![drcog logo] DENVER REGIONAL COUNCIL OF GOVERNMENTS

Executive Committee

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

AGENDA
BOARD OF DIRECTORS
WEDNESDAY, MAY 18, 2016
6:30 p.m. – 8:25 p.m.
1290 Broadway
First Floor Independence Pass Conference Room

1. 6:30 <u>Call to Order</u>

2. <u>Pledge of Allegiance</u>

3. <u>Roll Call and Introduction of New Members and Alternates</u>

4. <u>*Move to Approve Agenda</u>

STRATEGIC INFORMATIONAL BRIEFING

5. 6:35 <u>Denver Smart City Application Presentation</u>
(Attachment A) Douglas W. Rex, Director, Transportation Planning & Operations

6. 6:50 <u>Report of the Chair</u>

7. 7:00 <u>Report of the Executive Director</u>
   - <u>Executive Director's report</u> (Attachment B)
   - <u>Report on Executive Policies</u> (Attachment C)

8. 7:10 <u>Public Comment</u>
Up to 45 minutes is allocated at this time for public comment and each speaker will be limited to 3 minutes. If there are additional requests from the public to address the Board, time will be allocated at the end of the meeting to complete public comment. The chair requests that there be no public comment on issues for which a prior public hearing has been held before this Board. Consent and action items will begin immediately after the last speaker

*Motion Requested

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

Persons in need of auxiliary aids or services, such as interpretation services or assisted listening devices, are asked to contact DRCOG at least 48 hours in advance of the meeting by calling (303) 480-6701.

We make life better!

1290 Broadway • Suite 100 • Denver, Colorado 80203-5606 • main: 303-455-1000 • fax: 303-480-6790 • email: drcog@drcog.org • web: www.drcog.org

1

CONSENT AGENDA

9. 7:35 *Move to Approve Consent Agenda
- Minutes of April 20, 2016
  (Attachment D)
- Conclusion of FIRE Committee
  (Attachment E) Flo Raitano, Director of Partnership Development & Innovation
- Amendments to the DRCOG Articles of Incorporation
  (Attachment F) Jennifer Schaufele, Executive Director

ACTION AGENDA

10. 7:40 *Discussion of recommendation for Metro Vision 2040 outcomes and objectives
    (Attachment G) Brad Calvert, Metro Vision Manager

11. 7:55 *Discussion of ballot initiatives
    (Attachment H) Rich Mauro, Senior Legislative Analyst

INFORMATIONAL BRIEFINGS

12. 8:05 FasTracks Annual Status Report
    (Attachment I) Jacob Riger, Long Range Planning Coordinator, Transportation
    Planning & Operations

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 – Herb Atchison
    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 – Shakti
    F.   Report on E-470 Authority – Ron Rakowsky
    G.   Report on FasTracks – Bill Van Meter

INFORMATIONAL ITEMS

14. Legislative Wrap-up
    (Attachment J) Rich Mauro, Senior Legislative Analyst

15. Summary of April 20, 2016 Administrative Committee Meeting
    (Attachment K)

*Motion Requested

INFORMATIONAL ITEMS (cont.)

16.   2016-2021 Transportation Improvement Program Administrative Modifications
           (Attachment L) Douglas W. Rex, Director, Transportation Planning & Operations

17.   Relevant clippings and other communications of interest
           (Attachment M)
           Included in this section of the agenda packet are news clippings which specifically
           mention DRCOG. Also included are selected communications that have been
           received about DRCOG staff members.

ADMINISTRATIVE ITEMS

18.   **Next Meeting – June 15, 2016**

19.   Other Matters by Members

20.   8:25   Adjournment

<div style="border:1px solid">

SPECIAL DATES TO NOTE

Bike to Work Day   June 22, 2016

DRCOG Board Workshop   August 5/6 2016

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

</div>

CALENDAR OF FUTURE MEETINGS

May 2016
17	Regional Transportation Committee	CANCELLED
18	Finance and Budget Committee	5:30 p.m.
	Board of Directors	6:30 p.m.
TBD	Performance and Engagement Committee	
20	Advisory Committee on Aging	Noon – 3 p.m.
23	Transportation Advisory Committee	1:30 p.m.

June 2016
1	Board Work Session	4:00 p.m.
14	Regional Transportation Committee	8:30 a.m.
15	Finance and Budget Committee	5:30 p.m.
	Board of Directors	6:30 p.m.
TBD	Performance and Engagement Committee	
17	Advisory Committee on Aging	Noon – 3 p.m.
27	Transportation Advisory Committee	1:30 p.m.

July 2016
6	Board Work Session	4:00 p.m.
19	Regional Transportation Committee	8:30 a.m.
20	Finance and Budget Committee	5:30 p.m.
	Board of Directors	6:30 p.m.
TBD	Performance and Engagement Committee	
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
			NHPP	National Highway Performance Program
ADA	Americans with Disability Act of 1990		NFRMPO	North Front Range Metropolitan Planning Organization
AMPO	Association of Metropolitan Planning Organizations		NHS	National Highway System
APA	American Planning Association		NOx	Nitrogen oxides
APCD	Air Pollution Control Division		NWCCOG	Northwest Colorado Council of Governments
AQCC	Air Quality Control Commission		O&M	Operations and Maintenance
ARRA	American Recovery and Reinvestment Act		O_3	Ozone
BMPs	Best Management Practices		P3	Public Private Partnership
CAAA	Clean Air Act Amendments		$PM_{2.5}$	Particulates or fine dust less than 2.5 microns in size
CAC	Citizens Advisory Committee			
CARO	Colorado Association of Regional Organizations		PM_{10}	Particulates or fine dust less than 10 microns in size
CBD	Central Business District			
CCI	Colorado Counties, Inc.		PnR	park-n-Ride
CDPHE	Colorado Department of Public Health and Environment		PPACG	Pikes Peak Area Council of Governments
			RAQC	Regional Air Quality Council
CDOT	Colorado Department of Transportation		RAMP	Responsible Acceleration of Maintenance & Partnerships
CFR	Code of Federal Regulations			
CM/AQ	Congestion Mitigation/Air Quality		RFP	Request for Proposal
CML	Colorado Municipal League		RFQ	Request for Qualifications
CMS	Congestion Management System		ROD	Record of Decision
CO	Carbon monoxide		ROW	Right-of-way
CWA	Clean Water Act		RPP	Regional Priorities Program
CWP	Clean Water Plan*		RTC	Regional Transportation Committee*
DBE	Disadvantaged Business Enterprise		RTD	Regional Transportation District
DEIS	Draft Environmental Impact Statement		RTP	Regional Transportation Plan*
DMCC	Denver Metro Chamber of Commerce		SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
DoLA	Colorado Department of Local Affairs and Development			
			SB	Senate Bill
USDOT	U.S. Department of Transportation		SCI	Sustainable Communities Initiative
DRCOG	Denver Regional Council of Governments		SIP	State Implementation Plan for Air Quality
DRMAC	Denver Regional Mobility and Access Council		SOV	Single-occupant Vehicle
DUS	Denver Union Station		STAC	State Transportation Advisory Committee
E&D	Elderly and Disabled		STIP	State Transportation Improvement Program
EA	Environmental Assessment		STP	Surface Transportation Project (STP-Metro, STP-Enhancement)
EIS	Environmental Impact Statement			
EPA	Environmental Protection Agency		TAC	Transportation Advisory Committee*
FAA	Federal Aviation Administration		TAP	Transportation Alternatives Program
FCC	Federal Communications Commission		TAZ	Traffic Analysis Zone
FEIS	Final Environmental Impact Statement		TCM	Transportation Control Measures
FEMA	Federal Emergency Management Agency		TDM	Transportation Demand Management
FHWA	Federal Highway Administration		TIFIA	Transportation Infrastructure Finance and Innovation Act
FIRE	Firefighter Intraregional Recruitment & Employment*			
			TIP	Transportation Improvement Program*
FONSI	Finding of No Significant Impact		TLRC	Transportation Legislative Review Committee
FRA	Federal Railroad Administration		TMA	Transportation Management Area
FTA	Federal Transit Administration		TMO/TMA	Transportation Management Organization/ Transportation Management Agency
FY	Fiscal Year			
GIS	Geographic Information System		TOD	Transit Oriented Development
HB	House Bill		TPR	Transportation Planning Region
HC	Hydrocarbons		TSM	Transportation System Management
HOT Lanes	High-occupancy Toll Lanes		TSSIP	Traffic Signal System Improvement Program
HOV	High-occupancy Vehicle		UGB/A	Urban Growth Boundary/Area
HUTF	Highway Users Trust Fund		UPWP	Unified Planning Work Program
IGA	Intergovernmental Agreement		V/C	Volume-to-capacity ratio
ICMA	International City Management Association		VMT	Vehicle Miles of Travel
IPA	Integrated Plan Assessment*		VOC	Volatile Organic Compounds
ISTEA	Intermodal Surface Transportation Efficiency Act		WHSRA	Western High Speed Rail Authority
ITE	Institute of Traffic Engineers		WQCC	Water Quality Control Commission
ITS	Intelligent Transportation System		WQCD	Water Quality Control Division (CDPHE)
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			

ATTACH A

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
May 18, 2016	Informational Briefing	5

SUBJECT

A presentation on Denver's proposal for U.S. DOT's Smart City Challenge

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This is an informational briefing.

ACTION BY OTHERS

N/A

SUMMARY

On March 12, 2016, U.S. Transportation Secretary Anthony Foxx announced that Denver is one of seven finalists selected in the Smart City Challenge. This national competition offers the winning application $40 million to develop smarter ways to address emerging transportation challenges as well as an additional $10 million from the USDOT partner, Vulcan Foundation.

Denver's application was prepared by the City, RTD and the State. There are four main elements to the proposal: creating a comprehensive data platform; using that data to provide users with better mobility options; expanding the deployment of electric vehicles; and encouraging intelligent, connected and automated vehicles. Goals include creating mobility freedom for all, improving safety and establishing a data-driven transportation system that can be replicated nationwide.

A member of the project team will present an overview of Denver's proposal at the May Board meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Denver Smart City Challenge Presentation

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 & Operations at 303 480-6747 or drex@drcog.org.

U.S. Department of Transportation
BEYOND TRAFFIC:
DENVER
THE SMART CITY
CHALLENGE

THE CITY AND
COUNTY OF DENVER

DENVER
THE SMART CITY
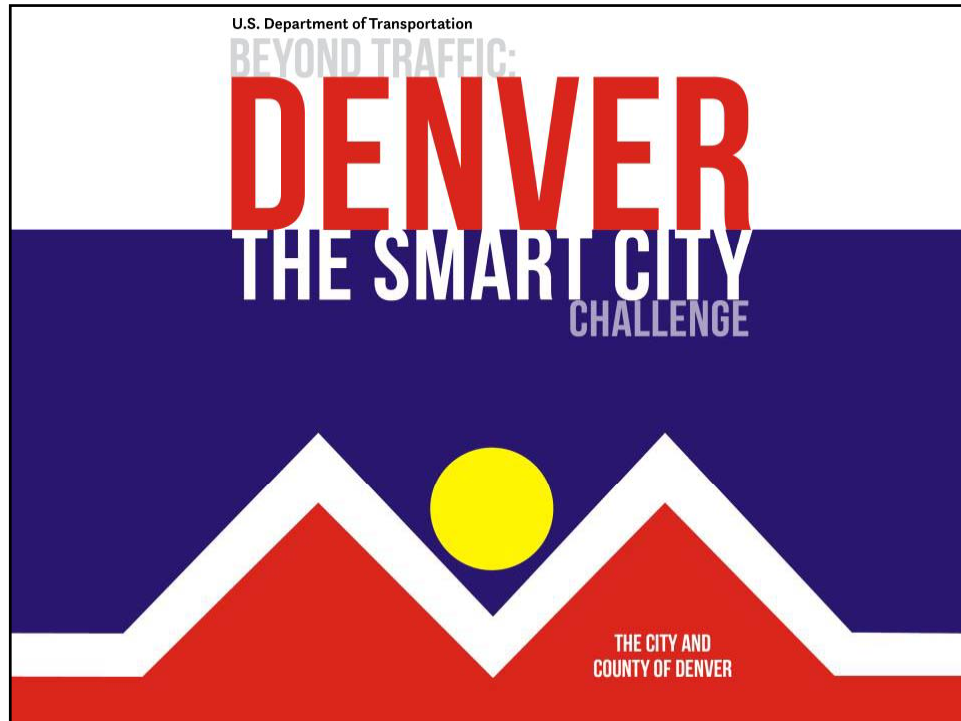
Overview

USDOT Smart City Challenge Grant

- Notice of funding opportunity – 12/7/15
  - $40M from DOT, $10M Vulcan, more from partners
- 78 applications
- 7 finalists (Denver, Kansas City, Portland, San Francisco, Austin, Columbus, Pittsburgh)
- 7 Private Partners
- Second round of applications due 5/24/16
- Oral presentations 6/8/16
- June 2016 Announcement of winning city

DENVER
THE SMART CITY

Why the Smart City Challenge?

- Beyond Traffic 2045 Report – USDOT
- Technology Advances & Industry Disruption
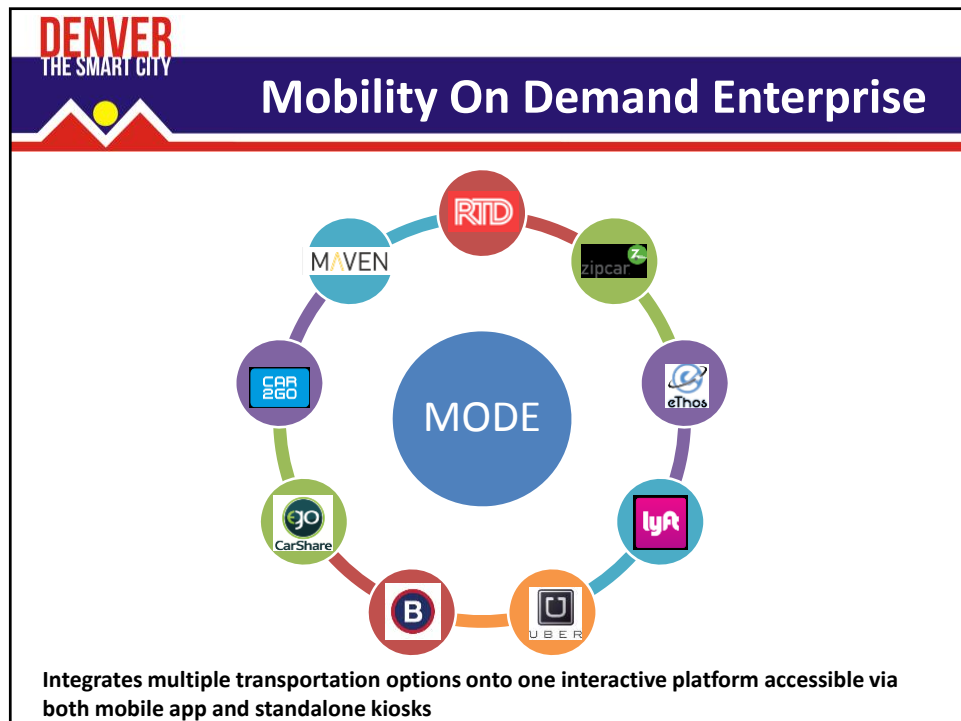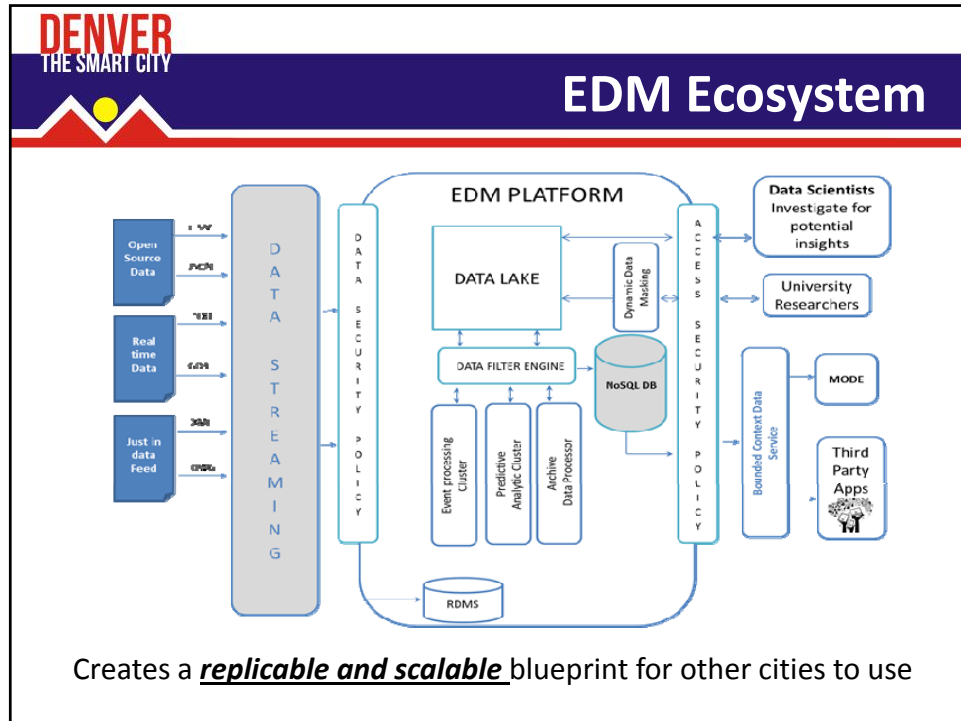- Limited Resources & Aging Infrastructure
- Societal Shifts in Values

DENVER
THE SMART CITY

Why Denver?

- **Why Denver?**
  - Challenges
    - Rapid population growth and traffic congestion
    - Aging, limited and expensive infrastructure
    - Air quality
    - Underserved communities
  - Opportunities
    - Collaborative approach
    - Recognized as "Smart City"
    - Existing investments and assets
    - Ability to scale, export and transform

DENVER
THE SMART CITY
Why Denver? Underserved Areas

DENVER
THE SMART CITY
Why Denver? Leveraging Investment

Smart City technology will allow Denver to better leverage the region's track record of significant investment and collaboration

DENVER
THE SMART CITY

Why Denver? Leveraging Opportunities

Private and public agencies view metro Denver as a laboratory for innovation

Panasonic CITY NOW
a 350-employee modern, high-tech CityNOW campus at a TOD on the Downtown-to-Airport rail line

NOAA

IBM *is helping us develop a regionwide coordinated entry system to help get thousands of homeless people into housing*

NREL NATIONAL RENEWABLE ENERGY LABORATORY
home to NREL and numerous other world-renowned university and federal research labs

xerox

NIST National Institute of Standards and Technology U.S. Department of Commerce

Aggressive Renewable Energy Standards

ELECTRICITY GENERATION
30% *of electricity generation must come from renewables by 2020*

GREENHOUSE GAS EMISSIONS
80% *reduction of greenhouse gas emissions below 2005 levels by 2050*

On-the-road for a transformation to electric and intelligent vehicles

CDOT CO **ROAD X**
$20M *investment*

70 *charging stations throughout the city*

Prioritizing Safety

Vision Zero

DENVER
THE SMART CITY

Denver Smart City Approach

DENVER SMART CITY PROPOSAL
3 COMPONENTS

1. **MOBILITY ON DEMAND ENTERPRISE (MODE)**
2. **TRANSPORTATION ELECTRIFICATION**
3. **INTELLIGENT VEHICLES**

ENTERPRISE DATA MANAGEMENT ECOSYSTEM (EDM)

Go Denver
Choose Your Own Way
DENVER powered by **xerox**

CDOT CO **ROAD X**

EDM Ecosystem

Creates a **_replicable and scalable_** blueprint for other cities to use

Mobility On Demand Enterprise

Integrates multiple transportation options onto one interactive platform accessible via both mobile app and standalone kiosks

Transportation Electrification

Multi-faceted, replicable approach which will create an integrated strategy for EV growth

New Denver Building Code: IBC Section 406.9 Electric Vehicle Charging Options

Intelligent Vehicles

*Building towards a future in **connected automation** for Denver*

Realizing CV Implementation

Advancing Automation

Intelligent Vehicles

CV Key Opportunities

- Leveraging CDOT's $20M RoadX Program to expand connectivity into the urban environment

- Lead by example: Equip the City fleet
  - Engage public, private, and academic partners to equip fleets
  - Incentivize citizens to equip

- Solve the real problems and needs of today with CV applications
  - Mobility and Reliability
  - Safety
  - Environment

DriveCam: Active City fleet vehicles on March 31, 2016 @ 10am

---

Intelligent Vehicles

Key Automation Opportunities

- Create a legislative and policy environment that invites AV operations

- Invite and incentivize OEM and technology partners to engage Denver and Colorado as a laboratory to advance automation

- Achieve early opportunities to deploy automation
  - Business models through deployment for future AV fleets
  - Partial automation of transit bus operations (BoSS)
  - Automated fleets in dedicated facilities

14

Achieving Transformational Outcomes

USDOT Partners

	Autodesk
	Mobileye
	NXP
	Amazon Web Services
	Alphabet's Sidewalk Labs
	Paul Allen's Vulcan, Inc.
	U.S. Department of Energy

15

City of Denver Partners

Denver's first round application was endorsed by over 55 public, private and non-profit entities

Questions?

