

AGENDA
BOARD OF DIRECTORS
WEDNESDAY, JANUARY 20, 2016
6:30 p.m. – 9:00 p.m.
1290 Broadway
First Floor Independence Pass Conference Room

1. 6:30 Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of New Members and Alternates
4. *Move to Approve Agenda

PUBLIC HEARING

5. 6:35 Public hearing on Cycle 2, 2015 amendments to the 2040 Fiscally Constrained Regional Transportation Plan (2040 RTP) and associated air quality conformity documents
(Attachment A) Jacob Riger, Long Range Transportation Planning Coordinator, Transportation Planning & Operations
6. 6:55 Report of the Chair
 - Report on Regional Transportation Committee
 - Report on Structure and Governance Group
(Attachment B) Bob Fifer, Board member, City of Arvada
 - Presentation of Five Year Service Award to Don Rosier, Jefferson County
7. 7:00 Report of the Executive Director
(Attachment C) Memo on Open Meetings Law
(Attachment D) Executive Director Monthly Report
8. 7:05 2016 State Legislative Preview
(Attachment E) Ed Bowditch, Tomlinson & Associates

***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!



9. 7:10 Public Comment
Up to 45 minutes is allocated at this time for public comment and each speaker will be limited to 3 minutes. If there are additional requests from the public to address the Board, time will be allocated at the end of the meeting to complete public comment. The chair requests that there be no public comment on issues for which a prior public hearing has been held before this Board. Consent and action items will begin immediately after the last speaker

CONSENT AGENDA

10. 7:20 *Move to Approve Consent Agenda
- Minutes of December 16, 2015
(Attachment F)
 - Designate location for posting notices of meetings
(Attachment G)

ACTION AGENDA

11. 7:25 *Discussion of a resolution amending the 2016-2021 Transportation Improvement Program
(Attachment H) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
12. 7:30 *Discussion of actions proposed by DRCOG staff regarding implementation delays of Transportation Improvement Program projects
(Attachment I) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
13. 7:40 *Discussion of Metro Vision Outcomes as recommended by the Metro Vision Issues Committee
(Attachment J) Brad Calvert, Metro Vision Manager, Regional Planning & Operations
14. 8:10 *Discussion of state legislative issues
New Bills for Consideration and Action
(Attachment K) Rich Mauro, Senior Legislative Analyst
Rich Mauro will present a recommended position on new bills based on the Board's legislative policies. If a bill requires additional discussion it may be pulled from the package and action will be taken separately. Bills introduced after the agenda is posted will be emailed to members prior to the meeting, possibly even the day of the meeting. **Positions on specific legislative bills requires affirmative action by 2/3 of those present and voting.**
15. 8:20 *Discussion of Statement of Understanding
(Attachment L) Jerry Stigall, Director, Organizational Development

***Motion Requested**

INFORMATIONAL BRIEFINGS

16. 8:40 Presentation on the Balanced Scorecard progress and QuickScore
(Attachment M) Jerry Stigall, Director, Organizational Development
17. 8:50 Committee Reports
The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG
- A. Report on State Transportation Advisory Committee – Elise Jones
 - B. Report from Metro Mayors Caucus – Cathy Noon
 - C. Report from Metro Area County Commissioners– Don Rosier
 - D. Report from Advisory Committee on Aging – Jayla Sanchez-Warren
 - E. Report from Regional Air Quality Council – Jackie Millet
 - F. Report on E-470 Authority – Ron Rakowsky
 - G. Report on FasTracks – Bill Van Meter

INFORMATIONAL ITEMS

18. Transmittal of DRAFT 2016 Federal Legislative Policy
(Attachment N) Rich Mauro, Senior Legislative Analyst
19. Transmittal of Nominating Committee Report
(Attachment O) Nominating Committee members
20. EPA response to DRCOG letter regarding background ozone
(Attachment P) Douglas W. Rex, Director, Transportation Planning & Operations
21. FY 2015 Annual Listing of Obligated Projects
(Attachment Q) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
22. Relevant clippings and other communications of interest
(Attachment R)
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

23. Next Meeting – February 17, 2016
24. Other Matters by Members
25. 9:00 Adjournment

***Motion Requested**

SPECIAL DATES TO NOTE

Metro Vision Awards Banquet

April 27, 2016

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

CALENDAR OF FUTURE MEETINGS

January 2016

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

February 2016

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

March 2016

2	Board Study Session	TBD
15	Regional Transportation Committee	8:30 a.m.
16	Administrative Committee	6:00 p.m.
	Board of Directors	6:30 p.m.
18	Advisory Committee on Aging	Noon – 3 p.m.
28	Transportation Advisory Committee	1:30 p.m.

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
January 20, 2016	Public Hearing	5

SUBJECT

Public hearing on proposed 2015 Cycle 2 amendments to the *2040 Fiscally Constrained Regional Transportation Plan* (2040 RTP) and associated air quality conformity documents.

PROPOSED ACTION/RECOMMENDATIONS

No action at this time; this is a public hearing. The Board is anticipated to act on the proposed amendments at its March 2016 meeting.

ACTION BY OTHERS

N/A

SUMMARY

The *2040 Fiscally Constrained Regional Transportation Plan* (2040 RTP) is a federal requirement and must identify individual regionally significant (major) roadway capacity and rapid transit projects anticipated to be implemented over the next 25 years. Revenues must be reasonably expected to fund construction of these major projects, as well as to maintain and operate the transportation system. Future revenues are also preserved for transit service, bicycle, pedestrian, and other types of projects.

DRCOG amends the 2040 RTP up to twice a year if requested by project sponsors. A key part of the RTP amendment process is a public hearing. The following proposed amendments were received in the current RTP amendment cycle (2015 Cycle 2) and are the subject of the [public hearing](#):

C-470 new managed toll express lanes	Advance construction timeframe of eastbound segment from Wadsworth Blvd. to Platte Canyon Rd.
I-70 new managed lanes	Change project scope to 1 managed lane in each direction from I-25 to Chambers Rd.
Pena Blvd./Tower Rd.	Construct missing on-ramp to westbound Pena Blvd.
Tower Rd.	Adjust timeframes of widening projects (Pena Blvd. to 104 th Ave.)
E-470	Advance widening (Parker Rd. to Quincy Ave.)
McIntyre St.	Add new widening projects (44 th Ave. to 60 th Ave.)
Quincy Ave.	Advance widening (C-470 to Simms St.)
Wadsworth Blvd.	Advance widening (35 th Ave. to 48 th Ave.)

