decades”), he says: “We try to look at as much of our programming and capital decisions and budgeting through the lens of our senior population, but not to the exclusion of our other constituencies.”

Iowa City offers builders bonuses for new construction aimed at seniors; tries to locate services near where residents live; just approved Iowa’s first inter-generational co-housing project; provides door-to-door transit service for the disabled and has a dedicated senior center commission advising the city on senior issues.

“Our overall intent is to promote purposeful aging,” says Hayek. “We want our senior population to not be isolated, but to be engaged.”

Interestingly, Iowa City isn’t one of AARP’s Age-friendly communities. Mayor Hayek told me he wasn’t familiar with that list.

The AARP Age-friendly List

About that list: AARP essentially took the World Health Organization’s conceit and ran with it stateside about three years ago. “The idea was to connect [WHO’s list] to our efforts to create more livable communities,” says Rodney Harrell, director of the AARP Livable Communities program. “We want to get cities to the point where they work for people of all ages.”

Harrell says he’s found that age-friendly places are sometimes “cases of a community facing a large number of adults and want to figure out how to deal with it.” Sometimes, he adds, they’re “communities with strong leadership on making advances for older adults.”

What’s key, says Harrell, is that the community has “the support of people who can implement those changes.” It’s not enough to just have a plan, he notes.

When I asked Harrell why more U.S. communities aren’t on AARP’s list, he said “there’s a little bit of a barrier to entry.” He’s referring to AARP’s serious application and assessment process, which can take a few years.

“It’s not as easy as signing a pledge or saying you’re going to do something,” says Harrell. “A community has to have the capacity to actually do this.”

And why don’t cities — or at least the National League of Cities — see becoming age-friendly as, if not a priority, then at least a consideration? “We have more work to do,” says Harrell. “So do the folks who run the leadership of cities.”

Transformations In the Shadows

One thing I’ve learned looking into the age-friendly business: Some communities are making strides to become better places for older residents but just aren’t drawing attention to themselves or showing up on lists.

“I know there are places doing great stuff that don’t have a designation and aren’t even seeking it,” says Finkelstein. Adds Warth: “Many cities and communities around the world have dedicated policies and services aimed at improving the quality of life of seniors without being connected to one of the networks or initiatives promoting age-friendly cities and communities.”

For instance, the ***Making Your Community Livable for All Ages*** report from the National Area Agencies on Aging cited places like York County, Pa., which had an “Embracing Aging” campaign and Miami Gardens, Fla., which created a home repair and maintenance program to help older adults age in place. Last week, the **Denver Regional Council of Governments** held a summit discussing challenges facing older residents of Denver and solutions to them.

Feather says the communities that Grantmakers in Aging and the Pfizer Foundation are assisting have completely different projects from each other. Each is raising an amount equal to a third of the grant money they’re receiving and, Feather notes, they all share one goal: “To make it a great place to grow up and grow old.”

The Future for Age-Friendly Cities

What’s the future hold for age-friendly cities?

Irving, of the Center for the Future on Aging, is optimistic.

“I have a sense this conversation about how cities can serve this new era of aging is more of a subject of discussion than it ever has been and is likely to accelerate,” he says. However, he adds, “The process of becoming age-friendly is not one of a year or two or three; it’s a generational process. It’s not flipping a switch; transforming cities takes a long time.”

Feather agrees. “Bloomberg used to say: ‘It takes 50 years to be an age-friendly city, but if we don’t start today, in 50 years, we still won’t be one.’” Grantmakers in Aging’s next project: making rural communities more age-friendly.

Iowa City’s Hayek expects we’ll see the age-friendly communities trend grow as the population ages — and for the cities’ self-preservation.

“I have to think it will continue to increase due to the sheer number of boomers and the increasing lifespans that people will enjoy,” he says. “Most cities don’t want to lose population.”

Arapahoe County seniors getting comfortable with new ride service

The Denver Post

By Joe Rubino

August 27, 2015

Aurora resident Judy Boone could not overstate the value of a senior ride-share program when it comes to her daily life.

She and hundreds of other seniors across Arapahoe County count on the services of publicly funded ride providers to make shopping trips, doctor visits and the less-thought-of, but hugely important social trips that add to their quality of life.

"We wouldn't be able to come over here to the senior center," Boone said as she and a handful of other seniors waited recently for a shuttle to pick them up in front of the Aurora Center for Active Adults. "None of us are in good enough shape to walk to bus stops and take the bus places."

The shuttle that picked up Boone and her fellow riders looked a bit different than senior transportation vehicles of the recent past.

That's because Seniors' Resource Center took over as Arapahoe County's senior ride provider on July 6 after the former provider determined it could no longer feasibly serve the area, county officials said.

The 38-year-old organization already served seniors in Jefferson and Adams counties and was selected by the **Denver Regional Council of Governments** earlier this year to handle Denver as well, according to the center. The Arapahoe County contract came shortly thereafter.

"We have a good product and we are excited to share it with the new counties," said Hank Braaksma, Seniors' Resource Center's transportation services director. "My hope is we will exceed everyone's expectations."

Arapahoe County services got off to a rough start but are coming around, the riders at the Aurora center said.

"It was different. It was a change," Patricia Victorian said. "But we've adjusted and it's getting better. It's like putting on a new pair of shoes. You've got to break them in."

Fellow rider Geraldine Cleaves said the issue was drivers' familiarity with their routes and riders, but things that have improved over time.

"They weren't on time. They would get lost. They didn't know the routes," Cleaves said. "But you have to have patience with them."

For Braaksma, the challenge has been adding staff and capacity to catch up with a huge upswing in demand this summer.

He said the nonprofit provided an estimated 10,000 rides to seniors from across its four-county coverage area in July, up from just 2,500 in June.

To cut back on confusion across the four counties, the center has gone from allowing rides to be scheduled three business days in advance in Jefferson and Adams counties to seven days for all areas, Braaksma said. He said the organization is also enlisting volunteer drivers for some rides.

As of last week, the center was averaging 21 paid drivers on the road at all times during regular business hours, Braaksma said. If he can raise the number to 24 drivers daily, he expects to meet needs.

"We have been hiring and training drivers as fast as we can get qualified people on board," he said. "We really need to continue to grow to meet the needs. We are building capacity. We want to succeed and we expect we will."

Linda Haley is the senior resources division manager for Arapahoe County. She said senior services, including rides, will only become more important as experts expect one in every four people in the metro area to be over the age of 60 by 2030.

She said Arapahoe County seniors relied on publicly provided rides services 11,000 times in 2014, with 350 individuals calling those services.

A vast majority of ride-share programs are paid for by the federal government; the county will contribute \$41,000 in matching funds this year.

She shares Braaksma's optimism that Seniors' Resource Center will grow into its new role.

"The first month, things were a little rough. Things seem to be going smoother the second month," she said. "I think there has been improvement and we are headed in the right direction."

Joe Rubino: 303-954-2953 or jrubino@denverpost.com

Seniors' resource center

To schedule a ride, call 303-235-6972 or visit srcaging.org.