ATTACH B

Executive Director

Monthly Report

April 2016

Table of Contents

3

Advance Board Goals & Priorities - April 2016

Description: This objective supports DRCOG's Board of Directors established priorities for the organization, including Metro Vision outcomes, and recognizes the Executive Director's role in furthering those priorities. Type: Objective	This Period's Performance Score:

Notes

Boomer Bond won the National Association of Area Agencies on Aging's Innovation Award.

DRCOG's Way To Go program and our marketing contractor, Cohn, won the annual award from the Business Marketing Association for our GoTober campaign. The award was for both the campaign materials and participation results.

Attended RAQC meeting – primary focus is on developing Statewide Implementation Plan

Attended 2 meetings of the Strategic Action Planning Group on Aging; officers' meetings to set agenda, discuss contracts related to data for filling out the final Plan; mobility and physical environment group continued fleshing out strategic framework.

Held annual award event; hosted by Amelia Earhart; Jack Hilbert - former Douglas County Commissioner - won JVC award.

5

Timeliness of Meeting Materials - April 2016

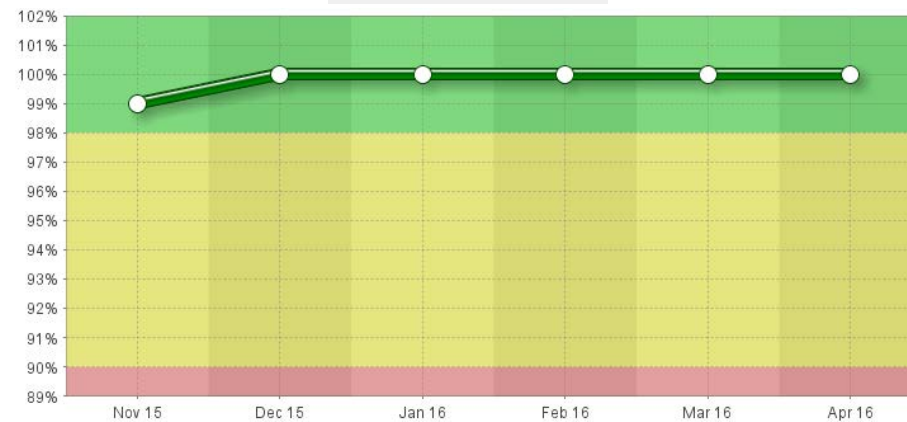| **Description:** This measure reports the percentage of Board Member/Committee scheduled communications that are sent 1 week in advance of meetings in order to adhere to Board member needs.	**This Period's Performance**
	Actual Value: 100%
	Red Flag: **90%**
	Goal: **98%**

Historical Performance

Series Color	Scorecard Object	Nov 2015	Dec 2015	Jan 2016	Feb 2016	Mar 2016	Apr 2016
	Timeliness of Meeting Materials	99%	100%	100%	100%	100%	100%

Notes

All agenda materials mailed on time for April 2016.

6

Strengthen Partnering - April 2016

Description: This objective is related to creating new and expanding existing partnerships, funding and other support to stretch our resources further and improve service delivery. Type: **Objective**	**This Period's Performance** Score:

Notes

Secured additional new partners for the Accountable Health Communities Grant: Centura Health Systems and Denver Health.

Traveled to Phoenix to meet with intermountain west MPO/TMA peers; topics included activity based modeling, DRCOG and MAG's MPO data visualization tools, freight and goods movement.

Met with Westminster staff at recommendation of Mayor Atchison; discussed Metro Vision Plan, UGB, and TIP

7

Improve and Expand Service Delivery - April 2016

Description: NEW/EXPANDED PRODUCTS, SERVICES, AND INNOVATION Create new and expanded partnerships, funding and other support to stretch our resources further and improve service delivery. **Type**: Objective	**This Period's Performance** Score:

Notes

Met with FHWA, FTA, and CDOT to review quadrennial certification of the MPO; no serious or substantial findings; report to the Board is anticipated this summer.

Met with program director and show hosts twice; recorded 2 radio segments on AM1430 related to DRCOG, the Area Agency on Aging.

The first Veteran was enrolled in the Veteran's Directed program in April. Services commenced April 1st for the Veteran and a reimbursement request has already been submitted to the VA. To date things have gone very smoothly. Staff met with the second Veteran referral at the end of April and services are expected to commence for that Veteran in June. It is estimated that approximately two dozen Veterans could be directed to the AAA for services once DRCOG is comfortable with the flow of reimbursement dollars from the VA to DRCOG.

Met with Brian Allem, ED, DRMAC to discuss transitioning DRMAC into DRCOG.

8

Board Director One-on-Ones - April 2016

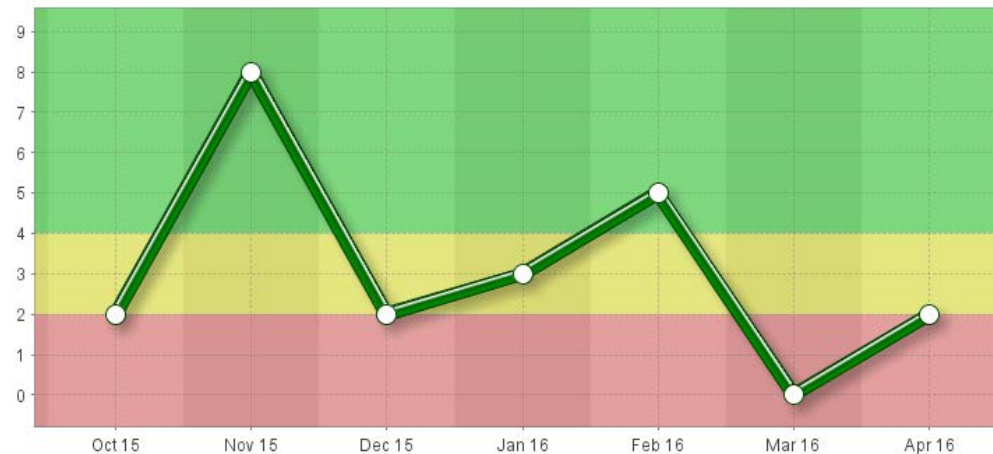| Performance Measure Info	This Period's Performance
Description: This measure reports the number of one on one Board member meeting conducted by the Executive Director and/or key staff.	 Actual Value: **2** Score: **3.333** Red Flag: **2** Goal: **4**

Historical Performance

Series Color	Scorecard Object	Oct 2015	Nov 2015	Dec 2015	Jan 2016	Feb 2016	Mar 2016	Apr 2016
	Board Director One-on-Ones	2	8	2	3	5	0	2

9

Notes

1:1 meetings with members: Contacted several Board Directors for April one-on-one's but schedule conflicts prevented many meetings from occurring during the month.

Councilwoman Laura Christman, Cherry Hills Village

Selectman Lynette Kelsey and Town Administrator Tom Hale, Georgetown

Bill Success - April 2016

Performance Measure Info	This Period's
Description: This measure reports the number of bills in a legislative session where the outcome of each bill is supported by DRCOG.	**Performance** **Actual Value: 5**

Historical Performance
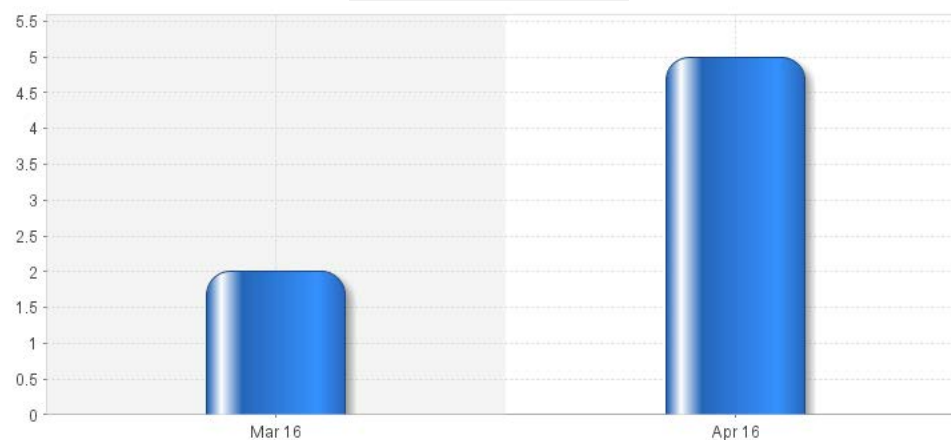
Series Color	Scorecard Object	Mar 2016	Apr 2016
	Bill Success	2	5

Notes

HB 1031 - **Actively Monitor** - Study of Transportation Committee Membership - amended to address DRCOG concerns

HB 1187 - **Support** - Sales Tax Exemption Food in Retirement Communities - awaiting governor's signature

SB 199 - **No Official Board Position** - DRCOG staff successfully amended the bill consistent with DRCOG policies supporting strengthening the role of the local ombudsman - passed Senate; waiting consideration on floor of House

HB 1313 - **Oppose** as introduced/Monitor as amended - Authority Local Government Master Plans and Water Conservation - passed House; postponed indefinitely in Senate State Affairs

SB 123 Oppose - Free Access HOV Lanes - passed Senate; postponed indefinitely in House Transportation

11

Develop Strategic Competencies - April 2016

Type: Objective	This Period's Performance
	Score:

Related Items

Name	Organization	Type
Business Acumen Initiative - AAA	Executive Office Scorecard	Strategic Initiative

Notes

Week of May 9: AAA staff attending a 3-day business acumen training in Golden with the grantor.

12

Executive Office Scorecard/Executive Director Monthly Report Overview

Introduction Section

The Executive Director's Monthly Report is in the process of being integrated into an Executive Office scorecard and designed using the Balanced Scorecard framework. This step will better align the monthly information into a similar format for reporting to DRCOG's Board of Directors in the future including DRCOG's division scorecard reports.

The report is still 'under construction' but is at a stage to begin combining the Executive Director's narrative report into a scorecard format which includes developing performance measures for key areas of focus and for the scorecard in general. Color scoring is for illustration only since few measures are currently populated with data. Work is underway to collect or to begin collecting data for measures in the scorecard. Once new measures are designed, there is a lag time between designing them and data collection.

Scoring of Scorecard Components

Scoring for measure values and other scorecard components are reported in various units i.e., percentages, currency or actual values. Performance measures have different *frequencies* at which data are collected such as, monthly, quarterly, yearly, etc.

Actual values are used for performance measures when current data is available. In addition, a 0-10 score is assigned in QuickScore to every scorecard component, with 0 being lowest (red) and 10 being highest (green), using a three-color 'traffic light' method most commonly. Certain measures may use more colors than the three-color scoring type. A yellow color-scoring appears when performance is between the goal and red flag thresholds. When thresholds or targets are set for performance measures, color scoring indicates where performance is tracking as of the most current data period. The QuickScore 0-10 rating provides a consistent scoring method that enables quick visual inspections of performance without having to sort through more detail when performance is tracking as expected.

Terms Used in this Report

Balanced Scorecard - BSC (scorecard) – a strategic framework for translating broad, long-term organizational goals into a set of strategic operational objectives, measures and initiatives that can be managed by organizational leadership and staff.

Composite Measure– a set of measures that roll up into a single score.

Overview – a high- level summary score for strategic objectives or composite measures. The score is based on a 0-10 scale (0 =low, 10 = high) assigned in QuickScore. An Overview can also be used to report on a division scorecard objective that has multiple measures and is reported as a rollup score. An Overview can also represent a group of independent measures that have been combined as a composite or index.

13

Performance Measure – various types of measures (leading, lagging) developed for objectives. Types of performance measures used in most scorecards include: input, process, output, and outcome. Measures in scorecards can be 'scored' or 'unscored' which determines whether or not a measure affects the overall scorecard.

Performance Measure Overview – a report on a specific performance measure from the top organizational level scorecard or a department scorecard. Scoring for performance measures is reported in actual values and with a QuickScore rating for 'scored' measures.

QuickScore - a Balanced Scorecard software application that contains the structural components and data for a scorecard, used as an organizational information tool to improve reporting and decision-making. (http://www.spiderstrategies.com/)

Strategic Initiative Overview – an overview report of a program, project or an activity that is designed to improve, introduce or sustain a specific scorecard component. Initiatives can be budgeted activities or activities completed by staff requiring the use of no budget dollars.

Strategy Map - a visual representation of the cause and effect linkages between strategic objectives contained in your strategy. There should be a balance between the number of objectives in each of the four Balanced Scorecard perspectives of your strategy map.

Strategic Objective – a high level, operational 'continuous improvement activity' that is one of the primary components of a balanced scorecard. Strategic objectives are placed on a strategy map for visualization of an organization or division strategy.

Reviewing Performance Data in the report

The data in this report are a point-in-time snapshot of results to date. The thresholds (targets) we have established for certain measures that are scored using a traffic light scheme (red, yellow, green) often indicate a variation from the mean/average and not necessarily good or bad performance, just a signal to investigate. Graphs that are showing a deviation from the mean/average are based on using time series data and taking an average of that data over time periods ranging from 3-7 years for the goal target and establishing some factor, plus or minus from that goal, to represent the red flag target.

This method was used to establish a baseline and context for our measure data as an initial step to visually track performance on a more frequent basis before legitimate thresholds could be developed. Not every measure in the scorecard can be included in this report. The intent is to provide a reasonable and accurate representation of performance while keeping the report educational and informative for our Board of Directors and other stakeholders.

14

Explanation of Report Format

- **Overview Section**

Description: NEW/EXPANDED PRODUCTS, SERVICES, AND INNOVATION	**This Period's Performance**
Outcome #1: Create new and expanded partnerships, funding and other support to stretch our resources further and improve service delivery.	
Initiative #1: Build business acumen of AAA	**Score:**

The **overview section** of each page provides key information about the objective, measure, etc. that's being reported. As noted below, this section also contains the speedometer for scored components.
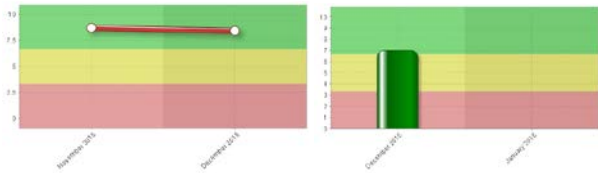
- **Speedometers**

Score:

Speedometers provide a quick, visual look at a component's current performance with a numeric score for measures or objectives below. Measure scores are actual values and objectives are scored by QuickScore (Balanced Scorecard software) from 0-10 based on the performance of all measures associated with that objective. QuickScore provides the 0-10 scoring for all components in the scorecard where scored measures are present.

15

- **Bar Charts/ Line Graphs**

Bar Chart/Line graph is a graph divided into increments of measure that visually illustrate data using colored bars or a line. Graphs report single data points or time series depending on data availability. The background of performance measure graphs will include color scoring when thresholds have been established. Most graphs show the red, yellow, green scoring for the background with green on top or red on top depending on whether or not higher values are good.

- **Data Tables** (Score below for Dec 2015 is the QuickScore rating of 0-10 referenced above)

Series Color	Scorecard Object	Organization	Series	Dec 2015	Jan 2016
	Improve and Expand Service Delivery	Executive Office Scorecard	Score	7	

Data Tables provide information on objectives and measures. The first data table above shows an objective, the scorecard it's in, and the 'score' assigned from 0-10. This example shows an objective level score.

Data Used in Calculations - **DRCOG Scorecard >> Executive Office Scorecard**

Name	Type	Weight	Actual Value	Score
Opposed Bills	Performance Measure	50%		
Stakeholder Engagements	Performance Measure	0%		
Supported Bill Success Rate	Performance Measure	50%		

Data Used in Calculations –is an informational table that shows the combination of scored or unscored measures associated with an objective. Weighting, actual values, and the QuickScore rating (0-10) are shown in the table when data is available. The title at the top shows the primary scorecard (DRCOG) and the associated scorecard (Executive Office).

Notes

Notes are at the end of sections in the scorecard report and include background information for specific objectives and measures.

ATTACH C

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
May 18, 2016	Executive Director Briefing	7

SUBJECT
This is the annual report on Executive Policies 1-8.

PROPOSED ACTION/RECOMMENDATIONS
N/A

ACTION BY OTHERS
In 2014, the Administrative Committee and Structure and Governance group developed Executive Policies for DRCOG's Executive Director and staff.

SUMMARY
Executive Policies ensure the Executive Director and staff actions and decisions related to advancing Board goals and priorities are done in a legal, ethical and prudent manner.

Executive Policies 1-7 are reported to the Board annually for the calendar year by staff and scored as; 1 = noncompliance, 2 = partial compliance, 3 = full compliance.

Executive Policy 8, Communications with and Support of the Board, is derived from a single section (with the same title) in the Executive Director's annual evaluation and ending mid-May 2015. It is scored on a 4-point scale, 1 = low, 4 = high.

PREVIOUS DISCUSSIONS/ACTIONS
In December 2015, the Board voted to approve Executive Policies and staff has implemented them within DRCOG. The revisions were to more closely align the specific policy requirements to DRCOG's internal operations.

PROPOSED MOTION
N/A

ATTACHMENT
Executive Policies Report January – December 2015

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

DRCOG EXECUTIVE POLICY REPORT

January-December 2015

Please note, this Report covers the calendar year 2015; however, the Performance Period of the Executive Director begins in June of each year.

Table of Contents

Introduction to Executive Policies

Executive Policies provide the necessary guidance for the Executive Director to effectively lead the organization toward progressing the goals and priorities of DRCOG. Executive Policies state conditions that must exist in order to achieve organizational strategic initiatives. Executive Polices prevent the goals from being achieved through means that create liabilities for the organization. For purposes of this document, the term "Board" refers to the entire DRCOG Board of Directors and their alternates acting as such. Please note, this Report covers the calendar year 2015; however, the Performance Period of the Executive Director begins in June of each year.

Purpose of the Executive Policies Report

The Executive Policies Report provides the Board of Directors assurance that the Executive Director is pursuing Board-adopted priorities consistent with legal, ethical, and prudent practices which prevents creating unnecessary risk for DRCOG.

Executive Policies Scorecard Summary - 2015

The graphic above shows the 'color scoring' for each Executive Policy. Green indicates compliance, yellow represents partial compliance, and red represents non-compliance.   Executive Policy 8 is not rated on a 'compliance scale' but instead scored on a 4-point scale through the Executive Director's annual evaluation.

5

ENSURE POLICY COMPLIANCE - EXECUTIVE POLICIES SCORECARD – 2015

	This Period's Performance
Description: Executive Policies provide the necessary guidance for the Executive Director to effectively lead the organization toward progressing the goals and priorities of DRCOG. Executive Policies state conditions that must exist in order to achieve organizational strategic initiatives. Executive Polices prevent the goals from being achieved through means that create liabilities for the organization. For purposes of this document, the term "Board" refers to the entire DRCOG Board of Directors and their alternates acting as such. The graphic below shows the 'traffic light' scoring for each Executive Policy. Green indicates compliance, yellow represents partial compliance, and red represents non-compliance. **Scoring for Executive Policies 1-7 is based on the following legend:** **3** = Full compliance **2** = Partial compliance **1** = Non-compliance **Note:** Executive Policy 8 is included in the Executive Director's Annual Evaluation. The scoring for that policy is on a 4-pt scale.	

Data Used in Calculations DRCOG Scorecard >> Executive Policies

Name	Weight	Actual Value
1.0 GENERAL EXECUTIVE DIRECTOR CONSTRAINT	12.5%	3
2.0 TREATMENT OF CITIZENS, TAXPAYERS, STAFF, INTERNS AND VOLUNTEERS	12.5%	3
3.0 COMPENSATION, BENEFITS, EMPLOYMENT	12.5%	3
4.0 FINANCIAL PLANNING AND BUDGET	12.5%	3
5.0 FISCAL MANAGEMENT AND CONTROLS	12.5%	3
6.0 PROTECTION OF ASSETS	12.5%	3
7.0 IMMEDIATE SUCCESSION	12.5%	3
8.0 COMMUNICATIONS WITH AND SUPPORT OF THE BOARD	12.5%	**2.97**

Notes

There were no reported violations of Executive Policies 1-7 in 2015. The speedometer above shows the overall level of performance for all Executive Policies. The numeric scores along with 'color scoring' in the above data table report compliance for each of the Executive Policies. The weight column shows the weighting associated with each component.

6

1.0 GENERAL EXECUTIVE DIRECTOR CONSTRAINT - 2015

Performance Measure Info	This Period's Performance
Description: **1.1** Within the scope of authority delegated to him/her by the Board, the Executive Director shall ensure that any practice, activity, decision or organizational circumstance is lawful and prudent and adheres to commonly accepted business and professional ethics. The Executive Director shall ensure that conditions are safe, fair, honest, respectful and dignified.	 **Actual Value: 3**

Notes

There have been no reported violations of this policy for 2015.