The Draft Summary Report of the 2015 Cycle 2 Amendments to the 2040 RTP (Attachment) further describes the amendments.

Also per federal transportation planning requirements, DRCOG must show the 2040 RTP, as amended, will not cause a violation of federal air quality conformity standards. Accordingly, the RTP's roadway and transit networks with the proposed amendments were modeled for

air quality conformity. The results were used by the state Air Pollution Control Division to calculate pollutant emissions. All pollutant emission tests were passed, as shown in the air quality conformity documents ([DRCOG CO and PM10 Conformity Determination](#) and [Denver Southern Subarea 8-hour Ozone Conformity Determination](#)).

The Board is anticipated to act on the proposed amendments at its March 2016 meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Draft Summary Report of 2015 Cycle 2 Amendments to *2040 Fiscally Constrained Regional Transportation Plan (2040 RTP)*

Links:

- [2040 Fiscally Constrained Regional Transportation Plan](#)
- [DRCOG CO and PM 10 Conformity Determination](#) and [Denver Southern Subarea 8-hour Ozone Conformity Determination](#)

ADDITIONAL INFORMATION

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

**Denver Regional Council of Governments (DRCOG)
Summary Document of the 2015 Cycle 2 Amendments to the
2040 Fiscally Constrained Regional Transportation Plan**

Draft: December 21, 2015

A. Summary

CDOT and local governments have proposed several roadway project amendments to the 2040 Fiscally Constrained Regional Transportation Plan ([2040 RTP](#)) in this plan amendment cycle. The proposed amendments include modifications to existing projects in the 2040 RTP and new locally-funded projects requested by local governments. A description of each amendment is shown in Table 1. The locations of each amendment are shown in Figure A. The amendments will be incorporated into updated versions of Figure 10, Appendix 3 and Appendix 4 of the 2040 RTP.

B. Analysis of Amendments

Table 1 describes the specific change associated with each proposed amendment. The proposed amendments fall into two broad categories, each described below.

1. Roadway Capacity Amendments (Regional Roadway System)

CDOT and local governments are proposing roadway capacity modifications to certain existing projects in the 2040 RTP, and to add new locally funded capacity projects. These requested project modifications and additions address the current status of project development activities, such as Environmental Assessment document findings. They also address consistency with local government Capital Improvement Programs. The applicable proposed amendments and their project sponsors are:

- I-70 East reconstruction (CDOT): change managed lanes scope/limits to one new managed lane in each direction from I-25 to Chambers Road
- McIntyre Street (Jefferson County): new widening projects from 44th Avenue to 60th Avenue
- Pena Boulevard/Tower Road (Commerce City): new interchange ramp movement to westbound Pena Boulevard

1. Project Completion Staging Period Amendments

Each plan amendment cycle, DRCOG coordinates with CDOT, RTD, and local governments regarding the estimated completion stage for projects in the 2040 RTP. In this amendment cycle, CDOT and local governments requested a completion date be delayed or advanced for a few projects from one air quality conformity staging period to another. As with roadway capacity amendments, these requests are to reflect current project

development status or to be consistent with local government Capital Improvement Programs. The applicable proposed amendments and their project sponsors are:

- C-470 managed toll express lanes (CDOT): advance eastbound segment (1 new lane from Wadsworth Boulevard to Platte Canyon Road) to 2015-2024 stage from 2025-2034 stage
- E-470 from Parker Road to Quincy Avenue: advance widening to 2015-2024 stage from 2025-2034 stage
- Quincy Avenue from C-470 to Simms Street (Jefferson County): advance widening to 2015-2024 stage from 2025-2034 stage
- Tower Road from Pena Boulevard to 104th Avenue (Commerce City): complete initial widening in 2015-2024 stage and remaining widening in 2025-2034 stage
- Wadsworth Boulevard from 35th Avenue to 48th Avenue: advance widening to 2015-2024 stage from 2025-2034 stage

2. Transportation Model Refinements

Working with local governments, DRCOG refined its transportation model network to reflect new local roadways, completed projects, and other changes. While not formal 2040 RTP amendments, these updates, along with model calibration and performance refinements, are made each RTP amendment cycle. This keeps the transportation model up to date for use in processing RTP amendments and other transportation planning applications.

3. Financial (Fiscal Constraint) Implications

All proposed RTP amendments are analyzed to ensure they meet federal fiscal constraint requirements, meaning that revenues are identified to pay for the proposed projects as amended. Project sponsors submitted documentation and analyses demonstrating agency funding commitment and reasonable expectation of revenues. For example, as noted previously, many amendments are being requested specifically to reflect local Capital Improvement Program funding commitments for those projects.

4. Air Quality Conformity Modeling

The 2040 RTP networks incorporating the proposed amendments (as well as dozens of other RTP planned transportation projects) were modeled to ensure all applicable air quality conformity pollutant emission tests would be passed. Modeling was conducted to estimate transit ridership, vehicle miles of travel (VMT), and roadway operating speeds for 2015, 2025, 2035, and 2040. Model outputs were used by the Colorado Air Pollution Control Division to calculate the mobile source emissions for four pollutants: carbon monoxide,

nitrogen oxides, volatile organic compounds, and particulate matter. **The results passed each of the individual pollutant budget tests.** More details can be found in the companion 2015 Cycle 2 conformity documents ([CO and PM10 Conformity Determination](#) and [8-hour Ozone Conformity Determination](#)).

C. Conclusion

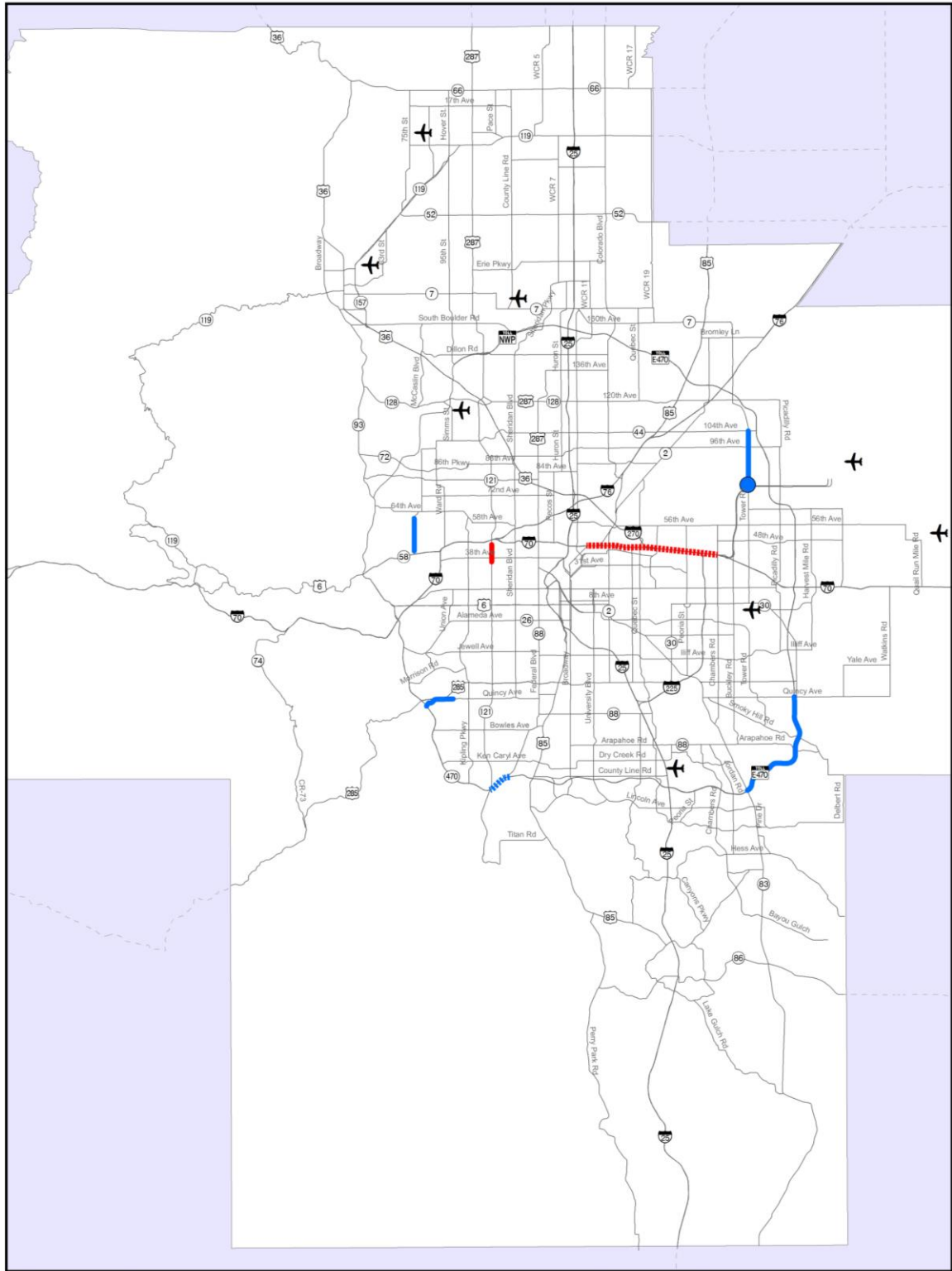
All future transportation networks and proposed project amendments to the 2040 RTP meet federal fiscal constraint and air quality conformity requirements.

Table 1

Proposed 2015 Cycle 2 Amendments to the 2040 Fiscally Constrained RTP (2040 RTP)

Sponsor	Project Location	Current RTP Project Description	Type of Change to the FC-2035-RTP	Model Network Staging Period
CDOT	<u>C-470 (New Managed Toll Express Lanes):</u> • EB: Wadsworth Blvd. to I-25	Advance eastbound segment (1 new lane from Wadsworth Blvd. to Platte Canyon Rd.) to 2015-2024 stage		2015 – 2024
CDOT	<u>I-70 (New Managed Lanes):</u> • I-25 to Chambers Rd. (1 new lane in each direction)	Change scope from 2 managed lanes in each direction (Brighton Blvd. to I-270) to 1 managed lane in each direction (I-25 to Chambers Rd.)		2015 – 2024
Commerce City	Pena Blvd./Tower Rd.	Not in 2040 RTP	Construct missing on-ramp to WB Pena Blvd.	2015 – 2024
Commerce City	Tower Rd.: Pena Blvd. to 104 th Ave.	Widen 2 to 6 lanes (2015-2024 stage)	Change widening to 2 to 4 lanes (2015-2024 stage); add widening to 4 to 6 lanes (2025-2034 stage)	2015 – 2024 2025 – 2034
E-470 Authority	E-470: Parker Rd. to Quincy Ave.	Widen 4 to 6 lanes (2025-2034 stage)	Advance to 2015-2024 stage	2015 – 2024
Jefferson County	<u>McIntyre St.:</u> • 44 th Ave. to 52nd Ave. • 52nd Ave. to 60th Ave.	Not in 2040 RTP	Add project: widen 2 to 4 lanes	2015 – 2024
Jefferson County	Quincy Ave.: C-470 to Simms St.	Widen 2 to 4 lanes (2025-2034 stage)	Advance to 2015-2024 stage	2015 – 2024
Wheat Ridge	Wadsworth Blvd.: 35 th Ave. to 48 th Ave.	Widen 4 to 6 lanes (2025-2034 stage)	Advance to 2015-2024 stage	2015 – 2024

Figure A
Locations of Fiscally Constrained 2040 RTP Roadway System Amendments
Proposed 2015 Cycle 2 Amendments (See Table 1)