2.0 TREATMENT OF CITIZENS, TAXPAYERS, STAFF, INTERNS AND VOLUNTEERS - 2015

Performance Measure Info	This Period's Performance
Description: The success of DRCOG depends upon the partnership between the Board, agencies, jurisdictions, citizens, taxpayers, elected officials and DRCOG employees. **Sub-policies 2.7 - 2.10 pertain to paid staff, interns and volunteers, (within the scope of the Executive Director's authority).** The success of DRCOG depends upon the partnership between the Board, agencies, jurisdictions, citizens, taxpayers, elected officials and DRCOG employees. **The Executive Director shall ensure:** **2.1** Community opinion/input on relevant issues is obtained when decisions materially affect a community. **2.2** Communities are informed on a timely basis about relevant decision-making processes and decisions. **2.3** Interactions with the community are organized and clear. **2.4** Relevant problems raised by the community are addressed in a timely manner. **2.5** Staff is competent, respectful and effective in interactions with the Board, public, etc. **2.6** Confidential information is protected from unauthorized disclosure. **Accordingly, pertaining to paid staff, interns and volunteers within the scope of his/her authority, the Executive Director shall ensure:** **2.7** Written personnel policies and/or procedures, approved by legal counsel, which clarify personnel rules for staff, provide for effective handling of grievances, and protect against wrongful conditions are in effect. **2.8** Staff, interns and volunteers are acquainted with their rights upon entering and during their work/time with DRCOG. **2.9** Avenues are available for non-disruptive internal expressions of dissent, and protected activities are not subject to retaliation. **2.10** Established grievance procedures are readily available and accessible to staff. The Board is appropriately apprised of violations of Board policies and of matters affecting the Board.	 **Actual Value: 3**

Notes

There have been no reported violations of this policy for 2015.

8

3.0 COMPENSATION, BENEFITS, EMPLOYMENT - 2015

Performance Measure Info	This Period's Performance
Description: With respect to employment, compensation, and benefits to employees, consultants, contract workers and volunteers, the Executive Director shall ensure: **3.1** The fiscal integrity of DRCOG is maintained. **Accordingly, the Executive Director shall ensure:** **3.2** His/her own compensation is approved by the Administrative Committee according to adopted procedures. **3.3** Compensation and benefits are consistent with wage data compiled in DRCOG's regular independent salary survey and approved in the annual budget. **3.4** Adherence to appropriate employment law practices. **3.5** Deferred or long-term compensation and benefits are not established.	 **Actual Value: 3**

Notes

There have been no reported violations of this policy for 2015.

4.0 FINANCIAL PLANNING AND BUDGET - 2015

Performance Measure Info	This Period's Performance
Description: With respect to strategic planning for projects, services and activities with a fiscal impact, the Executive Director shall ensure: **4.1** The programmatic and fiscal integrity of DRCOG is maintained. **Accordingly, the Executive Director shall ensure:** **4.2** Budgets and financial planning are aligned to Board-adopted strategic initiatives. **4.3** Financial solvency is maintained by projecting in two- to five-year increments, in addition to annual budgeting. **4.4** Financial practices are consistent with any applicable constitutional and statutory requirements. **4.5** Adherence to Board-adopted strategic initiatives in its allocation among competing budgetary needs. **4.6** Adequate information is available to enable: Credible projections of revenues and expenses; separation of capital and operational items; cash flow projections; audit trails; identification of reserves, designations and undesignated fund balances; and disclosure of planning assumptions. **4.7** During any fiscal year, plans for expenditures match plans for revenues. **4.8** Maintain at a minimum 3 months of operating expenses, excluding amounts for In-Kind and Pass-Through expense or as recommended by the independent auditor. **4.9** A budget Contingency Plan is capable of responding to significant shortfalls with the DRCOG budget. **4.10** No risks are present based on situations described in the Fiscal Management and Controls Policy. **4.11** Board activities during the year have been adequately funded. **4.12** Reserves and designations are available according to applicable constitutional and statutory requirements and "Generally Accepted Accounting Principles" consistently applied.	 **Actual Value: 3**

Notes

There have been no reported violations of this policy for 2015.

5.0 FISCAL MANAGEMENT AND CONTROLS - 2015

Performance Measure Info	This Period's Performance
Description: With respect to the actual, ongoing financial condition of DRCOG, the Executive Director shall ensure: **5.1** Board-adopted strategic initiatives are adhered to and financial controls prevent fiscal jeopardy. **5.2** Funds for expenditures are available during each fiscal year. **5.3** DRCOG obligations are paid in a timely manner and within the ordinary course of business. **5.4** Prudent protection is given against conflicts of interest in purchasing and other financial practices, consistent with the law and established in DRCOG Fiscal Management Control Policy. **5.5** Funds are used for their intended purpose. **5.6** Competitive purchasing policies and procedures are in effect to ensure openness and accessibility to contract opportunities. **5.7** Purchases, contracts and obligations which may be authorized by the Executive Director do not exceed the financial authority approved by the Administrative Committee. Purchases, contracts and obligations exceeding the Executive Director's authority are approved by the Administrative Committee. **5.8** In the absence of the Executive Director, the Director of Transportation Planning and Operations signs on behalf of the Executive Director. If the Executive Director and Director of Transportation Planning and Operations are unavailable for a signature, the Administrative Officer provides authorizing signatures. **5.9** Adequate internal controls over receipts and disbursements prevent the material dissipation of assets. **5.10** DRCOG's audit is independent and external monitoring or advice is readily accepted and available. **5.11** Revenue sources are consistent with the Board-adopted strategic initiatives and operations are financed without incurring debt that exceeds the Executive Director's authority unless approved by the Administrative Committee. **5.12** Reserved, designated and undesignated fund balances are at adequate levels to mitigate the risk of current and future revenue shortfalls or unanticipated expenditures. **5.13** Creditworthiness and financial position are maintained from unforeseen emergencies.	 **Actual Value: 3**

Notes

There have been no reported violations of this policy for 2015.

11

Successful Audit - 2015

Performance Measure Info	This Period's Performance
Description: This measure reports the result of annual independent audit as a **Yes (successful) or No (unsuccessful**). Relevant findings will be reported for all audits regardless of outcome.	**Actual Value: Yes**

Historical Performance

Scorecard Object	Series	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Successful Audit	Actual Value	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Notes

The independent auditor reported a clean audit for DRCOG in 2015.

12

6.0 PROTECTION OF ASSETS - 2015

Performance Measure Info	This Period's Performance
Description: Within the scope of his/her authority in the Executive Director and given available resources, the Executive Director shall ensure: **6.1** Assets are protected and adequately maintained against unnecessary risk. **6.2** An insurance program exists to protect DRCOG in the event of a property and/or liability loss, including coverage insuring the Board, officers, employees, authorized volunteers and DRCOG against liabilities relating to the performance of their duties and DRCOG's activities in an amount equal to or greater than the average for comparable organizations and, for tort liabilities, in an amount equal to or greater than statutory limits on amounts DRCOG may be legally obligated to pay. **6.3** A policy exists to insure against employee dishonesty and theft. **6.4** Facilities and/or equipment are used properly and maintained (except normal deterioration and financial conditions beyond the Executive Director's control.) **6.5** Practices and policies are in place for DRCOG, Board and staff to minimize or prevent liability claims. **6.6** A policy exists to ensure protection from loss or significant damage of intellectual property (including intellectual property developed using DRCOG resources), information, files. **6.7** Internal control standards for the receipt, processing and disbursements of funds are at adequate levels to satisfy generally accepted accounting/auditing standards and costs for internal controls shall be consistent with the benefits expected. **6.8** DRCOG's public image, credibility, and its ability to accomplish Board-adopted strategic initiatives goals are upheld. **6.9** Adequate planning is done for short and long-term capital or facility needs. **6.10** Board auditors or other external monitors or advisers are independent from internal influence.	 **Actual Value: 3**

Notes

There have been no reported violations of this policy for 2015.

13

7.0 IMMEDIATE SUCCESSION - 2015

Performance Measure Info	This Period's Performance
Description: **7.1** To protect the Board from sudden loss of Executive Director services, the Executive Director shall have at least one other member of the management team familiar with Board and DRCOG issues and processes.	**Actual Value: 3**

Notes

A succession plan is currently in effect which meets the compliance requirement for this policy.

14

8.0 COMMUNICATIONS WITH AND SUPPORT OF THE BOARD – 2015

Description: Executive Policy 8 pertains to the Executive Director ensuring the communication to Board members is complete, accurate, and timely. This policy is assessed annually as part of the Executive Director's performance evaluation. **The Following are sub-policies of 8.0:** **8.1** - The Board is informed and supported in its work. **8.2** - The Board is provided complete, clear information for the accomplishment of its job. **8.3** - The Board is informed in a timely manner about relevant events and issues regardless of reporting/monitoring schedule. **8.4** - Required reports to the Board are submitted in a timely, accurate, and understandable fashion. **8.5** - The Board is aware of actual or anticipated non-compliance with Board-adopted strategic initiatives or Executive Policies. **8.6** - The Board is provided decision information it requests, information on relevant trends, or other points of view, issues and options for well-informed Board decisions. **8.7** - The Board is aware of incidental information it requires, including anticipated adverse media coverage or material external and internal/organizational changes. Notification of planned, non-personnel-related internal changes is provided in advance when feasible. **8.8** - In consultation with legal counsel, that the Board is appropriately apprised of pending or threatened litigation. **8.9** - The Board is informed when the Board is not in compliance with its own policies, particularly in the case of the Board behavior that is detrimental to the work relationship between the Board and the Executive Director. **8.10** - Information provided to the Board is not overly complex or lengthy.	**This Period's Performance** **Actual Value: 2.97** Red Flag: 2.5 Goal: 3.2

Notes

The score for this Executive Policy comes from the Executive Director's annual performance evaluation by Board members. This is the score for the 2015 performance period initiated in May of each year. The score for this measure is .23 points under the target.

Response/Action

In addition to Executive Director/staff one-on -one meetings with Board Directors/Alternates, updates to the Board Director/Alternate On-Boarding Program and other process improvement initiatives, a standard was established for sending all Board of Directors and Committee communication seven days before each meeting and a measure was developed for the Executive Office scorecard to monitor performance. The information for Timeliness of Meeting Materials with performance data is reported in the line graph and data table on the following page.

15

Board of Directors/Committee Communication- March 2016

Performance Measure:	This Period's Performance
Description: **TIMELINESS OF MEETING MATERIALS**	
Outcome #1: Meeting attendees receive agenda materials for regularly scheduled meetings a week in advance to prepare for discussions and actions.	
Initiative #1: Mail all meeting materials one week in advance to the Board and MVIC (changed to Board Work Sessions beginning March 2015) beginning November 1, 2015; mail all meeting materials one week in advance to RTC, ACA, Structure/Governance Group.	**Actual Value: 100%** Red Flag: **90%** Goal: **98%**
This measure reports the percentage of Board Director/Committee scheduled communications that are sent one week in advance of meetings in order to adhere to Board Director needs.	

Historical Performance
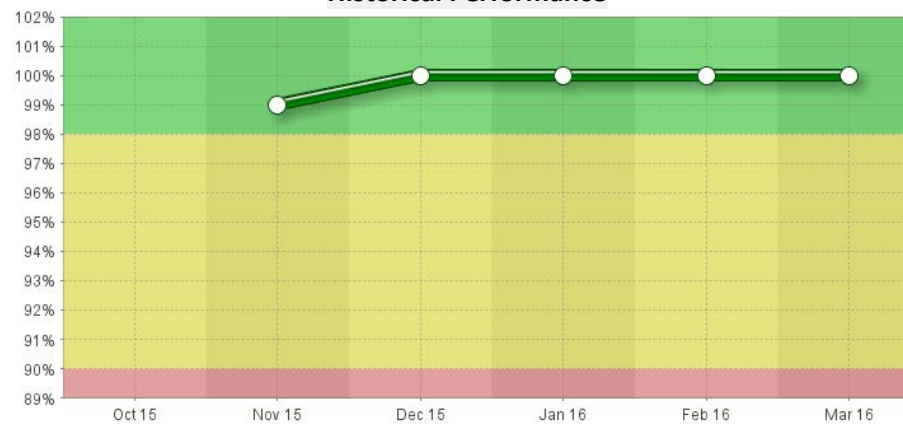
Series Color	Scorecard Object	Oct 2015	Nov 2015	Dec 2015	Jan 2016	Feb 2016	Mar 2016
	Board of Directors/Committee Communication		99%	100%	100%	100%	100%

Notes

The line graph above shows the monthly performance history for this measure which reports the success rate of DRCOG staff distributing Board and Committee materials within one week prior to each regularly scheduled meeting. The data table shows the actual value for each month. In November 2015, one attachment was omitted from an initial email to the Structure group and was corrected four days later.

16

Executive Policies Report Overview

Introduction Section

The Executive Director's Monthly Report is in the process of being integrated into an Executive Office scorecard and designed using the Balanced Scorecard framework. This step will better align the monthly information into a similar format for reporting to DRCOG's Board of Directors in the future including DRCOG's division scorecard reports.

The report is still 'under construction' but is at a stage to begin combining the Executive Director's narrative report into a scorecard format which includes developing performance measures for key areas of focus and for the scorecard in general. Color scoring is for illustration only since few measures are currently populated with data. Work is underway to collect or to begin collecting data for measures in the scorecard. Once new measures are designed, there is a lag time between designing them and data collection.

Scoring of Scorecard Components

Scoring for measure values and other scorecard components are reported in various units i.e., percentages, currency or actual values. Performance measures have different *frequencies* at which data are collected such as, monthly, quarterly, yearly, etc.

Actual values are used for performance measures when current data is available. In addition, a 0-10 score is assigned in QuickScore to every scorecard component, with 0 being lowest (red) and 10 being highest (green), using a three-color 'traffic light' method most commonly. Certain measures may use more colors than the three-color scoring type. A yellow color-scoring appears when performance is between the goal and red flag thresholds. When thresholds or targets are set for performance measures, color scoring indicates where performance is tracking as of the most current data period. The QuickScore 0-10 rating provides a consistent scoring method that enables quick visual inspections of performance without having to sort through more detail when performance is tracking as expected.

Terms Used in this Report

Balanced Scorecard - BSC (scorecard) – a strategic framework for translating broad, long-term organizational goals into a set of strategic operational objectives, measures and initiatives that can be managed by organizational leadership and staff.

Composite Measure– a set of measures that roll up into a single score.

Overview – a high- level summary score for strategic objectives or composite measures. The score is based on a 0-10 scale (0 =low, 10 = high) assigned in QuickScore. An Overview can also be used to report on a division scorecard objective that has multiple measures and is reported as a rollup score. An Overview can also represent a group of independent measures that have been combined as a composite or index.

Performance Measure – various types of measures (leading, lagging) developed for objectives. Types of performance measures used in most scorecards include: input, process, output, and outcome. Measures in scorecards can be 'scored' or 'unscored' which determines whether or not a measure affects the overall scorecard.

Performance Measure Overview – a report on a specific performance measure from the top organizational level scorecard or a department scorecard. Scoring for performance measures is reported in actual values and with a QuickScore rating for 'scored' measures.

QuickScore - a Balanced Scorecard software application that contains the structural components and data for a scorecard, used as an organizational information tool to improve reporting and decision-making. (http://www.spiderstrategies.com/)

Strategic Initiative Overview – an overview report of a program, project or an activity that is designed to improve, introduce or sustain a specific scorecard component. Initiatives can be budgeted activities or activities completed by staff requiring the use of no budget dollars.

Strategy Map - a visual representation of the cause and effect linkages between strategic objectives contained in your strategy. There should be a balance between the number of objectives in each of the four Balanced Scorecard perspectives of your strategy map.

Strategic Objective – a high level, operational 'continuous improvement activity' that is one of the primary components of a balanced scorecard. Strategic objectives are placed on a strategy map for visualization of an organization or division strategy.

Reviewing Performance Data in the report

The data in this report are a point-in-time snapshot of results to date. The thresholds (targets) we have established for certain measures that are scored using a traffic light scheme (red, yellow, green) often indicate a variation from the mean/average and not necessarily good or bad performance, just a signal to investigate. Graphs that are showing a deviation from the mean/average are based on using time series data and taking an average of that data over time periods ranging from 3-7 years for the goal target and establishing some factor, plus or minus from that goal, to represent the red flag target.

This method was used to establish a baseline and context for our measure data as an initial step to visually track performance on a more frequent basis before legitimate thresholds could be developed. Not every measure in the scorecard can be included in this report. The intent is to provide a reasonable and accurate representation of performance while keeping the report educational and informative for our Board of Directors and other stakeholders.

18

Explanation of Report Format

- **Overview Section**

Description: NEW/EXPANDED PRODUCTS, SERVICES, AND INNOVATION **Outcome #1:** Create new and expanded partnerships, funding and other support to stretch our resources further and improve service delivery. **Initiative #1:** Build business acumen of AAA	**This Period's Performance** **Score:**

The **overview section** of each page provides key information about the objective, measure, etc. that's being reported. As noted below, this section also contains the speedometer for scored components.

- **Speedometers**

Score:

Speedometers provide a quick, visual look at a component's current performance with a numeric score for measures or objectives below. Measure scores are actual values and objectives are scored by QuickScore (Balanced Scorecard software) from 0-10 based on the performance of all measures associated with that objective. QuickScore provides the 0-10 scoring for all components in the scorecard where scored measures are present.

19

- **Bar Charts/ Line Graphs**

Bar Chart/Line graph is a graph divided into increments of measure that visually illustrate data using colored bars or a line. Graphs report single data points or time series depending on data availability. The background of performance measure graphs will include color scoring when thresholds have been established. Most graphs show the red, yellow, green scoring for the background with green on top or red on top depending on whether or not higher values are good.

- **Data Tables** (Score below for Dec 2015 is the QuickScore rating of 0-10 referenced above)

Series Color	Scorecard Object	Organization	Series	Dec 2015	Jan 2016
	Improve and Expand Service Delivery	Executive Office Scorecard	Score	7	

Data Tables provide information on objectives and measures. The first data table above shows an objective, the scorecard it's in, and the 'score' assigned from 0-10. This example shows an objective level score.

20

Data Used in Calculations - DRCOG Scorecard >> Executive Office Scorecard

Name	Type	Weight	Actual Value	Score
Opposed Bills	Performance Measure	50%		
Stakeholder Engagements	Performance Measure	0%		
Supported Bill Success Rate	Performance Measure	50%		

Data Used in Calculations –is an informational table that shows the combination of scored or unscored measures associated with an objective. Weighting, actual values, and the QuickScore rating (0-10) are shown in the table when data is available. The title at the top shows the primary scorecard (DRCOG) and the associated scorecard (Executive Office).

Notes
Notes are at the end of sections in the scorecard report and include background information for specific objectives and measures.

ATTACH D

MINUTES
BOARD OF DIRECTORS
WEDNESDAY, APRIL 20, 2016

Members/Alternates Present

Elise Jones, Chair	Boulder County
Eva Henry	Adams County
Bill Holen	Arapahoe County
David Beacom	City & County of Broomfield
Robin Kniech	City & County of Denver
Anthony Graves (Alternate)	City & County of Denver
Roger Partridge	Douglas County
Don Rosier	Jefferson County
Bob Roth	City of Aurora
Larry Vittum	Town of Bennett
Aaron Brockett	City of Boulder
Anne Justen	Town of Bow Mar
Lynn Baca	City of Brighton
George Teal	Town of Castle Rock
Doris Truhlar	City of Centennial
Laura Christman	City of Cherry Hills Village
Rick Teter	City of Commerce City
Steve Conklin	City of Edgewater
Joe Jefferson	City of Englewood
Geoff Deakin	Town of Erie
Daniel Dick	City of Federal Heights
Lynnette Kelsey	Town of Georgetown
Storm Gloor (Alternate)	City of Glendale
Casey Brown (Alternate)	City of Golden
Brad Wiesley	City of Lafayette
Shakti	City of Lakewood
Phil Cernanec	City of Littleton
Joan Peck	City of Longmont
Ashley Stolzmann	City of Louisville
Connie Sullivan	Town of Lyons
Colleen Whitlow	Town of Mead
John Diak	Town of Parker
Sally Daigle	City of Sheridan
Rita Dozal	Town of Superior
Adam Matkowsky	City of Thornton
Debra Perkins-Smith	Colorado Department of Transportation

Others Present: Jennifer Schaufele, Executive Director, Connie Garcia, Executive Assistant/Board Coordinator, DRCOG; Jeanne Shreve, Adams County; Mac Callison, Aurora; Joe Fowler, Douglas County; Kent Moorman, Thornton; Brian Allem, DRMAC; Tim Kirby, Ron Papsdorf, Peter Kozinski, CDOT; Jennifer Cassell, George Dibble, Ed Bowditch Tomlinson & Associates; Kim Monson, Citizen; and DRCOG staff.

Chair Elise Jones called the meeting to order at 6:31 p.m. Roll was called and a quorum was present.

Chair Jones mentioned an email received by Board members related to Mayor Joyce Jay's home fire.

New members and alternates in attendance were recognized: Connie Sullivan, new member and newly-elected Mayor from Lyons; Richard Champion, new member and newly-elected Mayor for Columbine Valley; Geoff Deakin, new member and Council Member from Erie; Scott Norquist and Storm Gloor, new member and alternate and new Council Members from Glendale.

Move to Approve Agenda

> Bill Holen **moved** to approve the agenda. The motion was **seconded** and **passed** unanimously.

Report of the Chair
- Chair Jones reported on the fire at Director Joyce Jay's residence, and noted a GoFundMe opportunity if people are interested in donating.
- Chair Jones encouraged members who have not already signed up for the annual Awards Event to do so by noon tomorrow. She noted the event is at no charge to Board Directors. Train tickets were distributed to members.
- Chair Elise Jones reported the Board Collaboration Assessment will be sent to the Board tomorrow; Directors are encouraged to participate in the Assessment.
- Chair Jones invited Director Holen to speak to the Board. Director Holen reported to the Board on a recent fire in an affordable housing apartment complex for seniors. He noted a fund has been set up through the Arapahoe County Foundation, and invited other municipalities to donate funds for the residents.

Strategic Informational Briefing - RoadX
Peter Kozinski provided information to the Directors on CDOT's Road X program. The program is an effort to implement technology into Colorado's transportation system, and prepare for autonomous vehicles. He noted the program is a collaborative effort between CDOT and impacted communities. Chair Jones reported the US36 Coalition is interested in working with CDOT to maximize the investments made in the US36 corridor, and how to do dynamic ridesharing in preparation for HOV 3+.

Report of the Executive Director
- Executive Director Schaufele reported the Board workshop will be held on Friday August 5 and Saturday August 6.
- The Live Ride Share event is coming up on May 17; DRCOG is a sponsor of the event.
- Ms. Schaufele reported staff is putting the finishing touches on a small community survey to help us better support small jurisdictions that have challenges but may not have sufficient resources to address.
- Ms. Schaufele noted a signup sheet is being distributed for members who are interested in signing up to receive text-message reminders of meetings.

- Ms. Schaufele noted the Older Americans Act has been passed by the House and Senate and signed by the President.
- Executive Director Schaufele discussed progress made on various benchmarks. She noted due to scheduling conflicts, no meetings were held with Board members in the last month.
- Ms Schaufele noted she and Jayla Sanchez-Warren will be hosting a weekly radio show for station KEZW. Topics will include services provided, information for caregivers, and the effects of an aging population.

Public comment
No public comment was received.

Move to approve consent agenda
Chair Jones noted one revision to the minutes; at the top of page 6, the Article reference should say X.B.1, not X.D.1.

> Doris Truhlar **moved** to approve the consent agenda. The motion was **seconded** and **passed** unanimously. Items on the consent agenda include:

- Minutes of March 16, 2016

Discussion of Nominating Committee recommendations for appointments to the Finance and Budget and Performance and Engagement Committees
John Diak, Nominating Committee chair, provided a brief overview of the recommendations. Members were directed to the revised memo sent out by staff and included at everyone's seats. Director Diak apologized on behalf of the Committee for mistakenly omitting Directors Peck, Beacom, and Conklin. Director Kniech noted the Nominating Committee identified some suggested revisions for the Nominating Committee section of the Articles (and noted in the Nominating Committee memo). Director Rita Dozal nominated herself to participate on the Finance and Budget Committee.

> George Teal **moved** to approve appointment of the nominees as proposed for the Finance and Budget and the Performance and Engagement Committee and adding Rita Dozal for a 1 year term on the Finance and Budget Committee. The motion was **seconded** and **passed** unanimously.

Discussion of development of meeting date/time for Performance & Engagement Committee
Members discussed a possible meeting schedule for the Performance and Engagement Committee. It was determined staff would send out a poll to the members to establish an initial meeting date, and allow the committee members establish a meeting date and time. Ms. Schaufele noted since the dates have been set for the Board Workshop and with the Executive Director evaluation coming up, it's desirable for the committee to meet in May. Director Cernanec recommended adding the Board Collaborative Assessment to the list of tasks for the Performance and Engagement Committee. Director Kniech noted this group is also tasked with recommending amendments to the *Articles of Association*.

Discussion of guidelines for remote participation in Board Work Sessions
Ms. Schaufele provided a brief overview of the policy. Members discussed the proposed policy. Some felt there should be a provision for members to participate remotely due to duties of elected officials. Concern was expressed with possible abuse of the privilege by members. Some concern was expressed with the length of the policy, and felt it should be reduced.

George Teal **moved** to approve the guidelines for remote participation in Board Work Sessions, with an addition to page 2, paragraph A, to include language to include remote participation due to duties of elected office. Some concern was expressed with the length of the policy, and felt it should be reduced to 1 page. The motion was **seconded** and **passed** unanimously.

Discussion of project selection process for the Traffic Signal System Improvement Program (TSSIP) and Regional Intelligent Transportation System (ITS) Deployment Program Miscellaneous Equipment call for projects
Greg MacKinnon provided an overview of the TSSIP and ITS programs. These programs were previously approved by the Board of Directors. This briefing is to provide information on the protocol and criteria for selection of projects to receive funds through the programs.

George Teal **moved** to approve the proposed miscellaneous equipment project selection process for fiscal year 2016 and 2017 federal funds identified in the *Traffic Signal System Improvement Program* (TSSIP) and the *Regional Intelligent Transportation System (ITS) Deployment Program*. The motion was **seconded** and **passed** unanimously.

Discussion of State Legislative Issues
Rich Mauro provided a status update on bills previously acted on by the Board, and discussed bills introduced since the last meeting.

SB-123 – the bill passed the Senate, and will be up for discussion in committee in the House tomorrow. DRCOG's lobbyists have been lobbying the committee in opposition to the bill.

New bills:
HB 16-1405 has passed through the general assembly in the past week.

HB 16-1416 has passed and been signed by the Governor.

HB 16-1394 – staff recommends a position of monitor for the bill.

HB 16-1313 had a previous position of oppose by the Board. The bill has been amended significantly since that time. CML has removed their opposition and is monitoring the bill; CCI has taken a position to support the bill.

Roger Partridge **moved** to monitor both HB 16-1394 and HB 16-1313. The motion was **seconded** and **passed** unanimously.

Information sheets on proposed ballot initiatives for transportation funding were included in the agenda packet. It was noted there will be a presentation on these initiatives at the May Board work session.

Revisions to the Committee Guidelines
A redlined version of the Committee Guidelines was provided to members for information purposes. It was noted members of the two new committees will be tasked with reviewing their respective Committee's guidelines. The document will be brought back to the Board for adoption at a later date.

Committee Reports
State Transportation Advisory Committee – Director Jones reported the STAC received an update on the Central 70 project; and went through the grant programs in the federal FAST act and get a handle on funding opportunities. CDOT has submitted a TIGER grant application for North I-25.
Metro Mayors Caucus – Anthony Graves reported the Metro Mayors Caucus has partnered with Denver on the IBM Smart Cities technical advisory grant. Denver was one of 16 cities chosen for this opportunity.
Metro Area County Commissioners – Director Jones noted the last meeting of the MACC was dedicated to looking at mental health and hotlines. The topic of the next meeting will be refugees.
Advisory Committee on Aging – Jayla Sanchez-Warren noted a number of housing crises have occurred recently, displacing many seniors from their homes and forcing many of them prematurely into facilities. One nursing home in Castle Rock may be closed, and alternate housing will need to be found for those individuals as well. Phil Cernanec reported the AAA will be applying for a Medicare and Medicaid Services grant.
Regional Air Quality Council – Director Shakti reported work is continuing on the State Implementation Plan.
E-470 Authority – No report was provided
Report on FasTracks – No report was provided

Next meeting – **May 18, 2016**

Other matters by members
No other matters were discussed.

Adjournment
The meeting adjourned at 8:46 p.m.

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

ATTEST:

_____
Jennifer Schaufele, Executive Director

ATTACH E

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
May 18, 2016	Action	11

SUBJECT
This action is related to concluding the Firefighter Intraregional Recruitment and Employment (FIRE) Program at the request of the fire districts currently served by the program.

PROPOSED ACTION/RECOMMENDATIONS
DRCOG staff recommends that the FIRE Program be officially concluded by December 31, 2016, and for staff to take the necessary steps to conclude DRCOG's involvement in the program and effect a smooth transition to the next phase for current member districts.

ACTION BY OTHERS
At their April 20, 2016 meeting, the Administrative Committee recommended the FIRE Program be officially concluded by December 31, 2016 and to effect an orderly transition to alternative vendor(s) identified by the FIRE Program members.

SUMMARY
The FIRE Program has been a service element for DRCOG since the mid-1980s. DRCOG has provided semi-annual testing and recruitment services for member fire departments and districts in the region and maintained an active database of potential firefighter applicants. More recently, private sector companies have developed similar and more robust services that are capable of providing the service in a cost-effective and efficient manner. There is also an emerging trend for smaller departments and districts to merge or consolidate with larger districts, further decreasing the benefits and relevance of the FIRE Program. Recognizing all these factors, the FIRE Advisory Committee has recommended that DRCOG begin to take the necessary steps to conclude the program and transition any residual data, information or expressions of interest from potential testing applicants, to the designated vendor(s) for the member districts, as those vendor(s) are identified.

PREVIOUS DISCUSSIONS/ACTIONS
N/A

PROPOSED MOTION
Move to approve the conclusion of the FIRE Program by December 31, 2016 with direction to staff to effect an orderly transition to whatever option may be identified by the FIRE Advisory Committee and member districts.

ATTACHMENT
Letter from FIRE Committee members

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org or Flo Raitano, Director of Partnership Development and Innovation, at 303-480-6789 or fraitano@drcog.org

FIRE Advisory Committee

March 9, 2016

Denver Regional Council of Governments
1290 Broadway, Suite 100
Denver, CO 80203-5606

RE: DISSOLUTION OF THE DRCOG FIRE TEST

Dear DRCOG Board of Directors,

The FIRE Test Program has been an invaluable tool for the FIRE Partner Agencies. It has provided us with access to a large candidate pool, and opportunities to share our knowledge, experience, and practices with each other; not to mention the advantages it has provided to the many applicants who have tested and been hired over the years.

We thank DRCOG for having collaborated with us on this important program for over 30 years. The membership in the FIRE Program has ebbed and flowed, and currently stands at 13 Fire Departments/Districts. We estimate that over 7,000 individuals have taken the test, with hundreds of them having been successfully hired. This program has been a huge success, and one that could not have occurred without the help of DRCOG and staff.

However, the FIRE Test Advisory Committee has spent the past few months evaluating ways to improve our firefighter testing processes, and we have concluded that working directly with private industry will expand our options and provide a better value. Therefore, after the April 4, 2016 FIRE Test, our agencies will begin working directly with private contractors for our firefighter testing.

Although we are moving on, we take with us the proof that working together is more effective and efficient than working alone. Thank you for your partnership and for helping us establish an environment of collaboration that has extended beyond just firefighter testing.

Sincerely,

Dave Maikranz (On Behalf of the FIRE Partner Agencies)
Chairman
FIRE Advisory Committee

Cc: Flo Raitano, Adams County, Boulder, Clear Creek, Cunningham, Federal Heights, Lafayette, Littleton, Longmont, Louisville, Mountain View, North Metro, Thornton, Westminster

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
May 18, 2016	Action	10

SUBJECT
This item relates to amendments to the DRCOG Articles of Incorporation.

PROPOSED ACTION/RECOMMENDATIONS
Staff recommends approval of the proposed amendments to the DRCOG Articles of Incorporation.

ACTION BY OTHERS
N/A

SUMMARY
DRCOG legal counsel recommends the corporation Articles of Incorporation be amended to remove references to "Executive Committee," particularly since the newly-created Executive Committee has a different purpose than what was intended when the Articles were originally adopted. Counsel has prepared the attached draft amendments to the Articles of Incorporation for this purpose. The attached amendments make minimal changes appropriate to updating committee references in the Articles. After the Board approves the amendments, counsel will file the amendments electronically.

PREVIOUS DISCUSSIONS/ACTIONS
N/A

PROPOSED MOTION
Move to approve proposed amendments to the Articles of Incorporation of DRCOG effective May 18, 2016.

ATTACHMENT
Draft amendments to the Articles of Incorporation

ADDITIONAL INFORMATION
Should you have any questions regarding the Articles of Incorporation amendments, please contact Jennifer Schaufele at (303) 480-6701 or jschaufele@drcog.org.

AMENDMENTS TO ARTICLES OF INCORPORATION
OF
DENVER REGIONAL COUNCIL OF GOVERNMENTS

Amended April 20, 2016

ARTICLE 7.0
THE BOARD OF DIRECTORS

7.1 The control and management of the affairs of the Corporation, the selection of the Board of Directors and committees ~~an Executive Committee~~, the number of members, representatives of the Board of Directors and ~~Executive Committee~~ committees, their term of office, qualification, and the manner of selection and election shall be determined according to the Bylaws of the Corporation.

7.2 The number of Directors constituting the initial Board of Directors of the Corporation is 44 and the names and addresses of the persons who are to serve as the initial Board of Directors are set forth in Exhibit A, attached hereto, and incorporated herein by reference.

7.3 The Directors and members of ~~the Executive Committee~~ committees may be divided into classes, and the terms of office of the several classes need not be uniform, all as set forth in the Bylaws of the Corporation.

ARTICLE 8.0
NONLIABILITIES OF DIRECTORS, OFFICERS, MEMBERS AND EMPLOYEES

Members of the Board of Directors, ~~the Executive Committee~~ members of committees, Officers, members and employees of the Corporation shall not be personally liable to the corporation or its members for acts performed in good faith with ordinary care, and believed to be in the best interests of the Corporation. The Corporation shall indemnify the members of its Board of Directors, committees, Officers, members and employees against any and all expenses, including attorney's fees and liability expenses sustained by them, or any of them, in connection with any suit or suits which may be brought against said members or the Board of Directors, committees, Officers, members and employees involving or pertaining to any of their acts or duties performed for this Corporation in good faith. This provision shall not be deemed to prevent the compromises of such litigation where the compromise is deemed advisable in order to prevent greater expense or cost in the defense or prosecution of such litigation.

ATTACH G

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
May 18, 2016	Action	12

SUBJECT

Regional and Supporting Objectives and associated narratives in 2040 Metro Vision Plan Draft, as reviewed during Board Work Sessions.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approving the Metro Vision 2040 Plan Draft Regional Objectives, Regional Objective narratives and Supporting Objectives as outlined in Attachment 1.

ACTION BY OTHERS

February, 2016 - MVIC recommendations on objectives under Outcomes 1 – 3.

SUMMARY

Background
The DRCOG Board last adopted a major update to Metro Vision in February 2011. Over the past several years DRCOG staff has continuously engaged the public, stakeholders, and local government staff to prepare a draft plan update for the Board's consideration.

In January the Board of Directors approved the 5 Overarching Themes and 14 Outcomes, including Outcome narratives, recommended by the Metro Vision Issues Committee (MVIC). The Directors began reviewing plan objectives, including narratives, in February. Objectives identify continuous improvements needed to achieve a desired outcome.

Today's Discussion
Attachment 1 includes the previously approved Outcomes and Outcome Narratives (noted in the grey boxes), as well as the draft Regional Objectives, Regional Objective narratives and Supporting Objectives.
- *Regional Objectives* most closely align with the associated outcome. In some cases there are multiple Regional Objectives for an Outcome.
- *Supporting Objectives* will contribute to "movement in the right direction" on the Regional Objectives, and ultimately the associated Outcome.

All objectives and narratives come with a recommendation from MVIC (final MVIC meeting in February 2016) or an initial endorsement from the Directors during a Board Work Session (March – May 2016).

Next Steps
When the Board approves the recommended objectives and narratives, staff will update the current draft plan to reflect Board actions to date, including previously approved Overarching Themes and Outcomes. Additionally, the Directors will move forward with their review of the draft plan and address the next component of DRCOG's Strategic Planning Model - Performance Measures and Targets. During the June Board Work

Session staff will offer an overall performance management approach, including a list of candidate measures for review by the Directors.

PREVIOUS DISCUSSIONS/ACTIONS

January 20, 2016 – Board approval of Metro Vision Outcomes and Outcome Narratives

PROPOSED MOTION

Move to approve the Metro Vision 2040 Plan Draft's Regional Objectives, Regional Objective narratives and Supporting Objectives.

ATTACHMENTS

Attachment 1 – Metro Vision: Board Approved Outcomes and Narratives with Draft Objectives and Narratives

Link: 2040 Metro Vision Plan Draft

ADDITIONAL INFORMATION

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

Overarching Theme: An Efficient and Predictable Development Pattern

Outcome 1: The region is comprised of diverse, livable communities.

Outcome 1 Narrative: The Denver metro region will continue to embrace its diverse urban, suburban and rural communities. Varied housing and transportation options, access to employment and a range of services and recreational opportunities will promote livable communities that meet the needs of people of all ages, incomes, and abilities.

Regional Objective 1*: **Improve the diversity and livability of communities.**

Regional Objective 1 Narrative: Urban, suburban, and rural communities support a stronger, more livable region by building on their individual strengths and assets. This diverse range of communities will contribute to the achievement of regional outcomes in a variety of ways based on local needs and preferences. Communities throughout the region will pursue greater livability through built environments and development patterns that accommodate the widest spectrum of people – regardless of age, income or ability.

- **Supporting Objective 1.1**: Encourage development patterns and community design features that meet the needs of people of all ages, incomes, and abilities.
- **Supporting Objective 1.2**: Preserve and leverage the unique characteristics of the region's communities.
- **Supporting Objective 1.3**: Promote investment/reinvestment in existing communities.

Outcome 2: New urban development occurs within the contiguous and designated areas identified in the Urban Growth Boundary/Area (UGB/A).

Outcome 2 Narrative: A defined Urban Growth Boundary/Area (UGB/A) leads to an orderly and more compact pattern of future development. While locally adopted policies and market demand determine the location of urban development, commitment to the UGB/A leads to better use of regional resources for infrastructure, reduced regional vehicle travel and conservation of open land outside the boundary/area.

Regional Objective 2: **Contain urban development within the Urban Growth Boundary/Area (UGB/A).**

Regional Objective 2 Narrative: Metro Vision will help focus and facilitate future urban growth in locations where urban-level infrastructure already exists or areas where plans for infrastructure and service expansion are in place. DRCOG will work with member communities to maintain the UGB/A and update the growth allocations for each community in the region annually or as needed.

- **Supporting Objective 2.1**: Identify and monitor the Urban Growth Boundary/Area (UGB/A).
- **Supporting Objective 2.2**: Increase and prioritize funding to serve areas within the Urban Growth Boundary/Area (UGB/A).

Outcome 3: Connected urban centers and multimodal corridors accommodate a growing share of the region's housing and employment.

Outcome 3 Narrative: The location and context of each center define its unique character. They are transit-, pedestrian-, bicycle-friendly places that contain a more dense and diverse mix of land uses than the surrounding areas; are designed to allow people of all ages, incomes and abilities to access a range of housing, employment, and services without sole reliance on having to drive. Urban centers provide public spaces where people can gather; aid in reducing per capita VMT, air pollution, greenhouse gas emissions and water consumption; and respect and support existing neighborhoods.

Regional Objective 3: **Increase housing and employment in urban centers.**

Regional Objective 3 Narrative: Collectively, urban centers will increase their share of the region's total housing and employment. The ability for individual urban centers to absorb future growth will vary based on the characteristics of each center. Specific projects and initiatives will establish a network of clear and direct multimodal connections within and between urban centers, as well as key destinations. Public and private partners will direct investment toward programs and infrastructure improvements that help local governments and the private sector develop successful urban centers and multimodal connections.

- **Supporting Objective 3.1**: Increase public/private investment and partnerships in urban centers
- **Supporting Objective 3.2**: Increase transit service and ridership within and to urban centers.
- **Supporting Objective 3.3**: Invest in multimodal enhancements along corridors.

Overarching Theme: A Connected Multimodal Region

Outcome 4: The regional transportation system is well-connected and serves all modes of travel.

Outcome 4 Narrative: The transportation system integrates regional and local roadways and streets, transit (bus and rail), bicycle and pedestrian facilities, and air and freight rail linkages. The transportation system connects the region to the rest of the state and beyond, and will evolve to include future technology and mobility innovations as appropriate.

Regional Objective 4*: Improve and expand the region's multimodal transportation system, services and connections.