LEGEND	Regionally Funded	100% Locally Funded	— Interchange Capacity	— Regional Roadway System
	● Add General Purpose Lanes	● Add Managed Lanes	- - - Roads Outside Region	✈ Airports

0 5 10
Miles

SOURCE DATA:
Other all data sources have received some map information.
This data is provided for informational purposes only. DRCOG provides no warranty, representation or warranty, either express or implied, that the data will be error free. DRCOG further makes no guarantee, representation or warranty, either express or implied, as to the completeness, accuracy or timeliness of the data, or as to its use. DRCOG is not responsible for any use for any roads, purposes, activities or changes arising from transactions in the data or from any use of the information.
Projection: State Plane Colorado Central, NAD 83 (NAD83)

ATTACH B

Current Leadership Structure



Proposed Leadership Structure

Board of Directors DRCOG

Executive Committee

Board agenda setting
Conflict resolution
Process guidance

Receives updates from and assures progress of Committees

Finance & Budget Committee

(Chair – Treasurer)

Reviews major contracts, grants and expenditures (within budget)
Manages audits
Makes recommendations on all budget-related matters to the Board of Directors
Provides regular updates at board meetings

Performance & Engagement Committee

(Chair – Secretary)

Recommends appointment of the Executive Director to the Board of Directors
Holds quarterly meetings with Executive Director
Develops process for, executes and documents Executive Director's Annual Review
Recommends policies and procedures for effective administration of the Executive Director to the Board as needed
Implements and Reviews Structure & Governance
Oversees new member orientation
Provides regular updates at board meetings

ATTACH C

Memo

Date: January 7, 2016

To: DRCOG Board of Directors

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

Re: Clarification on Open Meetings

In December, I was asked by a member of the Board about initiating meetings to discuss DRCOG business outside of regular meetings of the Board and its established committees. I checked with DRCOG's legal counsel, Sam Light, who based his opinion (below) on Colorado's Open Meeting Law (OML):

"The OML states "all meetings of a quorum or three or more members of a local public body, whichever is fewer, at which any public business is discussed or at which any formal action may be taken are declared to be public meetings open to public at all times." Colorado Revised Statutes (C.R.S.) § 24-6-402(2)(b). In my opinion the DRCOG Board is a "local public body" because it has been delegated governmental decision-making functions (see full definition below). A "meeting" means "any kind of gathering, convened to discuss public business, in person, by telephone, electronically, or by other means of communication." *Id.* at -402(1)(b). The phrase "public business" is not further defined in the COML. However, in construing these provisions of the OML, the Colorado Supreme Court has held that if the meeting is rationally connected to the policy-making responsibilities of the public body holding or attending the meeting, then the meeting is subject to the OML. Bd. of Cnty. Comm'rs, Costilla Cnty. v. Costilla Cnty. Conservancy Dist., 88 P.3d 1188 (Colo. 2004).

Based on the above, I think a pre-Board meeting of a few Board members to discuss the upcoming agenda items must be open to public. This assumes at least three Board members are participating. It would be difficult if not impossible to successfully argue that discussion of agenda items scheduled for full Board consideration a few days later is not a discussion of public business. Further, I don't think the Board member could argue successfully that their participation is in some other capacity—though the discussion may relate to a policy-making role of another office held, the person remains a DRCOG Board member. Note that the above-quoted provision requires the meeting be open if any public business is discussed or any formal action will be taken. Thus, a pre-Board discussion of the type described would still be a public meeting even if that small group has no power or intent to take any action. While the meeting must be open to the public, the discussion of the type described may not trigger the specific notice/agenda requirement of the OML. That additional requirement, contained in C.R.S. § 24-6-402(2)(c), states a notice/agenda shall be posted for any meetings at which the

adoption of any proposed policy, position, resolution, rule, regulation or formal action occurs or at which a majority or quorum of the body is in attendance, or is expended to be in attendance. However, even if it could be argued this language is not triggered, there are cases in other context holding the government has an implied duty to give some notice that a meeting is to be held.

Regarding enforcement, the OML is construed liberally to further its policy declaration that “the formation of public policy is public business and may not be conducted in secret.” C.R.S. § 24-6-401. Further successful plaintiffs in an OML case are entitled to an award of costs and reasonable attorney fees. C.R.S. § 24-6-402(9)(b). Given these risks, as DRCOG counsel I recommend against “pre-meetings” of three or Board members unless notice is given and meetings are open to the public.”

If you have any questions or concerns about the information above, please let me know ASAP and I'll forward to Sam for his response.

Thank you.

ATTACH D

EXECUTIVE DIRECTOR'S MONTHLY STATUS REPORT

For the period December 16, 2015 – January 13, 2015

REPORTING, COMMUNICATION & OUTREACH

❖ **Outcome #1:**

- Good relationships with Board members. Member outreach is key to continuing successful relationships with Board members while providing a forum to discuss challenges and opportunities.

❖ **Initiative #1:**

- Meet w/10 Board members by December 18 (won't be meeting 1:1 with officers; already meeting with them twice monthly); meet w/75% (42) Board members by July 31, 2016
 - **Status:**
 - **19 meetings completed as of January 13 (Beckman, Cernanec, Fanganello, Fifer, Gordon, Henry, Holen, Jefferson, Kniech, Partridge, Peck, Pieters, Rakowsky (2), Rosier, Santos, Shakti, Stolzmann, Vigil)**
 - **Focus turns to new members; working on scheduling meetings for January and February**
 - **No common themes but issues where more than one member noted as a concern:**
 - **Would like officers group expanded, more transparent, and demonstrate regionalism in officer role**
 - **Board is increasingly partisan**
 - **Lack of meeting preparation by members; staff assumes members have read package**
 - **While multiple people didn't share the following concerns, they're noteworthy for how they can impact the Board composition and conversations**
 - **Too much "brain damage" for the resulting lack of compromise**
 - **Officer outreach to new members is critical; shouldn't be just staff**
 - **Wants pros and cons from staff**