Regional Objective 4 Narrative: The region will continue to invest in a well-connected, multimodal transportation system to improve mobility and accommodate the anticipated increase of 1.2 million people and half a million jobs by 2040. Transportation system investment initiatives may include expanding transit service and coverage, improving on-street and off-street bicycle and pedestrian facilities, widening and adding new roadways and promoting travel options. The resulting transportation system will increase mobility choices within and beyond the region for people, goods, and services.

- **Supporting Objective 4.1:** Improve the capacity of the multimodal regional roadway system.
- **Supporting Objective 4.2**: Improve the region's comprehensive transit system.
- **Supporting Objective 4.3**: Improve bicycle and pedestrian accessibility.
- **Supporting Objective 4.4:** Improve interconnections of the multimodal transportation system within and beyond the region.
- **Supporting Objective 4.5:** Expand Travel Demand Management (TDM) services and strategies.

Outcome 5: The transportation system is safe, reliable and well-maintained.

Outcome 5 Narrative: Educational, enforcement, and engineering approaches enhance safety to reduce crashes, serious injuries, and fatalities. Coordinated operations and management of the system maximizes capacity and reliability for all users. Transportation system physical components are well-maintained to extend their useful life and provide a quality travel experience.

Regional Objective 5*: Operate, manage and maintain a safe and reliable transportation system.

Regional Objective 5 Narrative: The region will optimize the multimodal transportation system to improve the safe and reliable flow of people and goods. System optimization will include projects and initiatives that make the multimodal transportation system's capacity as productive as possible. The multimodal system will require maintenance to continue safe and sound conditions. Safety projects and other related initiatives will reduce fatalities and serious injuries for all travel modes. The region will also increase the deployment of technology and mobility innovations as they occur to improve reliability and optimize capacity.

- **Supporting Objective 5.1**: Maintain existing and future transportation facilities in good condition.
- **Supporting Objective 5.2**: Improve transportation system performance and reliability.
- **Supporting Objective 5.3**: Improve transportation safety and security.

Overarching Theme: A Safe and Resilient Natural and Built Environment

Outcome 6: The region has clean water and air, and lower greenhouse gas emissions.

<u>Outcome 6 Narrative</u>: The region meets or exceeds applicable federal, state, and local requirements and regional targets for air and water quality.

<u>Regional Objective 6a</u>: **Improve air quality and reduce greenhouse gas emissions.**

Local and regional initiatives will reduce ground level ozone, greenhouse gas emissions (GHG), and other air pollutants. Collaboration with regional partners, such as the Regional Air Quality Council (RAQC), CDOT, and RTD will be integral to improving air quality through reductions in ground level ozone concentrations, carbon monoxide (CO), and particulate matter (PM10). Additional initiatives will raise public awareness of the direct role individual actions play in pollutant and greenhouse gas emissions.

- **Supporting Objective 6.1**: Increase collaboration with local and regional partners on air quality initiatives.
- **Supporting Objective 6.2**: Increase public awareness of air quality issues.
- **Supporting Objective 6.3**: Improve the fuel economy of the region's vehicle fleet.

<u>Regional Objective 6b</u>: **Improve the efficient use and quality of the region's waters.**

In a semi-arid climate, water resources remain critically important to the region's quality of life and continued prosperity. The region will ensure clean water for consumption, recreation, and a balanced, healthy ecological community, through initiatives to restore and maintain the chemical and physical integrity of the region's waters. DRCOG will focus on collaborative initiatives among local governments, water providers, agricultural producers, the design and development community, and other regional stakeholders to promote water conservation and responsible water management and land use practices.

- **Supporting Objective 6.4**: Increase collaboration with local and regional partners on water quality initiatives.
- **Supporting Objective 6.5**: Increase public awareness of water quality issues.
- **Supporting Objective 6.6**: Maximize the efficient use of municipal and industrial water.

Outcome 7: The region values, protects, and connects people to its diverse natural resource areas, open space, parks and trails.

Outcome 7 Narrative: The region's protection and restoration of its diverse natural resource areas—its mountain backdrop, unique prairie landscapes, extensive riparian corridors, and other open space areas, parks and trails and is essential as the region continues to grow. Access to these areas provides the opportunity to participate in a variety of recreational pursuits that support community health and wellness.

Regional Objective 7a: Protect a variety of open spaces.

Regional Objective 7a Narrative: Open space and the natural environment are important assets in the region. A variety of open spaces – different sizes, settings, and purposes – will help define the urban area and distinguish individual communities. Additionally these open spaces can provide important wildlife habitat, support various outdoor recreational pursuits and protect the health of water and ecological systems. The region will conserve and protect natural resources including prominent geologic features, surface waters, riparian areas, wetlands, forests and woodlands, prairie grasslands, and other environmentally sensitive lands for future generations.

- **Supporting Regional Objective 7.1:** Protect and restore natural resources of local and regional significance.

Regional Objective 7b: Connect people to natural resource and recreational areas.

Regional Objective 7b Narrative: In addition to local and regional initiatives to preserve, protect and expand open space assets, the region will ensure that residents and visitors may access these amenities. Active and passive open spaces will serve as a key component of the region's overall growth framework, connecting people to open space amenities. Local and regional initiatives will prioritize the completion of "missing links" in the regional trail and greenways network and improve other multimodal connections to increase park accessibility.

- **Supporting Objective 7.2**: Improve opportunities for recreation and access to nature.
- **Supporting Objective 7.3:** Improve multimodal linkages to and between the region's parks, open spaces, and developed areas.

Outcome 8: The region's working agricultural lands and activities contribute to a strong regional food system

Outcome 8 Narrative: Working agricultural lands are essential to the region's heritage, health, and economic and cultural diversity. Livestock feeding and production, growing feed and forage crops for livestock, food production, or greenhouse and nursery crops, agricultural lands and operations of all sizes create jobs in the region, support economic vitality, and promote healthier communities by bringing people closer to their food source.

Regional Objective 8: **Support continued agricultural capacity in the region.**

Regional Objective 8 Narrative: Agricultural land and the ability to bring additional land or operations into production, where viable, benefits local producers, saves energy resources, and offers a level of food security for the region. Local and regional initiatives will expand opportunities for local food cultivation, processing, and sales – improving the distribution of and access to food throughout the region.

- **Supporting Objective 8.1:** Conserve significant agricultural lands.
- **Supporting Objective 8.2**: Increase access to healthy and local foods.
- **Supporting Objective 8.3**: Increase the efficiency of food distribution.

Outcome 9: The risk and effects of natural and human-created hazards is reduced.

Outcome 9 Narrative: Hazard mitigation planning reduces injuries and loss of life; trauma; and damage to property, equipment, and infrastructure. Communities are more resilient when planning also accounts for disaster response and recovery.

Regional Objective 9a: **Reduce the risk of hazards and their impact.**

Regional Objective 9a Narrative: The region will consider land use, open space protection and critical infrastructure in areas susceptible to natural and potential human-created hazards. Local and regional initiatives will limit new development, or the expansion of existing new development, in areas recognized as having a high probability of being impacted by natural and human-created hazards. More communities will have a hazard mitigation plan in place. Collectively, these initiatives will minimize the impact of community disruptions, as well as economic, environmental, and other losses.

- **Supporting Objective 9.1:** Increase open space in high-risk areas.
- **Supporting Objective 9.2:** Limit new development in areas susceptible to hazards

- **Supporting Objective 9.3:** Increase the use of best practices in land use planning and management to decrease risk
- **Supporting Objective 9.4:** Promote integrated planning and decision making in hazard mitigation

---

Regional Objective 9b*:* Improve disaster response and recovery.

Regional Objective 9b Narrative: Preparing for, responding to, and recovering from disasters and traumatic events is essential to the physical, economic and emotional health of the region's communities and residents. The region will continue to be proactive in preparing for disasters, including understanding and assessing risks and vulnerabilities that may create challenges to recovery. When disasters occur, impacted communities will overcome the physical, environmental, and emotional impacts in the shortest time possible relative to the severity of the disaster. Impacted communities will reestablish key elements of the community's economic, social and cultural fabric; reestablish those key elements to pre-disaster conditions; and, when needed, make improvements to become more resilient.

- **Supporting Objective 9.5**: Enhance community resiliency.
- **Supporting Objective 9.6**: Increase interagency coordination.

Overarching Theme: Healthy, Inclusive and Livable Communities

---

Outcome 10: The built and natural environment supports healthy and active choices.

Outcome 10 Narrative: A deliberate focus on the built environment's influence on physical activity, mobility choices, access to healthy food, and the natural environment supports the opportunity to lead healthy and active lifestyles throughout the region.

Regional Objective 10*:* Increase access to amenities that support healthy, active choices.

Regional Objective 10 Narrative: The region will expand opportunities for residents to lead healthy and active lifestyles. The region's streets and roads will be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities, regardless of their mode of transportation. A mix of well-connected land uses and recreational amenities in communities throughout the region will create places that make active transportation and recreational physical activity safe, and part of an everyday routine. Additionally, local and regional initiatives will increase access to healthy food options in low-income neighborhoods and areas with high levels of food insecurity.

- **Supporting Objective 10.1**: Increase safe and convenient active transportation options for all ages and abilities.
- **Supporting Objective 10.2:** Expand the regional trail network.

Outcome 11: The region's residents have expanded connections to health services.

Outcome 11 Narrative: Expanded connections to health services improve the health and wellness of residents in the Denver region. Connections to health services are expanded through improved multimodal transportation access, the location of new health services, and other innovative approaches resulting in more convenient access to health services.

Regional Objective 11: **Improve transportation connections to health care facilities and service providers.**

Regional Objective 11 Narrative: The region will support the integration of health care facilities and service providers of all sizes into centers throughout the region – both urban and rural – where residents can access care by walking, biking, driving or using transit. Local and regional initiatives related to transit service, including on-demand and other specialized services, will increase transit access to health care facilities, social service providers, and other retail outlets that offer health services.

- **Supporting Objective 11.1**: Increase awareness and knowledge of community health and wellness issues and support networks.
- **Supporting Objective 11.2**: Increase collaboration among stakeholders at the local, regional, and state level.
- **Supporting Objective 11.3**: Locate health services in accessible areas

Outcome 12: Diverse housing options meet the needs of residents of all ages, incomes, and abilities.

Outcome 12 Narrative: Housing choices allow individuals and families to find desirable housing affordable and accessible to them in communities throughout the region and stay in their community of choice as their economic or life circumstances change. A range of housing options across the region benefits both individuals and families, and can improve the economic vitality and diversity of local communities.

Regional Objective 12*:* **Diversify the region's housing stock.**

Regional Objective 12 Narrative: The region will have housing that meets the needs of current and future residents as they progress through the various stages of their lives, including changes in familial status, income, employment and ability level. Local communities and regional partners will pursue initiatives that reduce barriers and expedite the development of housing in desired locations. The supply and range of housing options, including attainable and accessible units, in or near major employment centers will increase.

- **Supporting Objective 12.1:** Increase the regional supply of housing attainable for a variety of households.
- **Supporting Objective 12.2:** Increase opportunities for diverse housing accessible to multimodal transportation.

Overarching Theme: A Vibrant Regional Economy

Outcome 13: All residents have access to a range of transportation, employment, commerce, housing, educational, cultural, and recreational opportunities.

Outcome 13 Narrative: The region's economy prospers when all residents have access to a range of transportation, employment, housing, education, cultural, and recreational opportunities. The region's transportation network plays a critical role in enabling commerce and providing access to basic needs and quality of life amenities that allow the region's residents to succeed.

Regional Objective 13*: Improve access to opportunity.*

Regional Objective 13 Narrative: The region will reduce critical health, education, income and opportunity disparities in neighborhoods and communities. The region will capitalize on community, local, regional and state amenities by promoting reliable transportation connections to key destinations. Local and regional initiatives will continue to leverage investments in transit by concentrating new housing and employment in centers accessible via transit.

- **Supporting Objective 13.1:** Improve the flow of people, goods, services, and information in and through the region**.**
- **Supporting Objective 13.2:** Improve access for traditionally underserved populations.
- **Supporting Objective 13.3:** Improve access to and from the region's developed and emerging housing and employment centers.

Outcome 14: Investments in infrastructure and amenities allow people and businesses to thrive and prosper.

Outcome 14 Narrative: The region's continuous investments in infrastructure support a globally connected economy and offer opportunities for all residents to share and contribute to sustained regional prosperity. Vibrant and thriving communities, accessible and protected natural resources, and diverse cultural amenities are considered economic assets and make our region a highly desirable place to live, work and raise a family.

Regional Objective 14*:* Improve the region's competitive position.

Regional Objective 14 Narrative: The region's economic vitality depends on providing a high quality of life in diverse communities. Investments in the region's infrastructure will help ensure the region remains globally competitive by establishing and maintaining the connected multimodal transportation system that businesses depend on to access local, national and global customers, and an available, desirable workforce. Economic and community development initiatives and activities will assure that the region's infrastructure will support and grow the region's economic health and vitality.

- **Supporting Objective 14.1:** Invest in the region's infrastructure to ensure the region remains globally competitive.
- **Supporting Objective 14.2**: Increase awareness of key regional growth, transportation and economic trends based on the region's shared vision for the future.

ATTACH H

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
May 18, 2016	Action	13

SUBJECT
This memo concerns the Board's possible positions on November ballot measures.

PROPOSED ACTION/RECOMMENDATIONS
Based on the discussions during the Board's most recent work session, staff suggests the Board may want to wait to take action until the measures are certified for the ballot.

ACTION BY OTHERS
Board members received presentations from proponents of ballot measures – sales tax for transportation and retaining all state revenues under TABOR – at the May 4 Board Work Session.

SUMMARY
Colorado voters are likely to be faced with at least one, possibly more measures that will be of interest to DRCOG. One, proposed by a coalition including the Colorado Contractors' Association and Move Colorado, would increase the state sales tax and allocate those revenues to the Highway Users' Tax Fund. Another, dubbed "Colorado Priorities" would ask voters pursuant to TABOR to allow the state to retain and spend all revenues collected for the next ten years.

It is worth noting that the status of the measures is uncertain. Proponents of the sales tax increase are still researching the revenue and allocation impacts of the ten alternative measures for which they have received ballot titles. It is likely they will not have completed that research and selected one measure for their campaign by the Board meeting.

The Colorado Priorities measure has a sunset after ten years. The proponents haven't made a final decision to pursue a campaign while they consider the impact on likely support of the measure of the state budget just signed into law that effectively allows the state to retain and spend all revenues collected for the next two years. Also, there is still discussion of converting the Hospital Provider Fee into an enterprise, which estimates say would effectively allow the state to retain and spend all revenues collected for the next eight years.

It is also worth noting neither campaign is likely to begin collecting signatures until late May. They are required to turn their signatures in to the Secretary of State by August 8. The Secretary of State will need until late August to verify signatures and certify any measure for the ballot. Given this schedule, the real campaign for most measures won't proceed until September.

PREVIOUS DISCUSSIONS/ACTIONS
N/A

PROPOSED MOTION

Move to recommend a Board position on the ballot initiatives or defer to a later date.

ATTACHMENT

Language for proposed ballot initiatives

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschuafele@drcog.org or Rich Mauro at rmauro@drcog.org or 303-480-6778.

COLORADO PRIORITIES

Colorado is one of the fastest growing states with one of the best economies in the country. Yet, **each year Colorado falls behind in funding for education and transportation, and fails to meet the growing demand for mental health services and senior services.**

That's because Colorado is required to return previously collected revenue due to a 25-year-old formula in our state constitution. Just as rebates for "excess revenue" are being distributed, the state continues to underfund **education, transportation and other important services**.

Over the last year, dozens of meetings were held across the state, with thousands of grassroots, civic and business leaders to develop solutions that would allow Colorado to meet the needs and expectations of residents while remaining fiscally responsible.

Our proposal allows Colorado to keep and invest **at least 35% of these funds into education**, including pre-school through 12th grade education, vocational education and higher education; **at least 35% into transportation**, including highways, bridges, underpasses, mass transit and other projects; and the remaining toward mental health services and senior services.

To ensure voters have control of their tax dollars, **our proposal has a 10-year sunset.** If there continues to be a need for these funds to be invested in education, infrastructure, mental health and senior services, policy makers will have to once again make their case to the voters.

These proposals follow what TABOR was designed to do: ask taxpayers for permission to use the additional money, already collected, without raising taxes. These **proposals do not change TABOR or amend the constitution**, and Coloradans will continue to vote on all tax increases.

Raises Taxes?	NO
Amends the constitution?	NO
Changes any existing formulas?	NO
Follows TABOR?	YES
Defined spending allocations?	YES

Finally, **this measure stresses accountability** and puts important safeguards in place that require the state legislature to report each year on how these funds were invested.

Coloradans drive 49 billion miles on our roads each year. That number is expected to jump to 70 billion by 2040. Despite a growing population, CDOT is using half of its funds to maintain the current system and does not have funds to increase capacity.

Colorado's population of seniors is expected to grow 40% by 2040, putting added pressure on services such as transportation, meal delivery, heating assistance and other essential senior services.

Colorado is 40th in the nation for per pupil spending, and spending has not kept up with inflation since 2009. Colorado will need to spend $2,000 more per pupil to meet even "base level funding."

Nearly two-thirds of Coloradans who have a mental illness do not receive treatment - ranking the utilization of treatment in Colorado the third lowest nationally.

PAID FOR BY COLORADO PRIORITIES

Infrastructure construction groups submit 10 titles for 2016 ballot consideration

The Colorado Contractors Association, Associated General Contractors of Colorado, the Colorado Construction Industry Coalition and Move Colorado today announced that it has submitted 10 ballot initiatives seeking to address statewide transportation, mobility and safety funding, while ensuring accountability and transparency for taxpayers.

The different ballot initiatives, listed below and attached, were submitted to keep several options available while additional research and discussions are held in conjunction with the title board process during April. The coalition will ultimately pick one measure for signature collection and inclusion on the 2016 statewide ballot.

"We believe that 2016 will be the year of transportation on the ballot," said Tony Milo, executive director of the Colorado Contractors Association. "Through extensive research, stakeholder engagement and statewide outreach, we have learned that Coloradans are concerned about the safety and congestion on our state's road, highways and bridges—and that they want something done to address those concerns."

Ballot initiatives:

All measures, except for Version 10, seek to raise about $640 million in the first full year through a Transportation Safety Sales Tax at the rate of 6.2 cents on a $10 purchase subject to the state's sales and use tax. The money would be deposited into the Highway Users Trust Fund (HUTF) and would be constitutionally directed for state and local road, bridge and transportation projects that address safety and congestion. All measures include language to exempt the money from TABOR.

In all versions that include an HUTF distribution to counties and cities, each local agency is permitted under current state law to use the funds for roadway or transit projects.

Version 1 sets a base ballot initiative that only seeks the sales and use tax increase of 6.2 cents on $10 and directs that money to HUTF. This includes a 10 percent allocation to transit from the state's portion of the funding.

Version 2 sets a base ballot initiative that only seeks the sales and use tax increase of 6.2 cents on $10 and directs that money to HUTF. It requires that during any three-year period the state must expend a portion of the revenues on one or more projects in each of the state's transportation regions (statewide expenditures) and that the Department of Transportation produce an annual report on how the money was spent (accountability report). This includes a 10 percent allocation to transit from the state's portion of the funding.

Version 3 uses the base ballot initiative and requires that during any three-year period the state must expend a portion of the revenues on one or more projects in each of the state's transportation regions (statewide expenditures), that none of the funds can be used for toll roads (tolling prohibition), and that the Department of Transportation produce an annual report on how the money was spent (accountability report). This includes a 10 percent allocation to transit from the state's portion of the funding.

Version 4 utilizes the base ballot initiative language, includes the three provisions of statewide expenditures, tolling prohibition and accountability report—and adds a 12-year sunset. This includes a 10 percent allocation to transit from the state's portion of the funding.

Version 5 utilizes the base ballot initiative language, includes the three provisions of statewide expenditures, tolling prohibition and accountability report—and adds a limit of "not more than three percent of such revenues may be expended on administration or the hiring of additional departmental employees." This includes a 10 percent allocation to transit from the state's portion of the funding. This version includes a 10-year sunset.

Version 6 includes the above components of statewide expenditures, tolling prohibition, accountability report and 3 percent limit—and allows 20 percent of the state's portion to be used for transit projects. This version includes a 10-year sunset.

Version 7 utilizes the base ballot initiative language but excludes transit projects as an allowable use of the state's share of the new revenue.

Version 8 utilizes the base ballot initiative language—including components of statewide expenditures, tolling prohibition and accountability report—but excludes transit projects as an allowable use of the state's share of the new revenue.

Version 9 utilizes the base ballot initiative language, includes the three provisions of statewide expenditures, tolling prohibition and accountability report—and adds a 12-year sunset. This version excludes transit projects as an allowable use of the state's share of the new revenue.

Version 10 sets a state-only Transportation Safety Sales Tax at a rate of 3 cents on a $10 purchase subject to the state's sales and use tax. This measure would raise more than $300 million in its first year. The money would be deposited into the Highway Users Trust Fund and would be constitutionally directed for the state to use for road, bridge, highway and transportation projects that address safety and congestion.

ATTACH I

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
May 18, 2016	Informational Briefing	14

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This is an informational briefing.

ACTION BY OTHERS

N/A

SUMMARY

The DRCOG Board adopted Resolution No. 14, 2013 in September 2013 modified the FasTracks annual review process. The resolution requires RTD to provide a FasTracks annual status report for informational purposes by May 1 of each year. The *2016 FasTracks Annual Status Report* is attached. RTD staff will summarize the report at the May Board meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

2016 RTD FasTracks Annual Status Report

ADDITIONAL INFORMATION

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

May 1, 2016

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

Re: 2016 FasTracks Status Report

Dear Mr. Riger:

Please find attached the 2016 FasTracks Status Report, which is submitted for your review and distribution as required by DRCOG Resolution No. 14 dated September 18, 2013. This resolution states that RTD is to provide an annual status report to DRCOG on the FasTracks Program for informational purposes.

This year has been and will be a significant year for the FasTracks program. The first four months of 2016 have been history-making, beginning with the opening of the U.S. 36 Flatiron Flyer BRT service on January 3, 2016, and continuing with the opening of the University of Colorado A Line commuter rail service to Denver International Airport on April 22, 2016. The opening of these projects is only the beginning of new service that will be initiated this year. By the end of 2016, revenue service will also begin on Northwest Rail - Phase 1, the Gold Line, and the I-225 Rail Line. Construction already underway on North Metro Rail from Denver Union Station to 124th Avenue will continue and construction on the Southeast Rail Extension (SERE) is anticipated to begin.

A Notice to Proceed (NTP) with Final Design (Phase I) for SERE was issued to Balfour Beatty Rail Infrastructure, Incorporated (BBII) on July 28, 2015, who was selected through a competitive bid process. The SERE project is nearing completion of a Fixed-Guideway Capital Investments grant application process (Small Starts). RTD requested $92 million in funding from the Federal Transit Administration (FTA) to construct this project and has completed all phases of the application process. On April 27, 2016, RTD received notice that FTA has issued a Small Starts Construction Grant Agreement (SSGA) for $92 million, which is the full amount requested. With receipt of the SSGA, RTD is ready to move forward to issue NTP for Construction (Phase 2) of the SERE project, which is anticipated to occur no later than May 1, 2016.

The status of all FasTracks projects is summarized on the attached Progress Fact Sheet (Second Quarter 2016). Updated information on the projects discussed above is included, as is information on the remaining FasTracks projects that are the subject of a study to determine potential eligibility for federal funding. These projects include the completion of the North Metro Rail Line from 124th to 162nd Avenue; the Southwest Rail Extension from the existing end-of-line Mineral Station to a new end-of-line station at Lucent Boulevard; the Central Rail Extension from the 30th and Downing Station to the 38th and Blake Station; and the Northwest Rail Line from Westminster to Longmont.

Study efforts include updated ridership, capital cost, and operating cost assumptions for each project. This information will be used to prepare likely ratings for each project based upon

current FAST Act provisions. This effort will document whether or not any of these projects would qualify for a Small Starts or New Starts grant, allowing the Board of Directors to better understand the range of available funding options.

Please do not hesitate to contact me if you have additional questions.

Sincerely,

William C. Van Meter
Assistant General Manager, Planning
RTD - FasTracks

Attachment

Cc: Brian Welch, RTD
       Susan Wood, RTD
       Matthew Helfant, DRCOG
       FasTracks Document Control

FasTracks Program Costs Through 2019
(millions of dollars)

Project	Spent Through 2015	Total Project Budget
Central Extension	$11.7	$11.8
Denver Union Station	$314.1	$314.2
Eagle Project	$1,962.8	$2,286.7
Free MetroRide	$11.1	$14.4
I-225	$484.4	$692.6
Light Rail Maintenance Facility	$17.2	$17.2
Misc. Projects	$258.3	$301.4
North Metro	$301.4	$764.3
Northwest Rail	$11.1	$29.2
Southeast Extension	$40.6	$232.4
Southwest Extension	$23.3	$24.5
US 36 BRT	$178.0	$201.5
West Corridor	$677.9	$678.2
Total Program	**$4,291.9**	**$5,568.5**

RTD FasTracks

2016 • BRT • Commuter Rail • Light Rail • 2016

US 36 BRT (Flatiron Flyer)—Service began Jan. 3

- In the first three months of operations, ridership on the Flatiron Flyer is up 45 percent compared to ridership of the previous U.S. 36 bus service in August 2015.

East (University of Colorado A) Line—Service began April 22

- The University of Colorado A Line successfully opened April 22. More than 85,000 people rode the train during the weekend's celebratory festivities.

Northwest (B) Line—Opening summer

- Track and overhead power line installation is complete on the line to the Westminster Station, which is under development. The first test train pulled into the station in April 2016 and canopy installation at the station is complete.

Gold (G) Line—Opening fall

- Civil construction is complete and the entire line is now fully electrified. Testing along the corridor will begin in May 2016.

I-225 (R) Line—Opening winter

- Off-site testing of train and traffic signals is in progress for at-grade crossings throughout the system.

FasTracks is an Economic Driver for the Region

- Since 2005, FasTracks has created more than 16,000 direct full-time jobs.
- $5.6 billion has been invested to date across the region.
- Every $1 invested in transit infrastructure translates into a $4 investment into the local economy.

FasTracks Moving Forward

- The Federal Transit Administration (FTA) has granted RTD $92 million for the **Southeast Rail Extension** project. The Small Starts construction grant allows RTD to give Balfour Beatty Infrastructure Inc. (BBII) the notice to proceed with construction.

It took a region to create FasTracks and it will take a region to get it done.
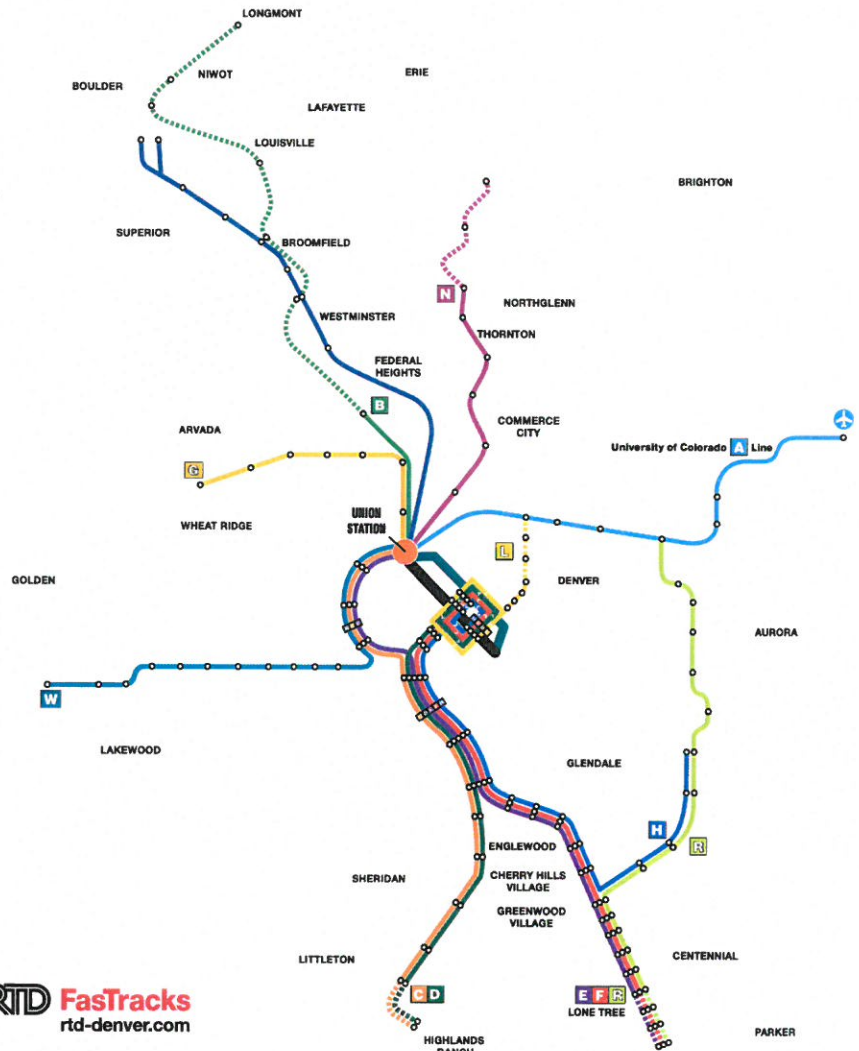
RTD FasTracks
rtd-denver.com

Current Lines
University of Colorado A Line
C Line
D Line
E Line
F Line
H Line
W Line
Flatiron Flyer (Bus Rapid Transit)
Free MallRide
Free MetroRide

Future Lines
B Line – Northwest Rail Line – 2016
G Line – Gold Line – 2016
H Line Extension – 2016
L Line – Central Rail Ext/Loop
N Line – North Metro Rail Line – 2018
R Line – I-225 Rail Line – 2016

Future Construction
○ Station
● Union Station

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

Regional Transportation District
303.299.2000 I rtd-denver.com

Central Rail Extension

- RTD staff is continuing advanced engineering and is updating the cost estimate.

Denver Union Station

- The Union Station bus concourse is open. Commuter rail trains are fully operational at the train station behind the historic building.

Eagle P3

- Denver Transit Partners, the Eagle concessionaire, has been hiring and training workers and train operators at the commuter rail maintenance facility. All 66 commuter rail cars, including 10 for North Metro Rail Line, have been delivered to Denver.

Cutting the ribbon to officially open the University of Colorado A Line are (from left to right) U.S. Rep. Mike Coffman, U.S. Sen. Michael Bennet, U.S. Rep. Diana DeGette, Denver Mayor Michael Hancock, RTD GM and CEO Dave Genova, RTD Board First Vice Chair Larry Hoy, Denver Transit Partners CEO Aaron Epstein, U.S. Rep. Ed Perlmutter, RTD Board Director Tina Francone and DIA CEO Kim Day.

University of Colorado A Line

- The University of Colorado A Line opened April 22 after a year-long testing program. RTD will continue its safety outreach program with schools and community groups along the corridor throughout operations.

Free MetroRide

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

Girders continue to be set on the Skyway Bridge. When complete, the Skyway Bridge will be the longest in the state.

Gold (G) Line

- All track construction is complete and the overhead power lines are installed. All lines are also electrified. Train testing will begin in spring 2016 after all crossings have been tested and are deemed safe.

I-225 Rail (R) Line

- With final track and ties set, the entire system is connected from end to end. Crews are performing electrical work throughout the system, including stringing overhead wire, installing traction power electrification and communication stations, and completing roadways and station platforms.

North Metro Rail (N) Line

- Infrastructure build out on the North Metro Rail Line continues. All 11 bridges on the project are under construction. The Skyway Bridge work continues with piers and girders installation. Meanwhile, grading and forming walls on stations, is underway.

Northwest Rail (B) Line

- The 64th Avenue Bridge, the only roadway bridge on the entire commuter rail project, is complete. The city of Westminster is 50 percent complete constructing a 350-space parking garage at the Westminster Station. The station's pedestrian underpass and walls are complete and the canopy has been installed.

Southeast Rail Extension field yard at S. Havana Street and RidgeGate Parkway.

Southeast Rail Extension

- Construction will begin in May.

Southwest Rail Extension

- Southwest Rail Extension stakeholders and RTD staff are evaluating opportunities to move the project forward.

Motorists navigate work zones along Sable Boulevard from Exposition Avenue toward Alameda Avenue in Aurora.

U.S. 36 BRT (Flatiron Flyer)

- This service began Jan. 3, 2016.

West Rail Line

- This project opened in April 2013.

The first test train arrives at the Westminster Station on the B Line.

ATTACH J

To: Chair and Members of the Board of Directors

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

Meeting Date	**Agenda Category**	**Agenda Item #**
May 18, 2016	Informational Item	14

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

PROPOSED ACTION/RECOMMENDATIONS
No action requested. This item is for information only.

ACTION BY OTHERS
N/A

SUMMARY
The Colorado General Assembly completed the 2016 legislative session on May 11. This was a successful session for DRCOG. The attached Legislative Wrap-Up highlights the most significant pieces of legislation for DRCOG during the 2016 legislative session. The attached spreadsheet provides a list of the bills on which the DRCOG Board took a position, with updated status.

PREVIOUS DISCUSSIONS/ACTIONS
N/A

PROPOSED MOTION
N/A

ATTACHMENT
Attachments: 2014 Legislative Wrap Up
               Bills of Active Interest—2014 Session

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

2016 LEGISLATIVE WRAP-UP
May 11, 2016

During the Second Regular Session of the 70th General Assembly, the DRCOG Board took positions on 23 bills and DRCOG staff actively monitored or were otherwise involved in eight additional bills on behalf of the Board that were introduced after the Board's April meeting. DRCOG staff and lobbyists lobbied these bills, including seeking specific amendments to the bills where appropriate and providing input to legislative sponsors, committees and staff on these and related legislative issues.

These bills were of special interest because of an identified impact on member governments or the regional programs administered by DRCOG. DRCOG staff and lobbyists also monitored and in some cases provided input and advice on the Long Appropriations Bill and over eighty other bills for potential impact on DRCOG, its programs or its members.

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

State Budget Issues

Every year there are challenges in balancing the state budget and the 2016 legislative session was no exception. While the FY 2016-17 budget marked the fourth year in a row the General Assembly enjoyed additional revenue available to fund state priorities, various factors converged to limit this. Instead of discussing restoring cuts made in previous years or any new initiatives, the budget season began with concerns that state revenues would exceed the TABOR revenue cap. Under TABOR, "excess" revenues already were being rebated for FY 2014-15 and the state faced growing rebates in subsequent years.

This made it clear that the state's positive revenue picture would put it in a TABOR rebate situation, meaning the additional revenue above the TABOR revenue cap would have to be set aside for rebates. This meant any contemplated investments in higher education, K-12 education, economic development, Medicaid and human services, capital construction, transportation and the state's reserve could not be implemented. Legislators were presented with numerous proposals for making cuts to the budget and, of course, the proposal to turn the Hospital Provider Fee into an enterprise.

In the end, the Joint Budget committee introduced a budget package that obviated many of these concerns. Projected state General Fund revenues were reduced with the March revenue forecast; then Hospital Provider Fee revenues and SB 09-228 transfers were reduced; and state employee did not get raises. The SB 09-228 earmark for transportation that was triggered by five percent personal income growth in 2014 resulted in a $199.2 million transfer for transportation in FY 2015-16 but the budget reduced by $52.7 million the transfer for FY 2016-17 (which would have been $210.7) to $158 million.

Older Adults

State Funding for Senior Services (SFSS) is increased by $1.5 million. For many years, DRCOG has collaborated with senior advocacy groups to protect and whenever possible increase the statutory appropriation to the Older Coloradans Fund and the General Fund appropriation for "State Funding for Senior Services," which supply money to the Area Agencies on Aging for services under the Older Coloradans Act.

One such effort, actually accomplished in the 2012 session, finally paid dividends this year. That year, DRCOG worked with AARP Colorado on an amendment to a bill regarding the Senior Property Tax Exemption. As a result of that amendment to HB 12-1326, funds in excess of those set aside in the budget to reimburse counties for lost revenues attributed to the exemption would be set aside for senior services, instead of flowing back to the General Fund. This is the first year an excess, $1.5 million of General Fund, became available. DRCOG lobbyists worked with the Joint Budget Committee and the Department of Human Services to provide spending authority for the money.

Program of All-Inclusive Care for the Elderly (PACE). SB 16-199 was introduced in the Senate on April 22, thirteen days before the end of the session. The bill is significant to DRCOG because it implements the part of the Colorado Attorney General's opinion approving the conversion of InnovAge (the state's largest PACE provider) from a not-for-profit agency to a for-profit corporation that requires the creation of a State Ombudsman position in the Colorado Department of Human Services (CDHS).

As DRCOG's Board-adopted policy supports strengthening the ombudsman role and the DRCOG Long Term Care Ombudsman Program staff have identified a need for ombudsman services for PACE participants, DRCOG's lobbyists advocated amendments to the bill to create a statewide ombudsman program, including a role for local ombudsman. DRCOG policy specifically 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." The bill was amended to also create a stakeholder group to develop legislation for the next session to create a statewide ombudsman program.

Transportation

A bill concerning Transportation Commission membership recommended by the Transportation Legislation Review Committee (TLRC) last fall was introduced as HB 16-1031. The bill as passed requires that the Legislative Council Staff (LCS), with the cooperation of the Colorado Department of Transportation (CDOT), submit a report to the TLRC no later than August 1, 2016 that details changes since the last time the Transportation Commission districts were modified. The report must consider existing county and municipal boundaries, regional transportation authorities and districts, and transportation planning regions. The report must also include changes in population, number of lane miles, and annual vehicle miles traveled for each district.

SB 16-123, concerning access to high occupancy vehicle (HOV) lanes, would have prohibited CDOT from requiring a vehicle owner to purchase a switchable transponder or other device in order to drive on a HOV or toll (HOT) lane on a state highway, unless this technology is provided to vehicle owners free of charge and so long as HOV users are not charged a toll. In addition, CDOT must fully reimburse all vehicle owners who have previously purchased a switchable transponder. Finally, the Transportation Commission must provide written notice to the General Assembly during the legislative session a year before CDOT, the High Performance Transportation Enterprise (HPTE), or an HPTE private partner requires that any vehicle carry three or more individuals to travel toll-free in an HOV or HOT lane (HOV-3). The bill passed the Senate but was Postponed Indefinitely in House Transportation & Energy after CDOT agreed to administratively provide free access for carpools and motorcycles.

SB 16-194 was introduced on April 20, fifteen days before the end of the session. The bill creates a new method for local governments to fund transportation projects by creating a state sales tax increment. A city, county, or combination of neighboring cities and counties may apply to CDOT to build a regional transportation project. CDOT must forward the application to the Transportation Commission with a recommendation to approve, approve with changes, or deny the application. The commission also approves a map of the Regional Transportation Development Corridor. The corridor includes commercial property that is undeveloped or underdeveloped because of a lack of state or regional transportation infrastructure. If the project is approved, the local government receives state sales tax revenue collected from additional sales in the corridor. The bill passed the Senate but was Postponed Indefinitely in House State Affairs.

SB 16-210 was introduced on May 2, seven days before the end of the session. Similar to the "TRANS II" bill from last year, the bill requires approval by the voters in November, to allow the state to borrow money for transportation projects specified in the bill by issuing Transportation Revenue Anticipation Notes (TRANs). Unlike last year, the bill specifies the funding source to finance the bonds to be five percent of the revenues from the state sales and use tax. The bill passed the Senate but was Postponed Indefinitely in House State Affairs.

Housing

For the third year in a row, a bill to amend the construction defects statutes was considered by the General Assembly. After a whole session of waiting for negotiations to bring a bill to fruition, it was announced five days before the end of the session that negotiations had broken down and there would be no bill to amend the statutes. Instead, SB 16-213 was introduced on May 5, four days before the end of the session, to create the Construction Defect Litigation Study Group within the Judicial Department to investigate matters concerning construction defect litigation in district courts. The study group consists of ten appointees made within 60 days of the passage of the bill by the Chief Justice who shall convene the group within 90 days of the bill's effective date. Staff support is to be provided by the Judicial Department and Chief Justice. The bill passed the Senate but was Postponed Indefinitely in House State Affairs.

Four other bills addressing affordable housing were introduced in the waning days of the session. While these bills were introduced too late for the Board to consider a position, they do appear to be consistent with Board-adopted policy. DRCOG legislative policy supports 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; and actions to provide more accessible and obtainable housing options for seniors.

- HB 1461. This bill amends current law, which says for a tenancy of between one and six months, either the tenant or landlord may terminate the tenancy within 7 days notice, and a landlord must provide 7 days notice of an increase in rent. The bill extends the notice to 28 days for both termination and rent increases for tenancies between one and six months. The bill passed the House but was Postponed Indefinitely in Senate State Affairs.

- HB 1465. This bill extends the number of years, from two to five years, in which the Colorado Housing and Finance Authority (CHFA) may allocate low-income housing income tax credits. The bill passed both houses.

- HB 1466. In FY 2015-16, the bill transfers $40 million from the Unclaimed Property Trust Fund by June 30, 2016 to be used for affordable housing projects. Of this amount, $30 million is transferred to the Housing Development Grant Fund. The funds must be used by the Division of Housing in the Department of Local Affairs (DOLA) for new and existing programs to improve, preserve, or expand the supply of affordable housing, including rental assistance for households with low incomes. The remaining $10 million is transferred to the Affordable Housing Assistance Fund, in the Colorado Housing and Finance Authority (CHFA), to support new or existing programs that provide financial assistance to households with an income of 80 percent or less of the area median income. The bill passed the House but was Postponed Indefinitely in Senate State Affairs.