❖ **Initiative #2:**

- Provide opportunities for members to learn more about DRCOG
 - **Status:**
 - **DRCOG staff is hosting an Open House for Board members and alternates (December 16, tentative start at 6:00 p.m.) to meet employees and learn more about products and services. Completed. About 25 members enjoyed a catered dinner and met with 25+ staff to learn more about the tools and technology DRCOG uses to support the Board's decisions, understand the fragile balance many seniors must maintain to remain in their homes and largely independent, test their knowledge of the Board's strategic framework, and much more.**
 - **The plan to expand member onboarding was reviewed by Structure/ Governance group November 12, 2015. The Onboarding Plan was approved December 16, 2015 by the Board and initial implementation is slated for 1st quarter of 2016.**
 - **Staff is researching and will recommend a conferencing tool to ensure members who are unable to attend the newly-established work sessions in person can participate in the sessions in a meaningful way. Additionally,**

staff is surveying the full membership to identify a recurring date and time when most Directors can attend the new work sessions.

❖ **Outcome #2:**

- Staff activities are aligned to the DRCOG vision and strategy, internal and external communications are improved, and performance against strategic goals is tracked and measured.

❖ **Initiative #1:**

- Complete Balanced Scorecard (BSC) for all divisions and enter measures and targets into QuickScore (a web-based tool showing an organization the results of their balanced scorecard investment) for reporting to the Board by December 31, 2015.
 - **Status**
 - Division staff continued meeting with Jerry Stigall through December, wrapping up a week earlier than anticipated. DRCOG now has an operational BSC and will be highlighted at the January 2016 Board meeting.

❖ **Outcome #3:**

- Robust analysis/pros and cons and staff recommendations for agenda items
 - **Status:**
 - Officers have committed to working with members of Administrative Committee and ED to better describe what's requested of staff. **The officers and ED discussed this in November and guidance was: 1) officers will point to areas they feel need extra elucidation and 2) staff should look at each item case by case and focus added attention on items which aren't routine, are known to have some element of controversy, are complex or otherwise may be difficult to understand. Officers also suggested pros and cons in some instances are also desirable.**

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 1 week in advance to the Board and MVIC beginning September 1, 2015; mail all meeting materials 1 week in advance to RTC, ACA, Structure/Governance Group beginning October 1, 2015.
 - **Status:**
 - **100% compliance for Board, MVIC, RTC and ACA, and Structure/Governance with one exception (below)**
 - **One of 6 attachments (draft Onboarding (Capacity Building) Plan) was inadvertently omitted and sent 4 days after original mailing in November 2015.**

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
 - **Status:**
 - Received funding from Colorado Health Foundation in the amount of \$50,000. The Foundation provides financial support for community based organizations learn to contract with the healthcare industry. This grant pays for staff (Jayla Sanchez-Warren – AAA Director, AJ Diamontopoulos – AAA Business Director, Jenny Dock – DRCOG Accounting Services Manager) to attend training sessions. Training (October 2015 and May 2016) focuses on finance, marketing, operations and outreach and include any necessary assistance between sessions. No match required except for staff time to attend training. During October, these staff attended the Linkage Lab, a learning session for Community-Based Organizations (CBOs). Economist Victor Tabbush Ph.D. discussed making the business case for contracting with healthcare providers, managing projects and leadership skills necessary to successfully move into this new area of service. Attendees also received a market study of the Colorado healthcare industry to assist in targeting efforts to find mutually beneficial partnerships. **In December, staff had a teleconference with two of the consultants partnering with the Foundation. The purpose of the call was to discuss challenges and opportunities unique to DRCOG entering the fee for service marketplace and provide specific information related to proposals we had attempted and prospects in our pipeline as well as describe our infrastructure (accounting, staffing, etc.) and any other barriers (including organizational cultural and marketplace perceptions) that could be a roadblock to success. The information gleaned from the call will be used by the consultants to prepare a localized strategy for DRCOG when they make an onsite visit in the first quarter of 2016. In addition, staff had a conference call with Dr. Tabbush on January 7th to discuss vision and mission topics and help with competitive pricing.**

❖ Initiative #2:

- Improve/expand service delivery to member governments through partnerships and innovative funding.
 - **Status:**
 - DRCOG purchased a subscription (\$1995) to an application called GrantFinder through EfficientGov - an information service that tracks innovative solutions to fiscal and operational challenges communities around the world. GrantFinder provides access more than 4,000 federal, state, corporate and foundation grants in a user-friendly, real-time format and the subscription includes technical support, dashboard to track deadlines, customized searches, key agency contacts. A subscription for 10 is \$995; DRCOG can offer a no-additional-cost “seat” to GrantFinder for 47 of its members. Not anticipating every community to have interest, we expect all interested members can have a seat, and certainly all interested members with populations under 50,000. Staff will be notifying member communities of this opportunity in the coming days and is working with GrantFinder on a webinar walking member through the product to maximize the value of service. **Nine communities took immediate advantage of this offer. DRCOG hosted 3 webinars to explain the basics of using GrantFinder in November and December. As more members opt in, we will host additional**

briefing webinars. We currently have 36 seats still available and staff will remind member communities of this opportunity in one-on-one meetings.

- DRCOG submitted a grant application to DOLA in the amount \$250,000 to expand Boomer Bond into small communities, an express target of DOLA. The grant does not require a cash match. Match normally required by DOLA will be covered by the time invested by DRCOG staff who is already involved in taking Boomer Bond into member communities. **DRCOG received notice we'd been approved to receive \$75,000 for this first year of funding.**
- Robert Liberty, Director of the Urban Sustainability Accelerator at Portland State University has contacted DRCOG about bringing together no more than 6 peer agencies across the nation to tackle the issue of transportation investment decision-making. For a cost of about \$50,000, Mr. Liberty, along with subject matter experts, would provide technical, strategic, and administrative assistance to the cohort as we work on improving how we make transportation investment decisions. Mr. Liberty will be here the first week of December to meet with electeds and staff to discuss DRCOG's challenges and opportunities around this topic and help DRCOG determine if we'd like to be a part of the peer to peer team he's assembling for launch in the spring of 2016. **DRCOG hosted 5 meetings with 21 Board members and 22 others (43 total) in December. To help gauge interest in participating in a cohort related to improving transportation decision-making in the Denver region, a survey was sent to participants. The survey closed January 4 and results will be discussed at the February meeting of the Board of Directors.**
- Don Hunt, former CDOT Executive Director met with the Board officers and later made a presentation to the full Board in December concerning **maximizing existing transportation investments by leveraging technology to plan for the future workforce and employer mobility needs as well as increasing economic opportunities and quality of life.**