- HB 1467. This bill allows for the creation of first-time home buyer savings accounts and, starting tax year 2017, allows an income tax deduction for account holders equal to the interest and other income earnings on account contributions. The savings account holder must designate a qualifying beneficiary of the account who must have never owned a single-family, owner-occupied residence (including a condo, manufactured home or mobile home), or must have been off of the title for such a residence for at least three years due to the dissolution of marriage. The beneficiary may be changed at any time and the account holder may designate himself or herself as the beneficiary. The bill passed both houses.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
AGING BILLS						
HB16-1027	**Criminal Deposition for At-risk Persons** - The bill allows the prosecution to make a request for both at-risk adults and at-risk elders. If the motion relates to an at-risk elder, the court shall schedule the deposition. If the motion relates to an at-risk adult, there is a rebuttable presumption that the deposition should be taken to prevent injustice. The court may deny the motion if it finds that granting the motion will not prevent injustice.	Danielson/ Todd & Sonnenberg	Awaiting Governor's Signature	Support	DRCOG has supported bills to strengthen this statute for the last four years. Under current law, the prosecution may request to take the deposition of an at-risk adult victim or witness if the victim or witness may be unavailable at trial. This bill, which was requested by District Attorneys, expands that authority to at-risk elders. It has been amended to satisfy concerns from Public Defenders.	DRCOG supports increases in consumer protections for older adults and their caregivers.
HB16-1065	**Income Tax Credit For Home Health Care** - Creates an income tax credit (up to a maximum of $3000) to assist a qualifying senior with seeking health care in his or her home. In the first 2-years, the credit is for a percentage of the costs incurred for home modifications. In the next 2-years, it adds home health care services. In the following 2-years, it adds durable medical equipment and telehealth equipment. If the December revenue estimate shows the budget will not be sufficient to grow total state appropriations by 6% over the previous year, the tax credit is not allowed for the subsequent calendar year income tax but the taxpayer can claim the credit in next year the credit is allowed.	Conti/	Postponed Indefinitely House Finance	Monitor	As a tax credit, this bill would cost the state foregone revenues that could be significant. Since the fiscal note has not yet been released, staff recommends monitoring this bill until more information about its impact becomes available.	DRCOG supports increased funding for programs providing services to older adults, persons with disabilities, and their caregivers, especially services that support individuals continuing to live independently in their homes and communities.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
HB16-1161	**Allocate Senior Property Tax Exemption Money** - The bill amends current law, which provides that the amount by which the total estimated amount specified in the annual general appropriation act (Long Bill) for the costs of providing property tax exemptions to qualifying seniors and disabled veterans exceeds the total amount of all warrants issued by the State Treasurer to reimburse local governmental entities for the amount of property tax revenues lost as a result of the application of the exemption, shall be transferred to the Senior Services Account in the Older Coloradans Cash Fund. It specifies transfers of 95% to the Senior Services Account; and 5% to the Veterans Assistance Grant Program Cash Fund.	Young/ Lambert	Signed by the Governor	Monitor	DRCOG was instrumental in getting passed the statutory provision this bill amends (HB12-1326). For FY 2011-12 through FY 2013-14, the amount estimated in the Long Bill was less than the actual amount paid to local governments, so no transfers occurred. For FY 2014-15, the Long Bill amount exceeded the amount paid to local governments, and about $1.5 million was transferred and now veterans assistance. This money will be allocated to the Area Agencies on Aging. This bill is the result of a JBC staff recommendation that since the exemption also applies to disabled veterans, a portion of the transfer also should.	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.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
HB16-1175	**Senior Property Tax Exemption Administration** - Legislative Audit Committee. During the 2015 legislative interim, the Office of the State Auditor presented an audit of the Senior and Disabled Veteran Property Tax Exemption program to the legislative audit committee. The audit identified several statutory and administrative process deficiencies that have made it difficult for the state to prevent individual seniors and disabled veterans and married couples from claiming and being allowed multiple exemptions and from claiming and receiving exemptions for residences other than owner-occupied primary residences. The bill implements audit recommendations.	Primavera & Nordberg/ Jahn & T. Neville	Passed Both Houses	Monitor	The bill reflects the Audit Committee's concern that the fundamental design of the Senior and Disabled Veteran Property Tax Exemption program does not sufficiently protect the state from reimbursing counties for non-qualifying exemptions and, within the current program design, the Department of Local Affairs lacks authority and processes to ensure that only qualifying applicants are approved. The bill requires improved processes and coordination among entities administering the tax exemption.	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.
HB16-1187	**Sales & Use Tax Exemption Retirement Community Food** - The bill creates a sales and use tax exemption for the sale, storage, use, or consumption of food, food products, snacks, beverages, and meals (food products) on the premises of a retirement community.	Kraft-Tharp/ Holbert	Passed Both Houses	Support w/ amendment	Under the bill, a "retirement community" means: an assisted living residence, an independent living facility or a skilled nursing care facility. Also, the bill needs to be amended to clarify the exemption is only for food and beverages that are part of a resident's meal plan.	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.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
HB16-1242	**Supplemental Appropriations Department Of Human Services** - The bill makes supplemental appropriations to the Department of Human Services for FY 2015-16.	Hamner/ Lambert	Signed by the Governor	Support	This bill appropriates the funds described in HB 1161 above. DRCOG staff and lobbyists were instrumental in getting CDHS to request spending authority for the money and to include rollover spending authority into the next fiscal year.	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.
HB16-1394	**Aligning Issues Around At-risk Persons** - The bill implements the following recommendations of the At-Risk Adults with Intellectual and Developmental Disabilities Mandatory Reporting Implementation Task Force: • Standardizing statutory definitions among the "Colorado Criminal Code", the adult protective services in the Department of Human Services and the Department of Health Care Policy and Financing; • Specifying that enhanced penalties for crimes against an at-risk person apply to all persons 70 years of age or older and to all persons with a disability; and • Clarifying and expanding the definitions of persons who are required to report instances of mistreatment of at-risk elders or at-risk adults with an intellectual and developmental disability (adults with IDD).	Young/ Grantham	Passed Both Houses	Monitor	DRCOG supported the original legislation on mandatory reporting and has supported subsequent implementing legislation. This bill primarily cleans up language in different parts of the statutes. It also: • Reduces the time when a law enforcement agency or county department is required to prepare a written report from 48 hours to 24 hours; • Specifies that a county department of human services is to conduct an investigation of allegations of mistreatment of an at-risk adult; and • Clarifies that the Human Rights Committee is responsible for ensuring that an investigation of mistreatment of an adult with IDD occurred. DRCOG will monitor this bill to ensure the existing law is now weakened.	DRCOG supports increases in consumer protections for older adults and their caregivers.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
SB16-078	**Assisted Living Administrator Competency Requirement** - The bill requires an operator of an assisted living facility to ensure that the administrator of the facility completes 30 credits of continuing competency every 2 years. The operator must maintain records on the facility premises as proof of the fulfillment of the competency requirements. The department of public health and environment is required to promulgate rules concerning the competency requirements.	Martinez Humenick / Primavera	Postponed Indefinitely Senate Business, Labor & Technology	Staff Discretion to Oppose	Although staff believes there should be additional competency requirements for Assisted Living Administrators, staff is concerned this bill preempts work be done currently by the Assisted Living Working Group at the state Department of Public Health & the Environment. DRCOG did oppose a similar bill last year.	DRCOG supports increases in the quality of care and consumer protections for older adults and their caregivers.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
TRANSPORTATION BILLS						
HB16-1008	**Roadway Shoulder Access for Buses** - The Colorado Department of Transportation (CDOT) is authorized to designate an area on a roadway not otherwise laned for traffic for use by commercial vehicles designed to transport sixteen passengers or more, including the driver, that are operated by a governmental entity or government-owned business that transports the general public or by a contractor on behalf of such an entity or government-owned business. CDOT must consult with the Colorado State Patrol before making such a designation and establishing conditions of use for the designated area. CDOT must impose and each authorized user must acknowledge the conditions of use for the designated area by written agreement.	J. Becker & Winter/ Heath & Cooke	Signed by the Governor	Support	This bill provides statutory authorization necessary for projects such as that contemplated for US 36.	DRCOG supports legislation that promotes efforts to create and fund a multimodal transportation system. 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.
HB16-1018	**Transportation Advisory Committee Procedures** - **Transportation Legislation Review Committee**. The bill amends current law to require the Statewide Transportation Advisory Committee (STAC) to provide advice and comments to both CDOT and the Transportation Commission, rather than only to CDOT. The bill also specifies that the STAC will provide advice on budgets and transportation policy, programming, and planning.	Mitsch-Bush & Carver/ Todd	Signed by the Governor	Support	Current law only requires the STAC to advise CDOT on the needs of the transportation systems in the state and to review and comment on all regional transportation plans submitted for the transportation planning regions of the state.	DRCOG supports legislation that reinforces collaboration between state and regional transportation agencies and recognizes their respective roles, responsibilities and interests.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
HB16-1031	**Modify Transportation Commission Membership** - **Transportation Legislation Review Committee**. The bill requires the TLRC to study current statutory Transportation Commission districts during the 2016 interim to determine whether the number and boundaries of the districts should be modified. To assist the TLRC in its work, by August 1, 2016, Legislative Council Staff (LCS), with the cooperation of CDOT, must present a research study to the TLRC that documents changes in the current 11 districts since the last time the General Assembly modified the districts, to include population, number of lane miles, and annual vehicle miles traveled. In doing so, LCS must take into account existing county and municipal boundaries, regional transportation areas and districts, and transportation planning regions. The TLRC must hold public hearings in major geographical regions of the state regarding potential district modifications. The TLRC may recommend legislation to modify the districts.	Carver/ Cooke	Passed Both Houses	Actively Monitor	Transportation Commission members are appointed from 11 statutorily defined Transportation Commission districts and the General Assembly has not modified the number or boundaries of the districts since 1991. An early draft of this bill proposed to change the Transportation Commission districts and representation to reflect the 15 transportation planning region districts. This would have meant that the DRCOG region would have had just one representative on the Transportation Commission. Currently the DRCOG region is represented by four of the eleven districts.	DRCOG supports: • Legislation to ensure that representation on the Transportation Commission reflects approximately equal populations based on the most recent population census. • Transportation planning that is coordinated between DRCOG, CDOT, RTD 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 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.
HB16-1039	**Interstate 70 Motor Vehicle Traction Equipment** - **Transportation Legislation Review Committee**. The bill broadens current law to require the traction equipment to be carried on I-70 between Milepost 133 (Dotsero) and milepost 259 (Morrison) when icy or snow-packed conditions are present. The bill also requires that this traction control equipment be used when icy or snowy conditions are present.	Mitsch-Bush & Rankin/ Todd & Donovan	Postponed Indefinitely Senate Transportation	Support with Amendment	Currently, a person is required to use certain traction control equipment, such as chains or snow-rated tires, when the CDOT restricts road use due to a winter storm. The Board has directed staff to support an amendment to the bill to set the eastern end of the bill's application to the Evergreen Exit. The bill was amended in the House to specify the restriction is effective from Oct. 1 to May 15.	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.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
HB16-1061	**Military Installation Transportation Needs Planning** - The bill requires the comprehensive Statewide Transportation Plan prepared by CDOT to include an emphasis on coordination with federal military installations in the state to identify the transportation infrastructure needs of the installations and ensure that those needs are given full consideration during the formation of the plan.	Nordberg & Carver/	Signed by the Governor	Monitor	This is a new idea and DRCOG staff needs time to research the implications of the bill.	DRCOG supports regional and statewide efforts at such consensus building and will work to pursue multimodal transportation solutions; 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.
HB16-1067	**Regional Transportation Authority Mill Levy** - Current law authorizes a regional transportation authority (RTA) to impose a uniform mill levy of up to 5 mills on all taxable property within its territory, but the authorization is scheduled to repeal on January 1, 2019. The bill extends the authorization until January 1, 2029.	Mitsch-Bush/ Donovan	Postponed Indefinitely Senate Transportation	Support	Existing RTA's, such as the Roaring Fork Transportation Authority and the Pikes Peak Rural Transportation Authority, have proposed this legislation because the mill levy is an important tool for them to fund local transportation infrastructure projects. DRCOG supported the RTA legislation.	DRCOG supports increased funding for transportation to preserve the system, address congestion and safety, and provide multimodal options for people of all ages, incomes and abilities.
HB16-1138	**General Fund Transfers For State Infrastructure** - For each state fiscal year that the SB 09-228 required transfers are reduced or eliminated, the bill adds on another year of transfers to the Capital Construction Fund and the Highway Users Tax Fund (HUTF). Therefore, there will be five fiscal years with the full statutory transfers to the funds, regardless of the number of fiscal years that it takes to do so. Section 2 specifies that the moneys in the State Highway Fund allocated from any of the statutorily required transfers to the HUTF may be used for general highway operations and maintenance.	Brown/	Postponed Indefinitely House State, Veterans, & Military Affairs	Monitor	Because the five-year block of transfers in statute expires after FY 2019-20, new transfers from the General Fund could be required beginning in FY 2020-21. This bill lengthens the five-year block in the event that one or more years of transfers are reduced or not made because of a TABOR revenue surplus. The bill also allows up to 90 percent of the transfers to be spent on highway construction, reconstruction, repair, improvement, and maintenance, in addition to the current law restriction to infrastructure projects identified in the Strategic Transportation Project Investment Program.	DRCOG supports increased funding for transportation to preserve the system, address congestion and safety, and provide multimodal options for people of all ages, incomes and abilities.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
HB16-1169	**Ute Representatives for Transportation Advisory Committee -** The bill expands the membership of the Statewide Transportation Advisory Committee (STAC) to include one representative from each of the tribes as a full-fledged voting member and expresses the intent of the General Assembly that these representatives replace the nonvoting representatives.	Coram/ Roberts	Signed by the Governor	Support	Current law specifies that the STAC consists of one representative from each TPR. CDOT rules also allow the Southern Ute and Ute Mountain Ute tribes to each appoint one nonvoting representative to the STAC.	DRCOG supports legislation that reinforces collaboration between state and regional transportation agencies and recognizes their respective roles, responsibilities and interests.
HB16-1304	**Transportation Priorities Community Conversations** - The bill requires the CDOT to hold at least one community conversation in each transportation planning region (TPR) no later than October 1, 2016, in order to allow members of the public to testify and be questioned regarding their top priorities for transportation funding and their preferred means of raising the revenue needed to fund those priorities. No later than November 1, 2016, the representative of the TPR who convened the community conversations must develop and submit to CDOT a report that ranks both the top transportation priorities for the TPR and the preferred means of raising the revenue needed to fund those priorities. CDOT must compile the regional reports into a statewide report that ranks the top transportation priorities for the state and the preferred means of raising the revenue to fund those priorities. CDOT must present the report during its SMART Act presentation made before the 2017 regular legislative session.	Tyler/	Postponed Indefinitely Senate State Affairs	Monitor	To ensure maximum public participation for each community conversation, CDOT and the Colorado Office of Economic Development must provide extensive public notice of each community conversation and hold them at a time outside of regular business hours or most convenient to the local community and at a location convenient for as much of the population as feasible and allow remote testimony. The representative of the TPR on the Statewide Transportation Advisory Committee must convene an open house meeting or panel of experts in transportation and economic development to interact with and receive testimony from the public. The meeting or panel must include any member of the Transportation Commission and any Regional Transportation Director for CDOT whose district includes any portion of the TPR and a representative of any economic development district that includes any portion of the TPR.	DRCOG supports increased funding for transportation to preserve the system, address congestion and safety, and provide multimodal options for people of all ages, incomes and abilities.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
SB16-011	**Terminate Use of FASTER Fee Revenue for Transit** - Repeals the statutory provisions that require transit-related uses of the Faster fee revenue. As a result, the revenue must be used only for road safety projects, as defined by FASTER.	T. Neville/ P. Neville	Postponed Indefinitely House Transportation & Energy	Oppose	DRCOG supported FASTER (SB09-108), including the transit provisions. Under current law, $15 million per year of revenue from the road safety surcharge, daily vehicle rental fee, supplemental oversize and overweight vehicle surcharge, supplemental unregistered vehicle fine, and late vehicle registration fee imposed pursuant to FASTER is used for transit-related projects as follows: • $10 million is used by the department of transportation (CDOT) for the planning, designing, engineering, acquisition, installation, construction, repair, reconstruction, maintenance, operation, or administration of such projects; and • $5 million is credited to the state transit and rail fund and used by the transit and rail division of CDOT to provide grants to local governments for local transit projects.	DRCOG supports increased funding for transportation to preserve the system, address congestion and safety, and provide multimodal options for people of all ages, incomes and abilities.
SB16-123	**Free Access to High Occupancy Vehicle Lanes** -The bill prohibits the Department of Transportation or the High-Performance Transportation Enterprise from requiring a vehicle owner to use a switchable transponder or other device in order to travel in a high occupancy vehicle on either a high occupancy vehicle lane or a high occupancy toll lane on a toll-free basis.	Singer/ Lundberg	Postponed Indefinitely House Transportation & Energy	Oppose	CDOT would have to develop a different way to monitor toll lane use. The bill has been amended to include motorcycles in the exception.	DRCOG supports legislation that promotes efforts to create and fund a multimodal transportation system. 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.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
OTHER BILLS						
SB16-057	**Mobile Home Owners Leasing Space Mobile Home Parks** - The bill grants new powers to the Division of Housing within the Department of Local Affairs in connection with the promotion of the mutual interests of landlords and home owners within mobile home parks, pursuant to its statutory authority and subject to available appropriations; requires the division to maintain for public dissemination a list of local government agencies and community-based nonprofit organizations that are created and empowered to mediate disputes between or among landlords, management, and home owners within mobile home parks; requires the management of a mobile home park to adopt reasonable written rules and regulations concerning all home owners' use and occupancy of the premises; and requires the parties to a dispute to submit to alternative dispute resolution.	Kefalas/ Ginal & Tyler	Postponed Indefinitely Senate State Affairs	Actively Monitor	The bill is an attempt to support the viability of mobile home parks as an affordable housing option in the state. There is a lot of detail in the bill that staff has not had time to fully analyze but this is an issue the board has considered in the past and we wanted to bring it to your attention again.	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.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
SB16-1313	**Auth Local Gov Master Plan Include Water Plan Goal** - As introduced, the bill authorizes local government master plans to include goals specified in the state water plan and to include policies that condition development approvals on implementation of those goals. This authorization is located in section 30-28-106 , C.R.S., which includes plans adopted by municipalities, counties and regional planning commissions. The master plan may consider and incorporate the goals specified in the state water plan adopted pursuant to section 37-60-106 (1)(u), C.R.S., and may include policies to implement water conservation and other state water plan goals as a condition of development approvals, including subdivisions, planned unit developments, special use permits, and zoning changes.	Arndt & Coram/	Postponed Indefinitely Senate State Affairs	Monitor	DRCOG opposed this bill at its March meeting. Since then, the bill has been amended to emphasize its permissiveness and that the focus is on water conservation broadly. It now also states, "Nothing in this (bill) shall be construed to create a mandate or affect existing policy regarding water." With the amendment, CML has dropped its opposition and CCI has changed its position to Support as amended.	DRCOG supports 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.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
SB16-1334	**Inclusionary Zoning in County Unincorporated Areas** - The bill authorizes the board of county commissioners of any county, by duly enacted ordinances, resolutions, or other forms of binding law, to establish and create a program that implements inclusionary zoning within an unincorporated area of the county. The bill defines "inclusionary zoning program" to mean a program adopted by a county government that encourages or requires a given share of the housing units in a proposed development to be priced in a way that is affordable for low- and moderate-income households. Nothing in the bill is intended to challenge or to affect the legal status of any such program implemented and in effect prior to the effective date of the bill.	Winter/	Postponed Indefinitely Senate State Affairs	Monitor	The bill defines, "inclusionary zoning program" as a program adopted by a county government that encourages or requires a given share of the housing units in a proposed development to be priced in a way that is affordable for low- and moderate-income households. Inclusionary zoning program components may include, but are not limited to, requiring a developer to set aside a set percentage of units within the proposed development that are priced as affordable for persons in low- and moderate-income households, offering the developer different forms of incentives to compensate the developer for pricing certain housing units in a way that promotes affordable housing, targeting a particular income range as the beneficiary of such programs, and specifying a time period for which affected housing units are required to stay affordable.	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.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
HB16-1340	**County Planning Commission Exemption from Approval Requirement** - Under current law, a county or regional planning commission that has adopted a master plan for a county or part of the county is required to review the proposed location of a public project if the location falls within the unincorporated territory of the county. The bill exempts from the review requirement a proposed public project that is permitted under existing zoning laws or contemplated by a plan, proposal, or application, that the planning commission has already approved.	Tyler/ Scott	Postponed Indefinitely Senate Local Government	Monitor	Under the bill, a county or regional planning commission need not review a proposed project pursuant to statute, if the proposed project is permitted under existing zoning laws or is contemplated by one of the following that the planning commission has already approved: (i) a plan, including the county's master plan; (ii) a proposal; or (iii) an application. The bill only applies to a regional planning commission if there is no county planning commission.	DRCOG supports the use of comprehensive/ master plans as the foundation for local land use decision-making.