❖ **Initiative #3:**

- Expand outreach in support of DRCOG's mission and vision
 - **Status**
 - The DRCOG Chair, Vice-Chair and staff traveled to Washington D.C. in late September where they met with -or provided information – to all 9 Congressional offices on the Older American's Act Reauthorization and the DRIVE Act. While in D.C., DRCOG also meet with a senior administration official as well as the policy team of the National Association of AAAs. DRCOG continues fighting to ensure Colorado's older adults receive their fair share of federal funds and remains vigilant in the federal transportation reauthorization process. On December 4, **President Obama signed the FAST Act, the first long-term transportation bill in a decade. For Colorado, the result is an additional \$251 million above current levels for highway projects over the next 5 years and an additional \$45 million above current levels for transit projects over the same period of time. The bill includes a new freight program, gives additional flexibility to STP Metro funds, and slightly increases the MPO share of STP Metro over the life of the bill.**
 - DRCOG's Leadership in Aging Summit targeted Colorado's Congressional Delegation, the General Assembly, advocates, caregivers, healthcare professionals, consumers, and the public. The Summit's focus was on the

unfairness and costliness of failing to fix the Older Americans Act (OAA). We hosted 100 participants, including 6 representatives from the Congressional offices and 3 members of the general assembly. The event turned out to be too large to hold at DRCOG and was moved to Westin downtown. *As a result, Representative Coffman asked that we draft a letter for his signature that would request members of Congress eliminate the Hold Harmless provision in the OAA.* **In a strong show of bipartisanship, all seven of Colorado's members to the US House of Representatives signed a letter addressed to the House Education and Workforce Committee chairs bringing their attention to the provision in the current and Senate bill which artificially freezes our funds at 2006 levels despite growth in our senior population. The provision also disproportionately directs higher sequester cuts to Colorado. We are contacting the other 25 states harmed by this provision and are scheduling a trip to DC in February with expectations of meeting – among others - with the National Association of Regional Councils and the National Association of Area Agencies on Aging about standing with Colorado on getting the OAA fixed.**

- DRCOG partnered with History Colorado on their newest exhibit, *Searching for Home: Homelessness in Colorado History*. The exhibit invites visitors to explore Colorado's long history of economic struggle and to consider the complexities of an issue often reduced to simplistic stereotypes. DRCOG's role has been to provide information on the homelessness of older adults. **December 26, DRCOG is hosting a discussion of best practices for providing difficult news to clients seeking affordable housing at History Colorado. The forum will incorporate information and tools from the newly published "Talking About the Affordable Housing Crisis: Tools for Delivering Bad News" guide, produced by the AAA, Brothers Redevelopment, Inc. and the Mile High United Way 2-1-1 Help Center to will equip community agency professionals as they're confronted with the challenge of delivering bad news about nearly impossible-to-find affordable housing in the region.**
- The Strategic Action Planning Group on Aging in Colorado was established in the last session of the General Assembly. Jennifer Schaufele is the Group's vice chair and is helping develop a plan by November 2016 to provide guidance to the Governor and the general assembly for dealing with Colorado's rapidly aging population. There have been 4 meetings of full group which is developing a strategic framework to delineate how the group will accomplish its missions by the established deadline. SAPGoA hired the Keystone Policy Center to provide staffing services for the Group. Subcommittees were formed (physical environment, workforce development, health and wellness, etc.) to develop strategic objectives, measures and targets and strategic initiatives for the final Plan. Jerry Stigall provided technical support in getting agreement on the Group's strategic framework to help ensure the final Plan is of high quality, meaningful, on-time, and implementable.
- **DRCOG hosted its biggest ever Metro Vision Idea Exchange in December. There were 76 attendees, 21 of which were local government staff. Other participants were service providers and other concerned about the senior housing crisis. The event focused on the different older adults and their spectrum of housing needs; senior housing being built throughout the region and the types that are lacking; successful senior housing projects throughout the region; and, strategies for building senior housing. Ratings from attendees were very high.**

ATTACHE

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
January 20, 2016	Informational Item	8

SUBJECT

This item concerns transmittal of the *Lobby Colorado Associates 2016 Legislative Preview*.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. DRCOG's contract lobbyist, Ed Bowditch will provide a brief overview of the issues most relevant to DRCOG and its members.

ACTION BY OTHERS

N/A

SUMMARY

Each year, just prior to the legislative session, Danny Tomlinson and his team including Ed Bowditch, Jennifer Cassell and George Dibble produce a legislative preview as an informational service. Over the years, it has become a highly prized document.

This review provides an excellent overview of the budgetary, transportation, human services, local government, environment, education economic development, and other issues the General Assembly will address during the session.

Given the General Assembly will face particularly challenging budgetary issues that will affect all areas of the state, we have asked Ed Bowditch and Jennifer Cassel to briefly highlight these issues before you consider and act on bills later in the meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Lobby Colorado Associates 2016 Legislative Preview.

ADDITIONAL INFORMATION

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



Danny L. Tomlinson

303-638-6509 · dtomlinson@msn.com

Ed Bowditch

303-489-8680 · edbowditch@aol.com

Jennifer M. Cassell

785-393-0472 · jennifer.cassell@gmail.com

George Dibble

303-601-1619 · georgedibble@mindspring.com

Colorado General Assembly 2016 Legislative Session Outlook

We have been pleased to prepare this Legislative Session Outlook for a number of years. We try to provide the reader a “30,000 foot” view of what to expect in the coming legislative session, and also offer access to the data and backup material that we use in developing the Outlook. We hope that you find the Outlook to be informative, useful and entertaining. We would ask that you give appropriate attribution should you decide to share it with friends, family and business colleagues.