MINUTES
ADMINISTRATIVE COMMITTEE
Wednesday, April 20, 2016

Present:

Elise Jones, Chair	Boulder County
Eva Henry	Adams County
Bill Holen	Arapahoe County
Robin Kniech	Denver
Roger Partridge	Douglas County
Don Rosier	Jefferson County
Bob Roth	Aurora
George Teal	Castle Rock
Shakti	Lakewood
Ashley Stolzmann	Louisville
Colleen Whitlow	Mead
Herb Atchison	Westminster

Others Present: Phil Cernanec, Littleton; Jennifer Schaufele, Executive Director; Connie Garcia, Executive Assistant/Board Coordinator, and DRCOG staff.

Chair Elise Jones called the meeting to order at 5:40 p.m. with a quorum present.

Move to Adopt the Consent Agenda

Eva Henry **moved** to adopt the consent agenda. The motion was **seconded** and **passed** unanimously.

Items on the consent agenda included:

- Minutes of March 16, 2016
- Resolution No. 5, 2016 authorizing the Executive Director to accept additional funding for the Area Agency on Aging from the Colorado Department of human Services, in conjunction with the Colorado Refugee Services Program, in the amount of $16,625 for services to older adult refugees, which will increase the funding amount from $90,250 to $106,875 and extend the time period of services to 9/30/16.

Discussion of FIRE Program
Flo Raitano, Director of Partnership Development & Innovation, briefed members on the proposed conclusion of the FIRE program. DRCOG has provided semi-annual testing and recruitment services for member fire departments and districts in the region and maintained an active database of potential firefighter applicants. In recent years public sector companies have developed similar and more robust services that are capable of providing the same services in a cost-effective and efficient manner. There is also a trend of smaller departments and districts to merge or consolidate with larger districts,

further decreasing the benefit and relevance of the FIRE Program. The FIRE Advisory Committee and DRCOG staff recommends DRCOG begin the necessary steps to conclude the program.

> Bill Holen **moved** to recommend to the Board of Directors approval of the conclusion of the FIRE Program by December 31, 2016 with direction to staff to effect an orderly transition to whatever option may be identified by the FIRE Advisory Committee and member districts. The motion was **seconded** and **passed** unanimously.

Presentation of the DRCOG 2015 Audit
Steve Plutt, Plutt & Rogers, provided a brief report on the 2015 Audit. He reported it was a clean audit, the latest in several years of clean audits for DRCOG.

Director Kniech asked if there was a reference to a recommendation on the fund balance in the report. Mr. Plutt noted the reference is on page 24 of the audit report. Mr. Plutt reported the fund balance is currently at 21.4 percent. A three month fund balance would be around 24 percent.

Presentation on Centers for Medicare and Medicaid Services grant opportunity
AJ Diamontopoulos, Business Development Coordinator, Area Agency on Aging, provided a brief overview of a grant opportunity that DRCOG is pursuing. The goal of the grant is to realign the referral process of clinical patients that are determined to need assistance with the social determinants of health to community-based organizations that can help with those issues. DRCOG is pursuing partnerships as part of the grant application process. The grant will lay the groundwork for the future direction of seamless integration of medical and community care services for at-risk seniors, people with disabilities and underserved populations.

Executed Contracts Report – No contracts reported for March 2016.

Report of the Chair
No report was provided.

Report of the Executive Director
Executive Director Schaufele reported results of the most recent employee survey. She noted the ratings are in the higher ranges, with the average score at 3.45.

Director Kniech asked if the vacant senior management position for the planning department had been filled; or if there were plans to fill the position. Executive Director Schaufele reported the position has not yet been filled; however some staff reorganization has occurred. The modeling team has been moved to Transportation Planning & Operations, due to the close working relationship between the groups. Ms. Schaufele noted she has committed to the Regional Planning & Operations staff to make a more permanent decision regarding strucutre in the next 8 weeks.

Administrative Committee Minutes
April 20, 2016
Page 3

Other Matters by Members
No other matters were discussed.

Next Meeting
This is the final meeting of the Administrative Committee.

The meeting adjourned at 5:53 p.m.

Submitted this 10th day of May , 2016

Connie Garcia

Connie Garcia
Executive Assistant/Board Coordinator

ATTACH L

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
May 18, 2016	Informational	18

SUBJECT

Administrative modifications to the *2016-2021 Transportation Improvement Program*.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

Per the DRCOG Board adopted *Policy on Transportation Improvement Program (TIP) Preparation*, administrative modifications to the 2016-2021 TIP are reviewed and processed by staff. Administrative modifications represent revisions to TIP projects that do not require formal action by the DRCOG Board.

Once processed, the projects are posted on the DRCOG 2016-2021 TIP web page and emailed to the TIP Notification List, which includes members of the Regional Transportation Committee, the Transportation Advisory Committee, TIP project sponsors, staff of various federal and state agencies, and other interested parties.

Beginning this month, DRCOG staff will generate an agenda item to inform the Board of monthly TIP administrative modification activities.

The May 2016 Administrative Modifications are listed below and described in the attachment. Highlighted items in the attachment depict project revisions.

- **1999-097:**   **Regional Transportation Demand Management (TDM) Program Pool**

   The City of Aurora and 36 Commuting Solutions have made arrangements with RTD to administer their respective projects. The revision is reflected in the "Project Listing".

- **2008-028:**   **Region 4 Bridge Off-System Pool**

   This modification adds funding and a project to the pool.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

May 2016: 2016-2021 TIP Administrative Modifications

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 & Operations at 303 480-6747 or drex@drcog.org.

Administrative Modification – May 2016   2016-2021 Transportation Improvement Program

1999-097: Update pool projects' sponsor.

Existing

Title: **Regional Transportation Demand Management (TDM) Program Pool**   Project Type: **Congestion Management**

TIP-ID: **1999-097**   STIP-ID: Open to Public: Sponsor: **DRCOG**

Project Scope

The Regional TDM Program funds projects that promote alternatives to SOV travel, with the intent to reduce mobile source emissions.

This pool includes funds for seven TMA regional partnerships and other TDM projects selected through a call for projects.

Affected County(ies)

Regional

All pool project funding depicts federal and/or state funding only.

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
36 Commuting Solutions (TMA)	Reg. TDM Program (FY16-17)	$160	Transportation Solutions (TMA)	Reg. TDM Program (FY16-17)	$160	eGo Carshare	Multi-modal Access Pass Marketing Campaign and Fleet Expansion (FY16-17)	$112
Boulder Transportation Connections (TMA)	Reg. TDM Program (FY16-17)	$160	Aurora	Bike-n-Ride Storage Facilities: Aurora and East Line (FY16-17)	$300	Bike Denver	Ambassador Program (FY16-17)	$248
Denver South (TMA)	Reg. TDM Program (FY16-17)	$160	36 Commuting Solutions (TMA)	Bike-n-Ride Shelters: Broomfield/Sheridan Stations (FY16-17)	$259	Walk Denver	Wayfinder Academy (FY16-17)	$145
Downtown Denver Partnership, Inc. (TMA)	Reg. TDM Program (FY16-17)	$160	Boulder County	Real-Time Transit Signage Project: Boulder County (FY16-17)	$258	Transportation Solutions (TMA)	Access Cherry Creek/Access Colorado Blvd (FY16-17)	$200
Northeast Transportation Connections (TMA)	Reg. TDM Program (FY16-17)	$160	Golden	Bike Library: City of Golden (FY16-17)	$164	RAQC	Every Trip Counts - Smart Commute Metro North (FY16-17)	$286
Smart Commute Metro North (TMA)	Reg. TDM Program (FY16-17)	$160	Groundwork Denver	Community-Based Social Marketing Project (FY16-17)	$238	Community Cycles	Community Multi-modal Transportation Center (FY16-17)	$124

Amounts in $1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (CMAQ)		$3,454	$0	$3,200	$0	$0		
State		$0	$0	$0	$0	$0		
Local		$864	$0	$800	$0	$0		
Total	$0	$4,318	$0	$4,000	$0	$0	$0	$8,318

Revised Project Listing

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
36 Commuting Solutions (TMA)	Reg. TDM Program (FY16-17)	$160	Transportation Solutions (TMA)	Reg. TDM Program (FY16-17)	$160	eGo Carshare	Multi-modal Access Pass Marketing Campaign and Fleet Expansion (FY16-17)	$112
Boulder Transportation Connections (TMA)	Reg. TDM Program (FY16-17)	$160	RTD	Bike-n-Ride Storage Facilities: Aurora and East Line (FY16-17)	$300	Bike Denver	Ambassador Program (FY16-17)	$248
Denver South (TMA)	Reg. TDM Program (FY16-17)	$160	RTD	Bike-n-Ride Shelters: Broomfield/Sheridan Stations (FY16-17)	$259	Walk Denver	Wayfinder Academy (FY16-17)	$145
Downtown Denver Partnership, Inc. (TMA)	Reg. TDM Program (FY16-17)	$160	Boulder County	Real-Time Transit Signage Project: Boulder County (FY16-17)	$258	Transportation Solutions (TMA)	Access Cherry Creek/Access Colorado Blvd (FY16-17)	$200
Northeast Transportation Connections (TMA)	Reg. TDM Program (FY16-17)	$160	Golden	Bike Library: City of Golden (FY16-17)	$164	RAQC	Every Trip Counts - Smart Commute Metro North (FY16-17)	$286
Smart Commute Metro North (TMA)	Reg. TDM Program (FY16-17)	$160	Groundwork Denver	Community-Based Social Marketing Project (FY16-17)	$238	Community Cycles	Community Multi-modal Transportation Center (FY16-17)	$124

2008-028: Add funding and project to pool

Existing

Title: **Region 4 Bridge Off-System Pool**   Project Type: **Bridge**

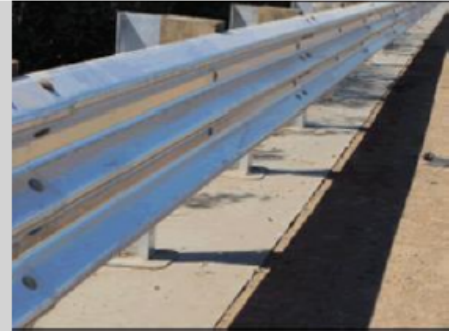TIP-ID: **2008-028**   STIP-ID: **SR46601**   Open to Public: Sponsor: **CDOT Region 4**

Project Scope

Bridge Off-System Pool funds off-system bridge projects throughout CDOT Region 4 (Boulder and SW Weld Counties).

Affected County(ies)

Boulder

Weld

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

Revised Project Listing and Funding Table

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Castle Rock Upper and Lower Bridge (Boulder County) (FY17)		$133						

Amounts in $1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (BRO)		$0	$133	$0	$0	$0		
State		$0	$33	$0	$0	$0		
Local		$0	$0	$0	$0	$0		
Total	$0	$0	$166	$0	$0	$0	$0	$166

ATTACH M

As Colorado Housing Stays Tight, Seniors Are Increasingly Feeling The Squeeze

By STEPHANIE PAIGE OGBURN • APR 5, 2016

The Front Range's booming economy is good news for many. Yet fast growth has caused a housing crunch from Denver to Fort Collins.

Rising rents and home prices are squeezing a vulnerable population: seniors. Groups that work to help lower-income older adults say they are having a harder time placing seniors in subsidized housing and also starting to see more of this population lacking a place to call home.

Judith Corrado lives in Fort Collins. She's 71 and energetic, despite suffering from the respiratory ailment COPD. She agreed to tell her story because she wants to shed light on what she believes is a widespread problem. Corrado, and older adults like her, are increasingly having a hard time finding affordable places to live.

"I have an awful lot of people I know that are in horrendous situations because they can't get housing," she said. "The prices are insane. $1,300 for a studio? And then you pay utilities."

Corrado stays with her son right now, but finances in his household are tight as well, and her current living situation is stressful. She works part time, but that income plus her $850 a month from her Social Security check wouldn't even clear the rent on most Fort Collins apartments.

She once had savings to fall back on. After helping her adult children -- one lost his job in the recession, another underwent expensive cancer treatments -- that money is now gone, she said. She's even thought about moving somewhere cheaper.

"You know, I can go to Nebraska and rent a place for $200," she mused.

The problem with that? She doesn't know anyone. After 30 years in Colorado, her friends and family are here. Her doctors are here. The vet that knows how to care for her dog is here. At her age, starting over in a new place seems nearly impossible.

So Corrado reached out to Lutheran Family Services, which is helping her find a subsidized apartment. If she can get into one of those, she'll pay about a third of her income in rent.

Placing seniors like Corrado in affordable housing is getting more and more difficult, said Alison Dawson, a Lutheran Family Services caseworker. A few years ago, it was relatively easy to get seniors into apartments. The waitlist would be three, maybe four months.

"Now, the lists are super long," said Dawson --waitlists can now be one or two years. There are more and more seniors like Corrado, and the number of available housing units is not keeping pace. Some facilities have such lengthy waits they've closed their lists altogether.

Not all of Dawson's clients were always low income. Many of them, she said, have long been productive members of the community. Aging, however, is a tipping point. They stop earning, or maybe a spouse dies or they suffer an unexpected medical emergency. Rapid increases in rents catch them off guard, or rising property taxes stretch their finances too thin. So far, she's managed to keep all her clients from becoming homeless.

While many seniors may lack affordable housing, it doesn't always mean their next step is the street. Guy Mendt, Larimer County Regional Director of Catholic Charities, said his shelter has yet to see an increase in seniors they shelter. It was 63 in 2015. What is changing, Mendt said, is how long it takes to get them back into a stable place to stay. "The length of time these seniors are homeless has almost doubled," Mendt wrote in an email.

Also, not all seniors who are homeless opt for shelters. Judith Corrado said some of her friends, many who have a cherished pet companion, often prefer to stay in their cars.

Gary Sanford, executive director of the Metro Denver Homeless Initiative, said it's hard to count the homeless population generally, and seniors are no exception. He agreed that affordability is a growing problem among this population.

"The seniors that are on fixed incomes are really being squeezed with the increasing rents," Sanford said.

Of those that may not stay in shelters, some may find a place in rent-by-the-week motels, couch surf, or double up with family. Older adults may avoid shelters because they find them difficult to navigate, particularly if they are on oxygen or have other medical needs.

Front Range service providers that focus on the elderly say they are seeing an increase in calls for services. The Denver Regional Council of Governments Area Agency on Aging, which serves adults over 60 throughout the metro region, said nearly 20 percent of the referrals it made through March 21, 2016 were housing related.

Other agencies have similar stories to tell. [Colorado Housing Connects](#) started a new hotline in mid-2014 to take calls from those struggling with housing. With almost no promotion or marketing, the annual call volume for 2015 was 16,641 or one call nearly every seven minutes the hotline is open.

A fifth of those calls came from seniors, said Stephanie Seifried, Grants and Communications Coordinator for Brothers Redevelopment, which helps run the hotline.

On a recent visit to Denver's Senior Support Services — a day shelter that provides three meals a day as well as support finding social services and housing — long lines of older adults crowded the hallways, waiting for food, clothing, and other assistance.

The low-slung, 4,000-square-foot building on the edge of Uptown bustled with activity, as a small staff worked to meet the needs of an ever-increasing population of low-income elders. One of their priorities is getting the population they serve, many of whom are homeless, into subsidized apartments. Once homeless adults do get into housing, it is, for most of them, immensely stabilizing, say experts.

Alma Walker is one example. The 71-year-old grins widely as she tells the story of getting her apartment. Walker moved back to Denver in 2014, hoping to find work, but was unsuccessful in her search. Without a place to stay, she lived in her car. She had filled out form after form, week after week, and been on a waiting list for housing for several months. Then one day, she was eating "a hot dog, a dollar hot dog at Sonic," when she got the call. Walker was so excited to get the apartment; she raced down to sign the lease at exactly that moment. She's been living there since September 2015.

Two other formerly homeless adults, David Bell, 57, and James Worline, 58, also got help from Senior Support Services. Prior to getting subsidized housing, the couple lived in a tent by Denver's Clear Creek. They preferred that to staying in shelters, which they said had too many people abusing drugs and alcohol.

Now, they have a one-bedroom apartment that costs a third of their income. They are slowly and surely making it a home - they just bought a TV - a small one, Worline clarifies, with a grin flickering across his face.

In both of these cases, finding housing was the first step in helping these adults return their lives to normal. Worline now feels like he can focus on finding a job. He and Bell also plan to get married. Alma Walker works at Senior Support Services, helping at the front desk.

Yet available homes for the neediest, like much of the Front Range's housing stock, are increasingly hard to come by. Ted Pascoe, executive director of Senior Support Services, said even though there are efforts to create more affordable housing in the metro area, other apartments that were once affordable are exiting federal subsidy programs and going on the open market. "So it may get worse before it gets better."

Longmont's Main Street bus route getting Sunday, more weekday service

By Karen Antonacci

Staff Writer

Starting Sunday, the Regional Transportation District route 324 will have service on Sundays and holidays as well as expanded service on weekdays in Longmont.

The route, which runs primarily north and south on Main Street, is part of the city and Boulder County's Ride Free local fare program.

The route will run on Sundays and on holidays from 8 a.m. to 6:30 p.m. There will be an extra circuit of Main Street in the morning, before 6 a.m., and two extra circuits in the evening, after 6:30 p.m.

Longmont transportation planner Phil Greenwald said the increased service was made possible due to a grant from the Federal Transit Administration.

The FTA granted the city nearly $1.18 million to run the expanded service for three years and Longmont put up $294,000. The grant was administered through the Denver Regional Council of Governments and RTD.

Greenwald said the increased ridership from the Ride Free program helped convince the federal government to grant money for extended service. Originally, the service on Route 324 was supposed to double, Greenwald said, but RTD is experiencing a driver shortage so they expanded the hours instead.

John Martin: Issues with Erie more than a rumor

By John Martin

POSTED: 05/03/2016 07:35:35 PM MDT

I read with interest in the April 22 edition of the Daily Camera that Erie Mayor Tina Harris feels that the dispute between Erie's ambitious development plans and Lafayette's legal maneuverings about the proposed development of Nine Mile Corner (at 287 and Arapahoe) was the result of a rumor.

She was quoted as saying, "I think it's about the rumor awhile back about King Soopers moving from over there to here. Honestly from me to you, I think that's what it is all about." From "over here" in Lafayette, I find her comments to be myopic and disturbingly uninformed. Where has she been all of these years? So, I thought I would list a few items about Erie's development that have nothing to do with King Soopers and may have a play in the dispute:

• I often think of the Erie's development ambitions at 5 p.m. on weekdays at the corner of Arapahoe and 95th when angry commuters are trying to get home to Erie through Lafayette. I often find the corner there to be congested to the point that people lose their tempers over delays.

• Then there are the mornings when folks are trying to get onto 95th from Isabelle Road to commute to either Boulder or Longmont. Here, too, the traffic from Erie has increased manyfold and causes delays, stress, and danger.

• Sometimes I think of our neighbors in Erie when the light at Baseline Road and Public Road seems interminable as people try to get home to Erie and Broomfield.

• Sometimes I think about Erie's development when I travel from Lafayette heading east and have to travel Highway 7, as Erie from the north and Broomfield from the south sprout houses, condos and businesses that look like giant behemoths marauding over the gentle grassy hills.

• On quiet evenings I sometimes think of Erie's ambitious development plans when the hideous hum of high-speed traffic roars down 287 and idles at 287 and Baseline or 287 and South Boulder Road, pouring fumes into the air. Often I get the added enjoyment of the deafening throttle of motorcycle traffic, many of them headed home to Erie.

• I often get misty-eyed as I think back to when the Denver Regional Council of Governments helped establish Inter-governmental Agreements to foster cooperation

between local governments in the hope it would put a halt to the urban sprawl that has strangled so many places in our country. Many of us thought that those agreements would lead to some sanity in our communities.

• There was the time I was trying to buy some hay from a farmer in Erie and could hardly do any business because the developers were calling him constantly on their cell phones wanting to know when he would finally sell.

• Then I look back at when Erie bailed out of the agreements (IGAs) with Lafayette. Lafayette soon followed (saying it was no use). Unlike the giant reptiles lurking in Douglas and Jefferson counties, the little velociraptors of Erie and Lafayette became poised for battle over tax revenue.

• Finally, I remember the times when Broomfield and Erie were taken over by developers. Many local governments are just extensions of the chamber of commerce, but these two municipalities were the poster children of unplanned sprawl ignited by the money of developers. Both of them spread their claws like crabs over the neighbors "over there."

So now it is probably too late to do anything about what may be the inevitable destruction of the Front Range. But, please, don't say it is just a rumor.

John Martin lives in Lafayette.