Thanks and enjoy!

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I. PREVIEW OF THE 2016 LEGISLATIVE SESSION

The second Regular Session of the 70th General Assembly of Colorado will convene on Wednesday, January 13, 2016 at 10:00 am. Per the state constitution, the legislature will meet for no more than 120 days, with adjournment *sine die* occurring not later than midnight on Wednesday, May 11, 2016. You can obtain additional information on the General Assembly, including contact information for legislators, information on bills that have been introduced, schedules for committee hearings, and links for listening to live audio broadcasts of legislative proceedings at the [Colorado General Assembly homepage](#). The [deadline schedule for the 2016 legislative session](#) is also available. The House of Representatives and the Senate will be televised, both on the [Internet](#) and on Comcast cable television channel 165.

The good news – revenues are up, the economy continues to grow, and many of the reductions in General Fund appropriations we saw beginning in 2008 have been or will be restored. The bad news – the December revenue estimates indicate slowing in the state’s economic growth, demands are up (caseload, enrollment, infrastructure) and the interaction of Gallagher, TABOR, and Amendment 23 creates a Gordian knot, sometimes called a “fiscal thicket,” that the General Assembly will find increasingly difficult to manage in coming years.

II. BUDGET OVERVIEW

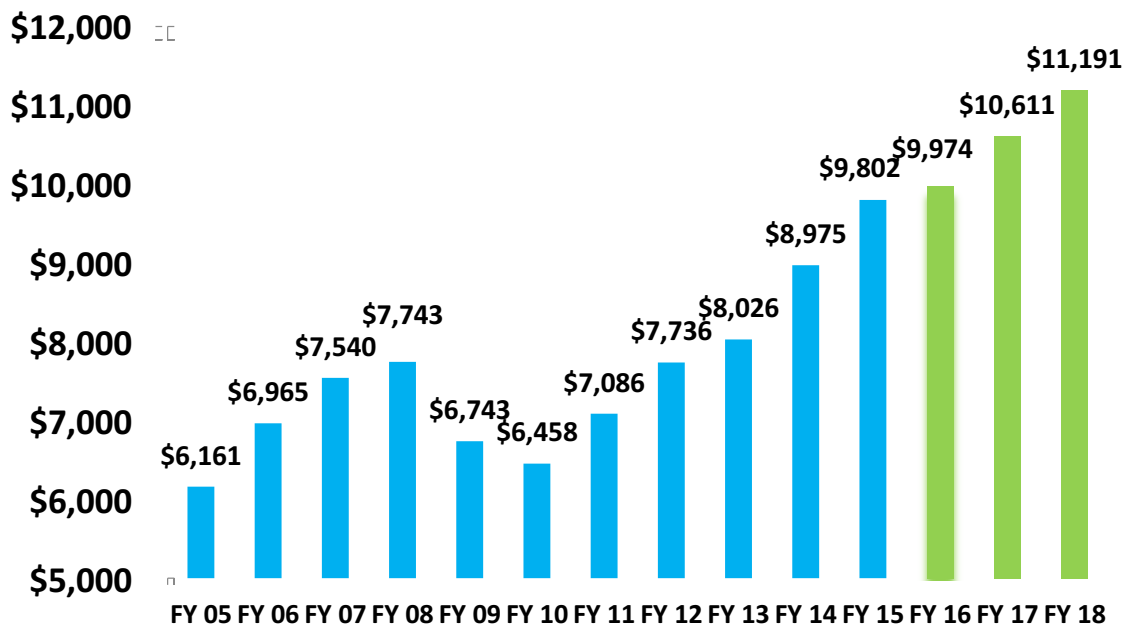
A. COLORADO’S ECONOMY AND TAX REVENUE

Colorado’s economy continues to be among the best in the nation. Strong job growth in the Denver metro area and northern Front Range, coupled with tourism and agriculture, has helped Colorado rebound from the 2008 recession. Still, the recovery is uneven. Parts of the state, notably Western Colorado, Colorado Springs, and Pueblo have not experienced the same degree of economic recovery.

On the strength of income and sales taxes, Colorado’s tax revenues continue to accrue. The chart below shows the General Fund revenues for the past few years and projected (by Legislative Council in the December 2015 revenue estimates) for the next few years.

□

Colorado General Fund Revenues
Recent Year Actuals and Projections
in millions



The table above shows the variability of General Fund revenues from year to year. In recent years, the growth has been strong – revenue from income and sales taxes has been increasing. However, the December 21 forecasts estimate only a 1.8 percent General Fund increase for FY 2015-16. The next quarterly revenue estimate will be issued on March 20, 2016.

B. FY 2015-16 BUDGET

In addition to the annual budgetary changes, one can ask a series of policy questions regarding the state budget.

1. **Medicaid.** How much can the Medicaid caseload continue to grow? For the first four months of FY 2015-16, the state's *Medicaid enrollment expanded by a monthly average of 7,800 clients.* There are now approximately 1.3 million Coloradans on Medicaid. Colorado's Medicaid program consumes an increasing share of the state's budget.
2. **TABOR.** The state has reached its TABOR cap – the revenue ceiling imposed by the Taxpayers Bill of Rights. The TABOR refunds projected by the state's economists are shown in the table below (based on the December 2015 revenue estimates).

Estimated TABOR Refunds

	FY 2015-16	FY 2016-17	FY 2017-18
Legislative Council	\$0	\$191.6	\$384.2
OSPB (Governor's Office)	\$0	\$212.0	\$340.9

Dollars in millions. These estimates are from the December revenue estimates.

As the TABOR refunds grow, the debate over the appropriateness of the refunds will intensify. Supporters say the constitution requires the refund and that taxpayers need relief. Opponents argue that the state's infrastructure is falling apart and Colorado is the only state required to issue refunds.

3. **K-12 Negative Factor.** The K-12 budget continues to increase. However, the Negative Factor – the amount below our funding target required by the provisions of Amendment 23 - remains at approximately \$855 million. The state has been "carrying" a K-12 Negative Factor since FY 2009-10, and it has hovered between \$800 million and \$1.0 billion most of that time. At this point, it is fair to ask whether the Negative Factor will ever be eliminated.
Outside of the Capitol, a group of citizens sued the state claiming the Negative Factor is a violation of the constitutional provisions of Amendment 23. The State prevailed in the case and the Negative Factor will continue.
4. **Transportation.** The state's transportation infrastructure continues to deteriorate: outside of a proposal to borrow additional dollars (SB 15-272), there is no plan to address this deterioration in a significant way. Approximately \$200 million will be transferred to the Highway Users Tax Fund in FY 2015-16 in accordance with SB 09-228. Approximately \$100 million is estimated to be transferred in FY 2016-17.

These questions culminate in what many people believe is a "**fiscal train wreck**" for FY 2016-17 and following years. As the Governor's budget request indicates, the state will not be complying with the guidelines of Amendment 23 and is cutting higher education funding – while giving money back to the taxpayers.

In part to address this future fiscal issue, the Governor recommended that the **Hospital Provider Fee** be designated as a TABOR Enterprise. Under the Governor's proposal, the revenues provided by the hospitals to the state would not be counted as TABOR revenues. Similar to the Institutions of Higher Education, the State Lottery, and the Division of Parks and Wildlife, the Hospital Provider Fee would be

designated as an enterprise. Moving this “off budget” would create space under the state’s TABOR limit and would lower the TABOR refunds – allowing the state to retain those revenues for budgeting purposes.

C. FY 2016-17 BUDGET REQUEST

Governor Hickenlooper submitted his FY 2016-17 budget request on November 2, 2015. This request was built off of the September revenue estimates. The Governor’s request was constrained by the major budgetary pressures outlined in the table below.

1. Budget Obligations		
	<u>K-12</u> . Increase for K-12 per Amendment 23 guidelines.	\$301 m
	<u>TABOR Rebates</u> . (Note – the TABOR rebate was estimated at \$389 million according to the September revenue estimates, but the Governor proposes to reduce the estimated Hospital Provider Fee by \$100 million to reduce the TABOR refund).	\$289 m
	<u>Refill State Reserve</u> . The reserve is required by statute to be 6.5 percent of General Fund appropriations. The September 2015 revenue estimates showed the reserve to be closer to 4 percent; an additional \$160 million is required to refill the reserve.	\$160 m
	<u>Medicaid Increase</u> . This is an estimated caseload increase of 4.7 percent.	\$80 m
TOTAL Obligations		\$830 m
2. Available General Fund Revenues		\$457 m
3. Shortfall/Budget Gap		(\$373 m)

To address the budget gap above, the Governor’s budget contains the following recommendations:

- A. Increase K-12 Negative Factor by \$50 m, though any increase in the Negative Factor requires a statutory change.
- B. Use additional local property tax revenues for K-12 by \$72 m.
- C. Reduce Hospital Provider Fee by \$100 m.
- D. Reduce state funding for higher education by \$20 m.
- E. Reduce most provider rates by 1.0 percent.
- F. No new state capital projects/limited controlled maintenance projects.

The November budget request serves as a starting point in the budget process. The budget request can be modified based on revenue or policy changes.

The legislative Joint Budget Committee (JBC) has almost completed its briefing and hearing schedule, through which the committee reviews each department's budget request and meets with each department's leadership. In January, the JBC will consider modifications to this year's budget; in February and March the JBC will begin to make funding recommendations for state agencies, culminating with the introduction of the Long Bill on Monday, March 28.

III. LEGISLATIVE ISSUE OVERVIEW

A. AGRICULTURE

Agriculture continues to prosper in the state and Canada, Mexico, and Japan continue to be top importers of Colorado food and agriculture products.

For the 2016 legislative session, we can expect to see a few bills return from the 2015 session. The agriculture market development grant program will be introduced as a way to assist Colorado ranchers, farmers, and agriculture producers to develop and increase opportunities for market expansion and promotion. Additionally, to incentivize young individuals to take up farming and ranching, the beginning farmers tax deduction bill will be reintroduced.

As of late January, Colorado will have a new general manager of the Sate Fair - Sarah Cummings from Pengrove, California will replace Chris Wiseman, who served as the fair manager since 2004.

B. CORRECTIONS AND PUBLIC SAFETY

As a response to national issues of police misconduct, the Colorado legislature established the Profiling-Initiated Law Enforcement Interim Committee. This committee met during the summer of 2015, and considered three bills. Two bills – the Electronic Citation Data Collection Pilot Project and the Racial Profiling Reporting Program were considered but not endorsed by a majority of the committee. One bill received committee approval – the Race Information ID Application bill, which will allow (but not require) individuals applying for state-issued identifications to self-identify their race or ethnicity.

Another issue that will certainly return in 2016 is the possible state regulation of photo radar and red light cameras. During the 2015 session, the legislature passed two bills in this area that were vetoed by the Governor. These bills, which would have required voter approval prior to use of these devices, or banned them outright, will likely return – though perhaps in modified form. The Governor stated in his veto message that “speeding and disregard for traffic signals are a danger for all drivers, bicyclists, and pedestrians...unfortunately, these bills go too far”. Instead, he is encouraging the legislature to enact legislation next session that limits photo radar and red light cameras.

C. ECONOMIC DEVELOPMENT

Over the past few years, Colorado has seen robust economic growth and will continue to grow next year, albeit at a more moderate pace. Colorado [ranks #1](#) for ‘best labor supply’ and ‘most economically competitive’. Also of note, Denver [ranks #1](#) as ‘the best place to do business’ and ‘best city for job

seekers', and four other Colorado cities rank within the top 50 places to live. Colorado's unemployment rate is at 3.6 percent compared to the average national rate of 5 percent.

The [Colorado Office of Economic Development and International Trade](#) has one budget request for 2016-2017: \$3.0 million for film incentives. OEDIT will not have a legislative agenda this session.

We will see many business-related bills during the 2016 session. Efforts resonating at the national and state level this year include giving more employee pregnancy accommodations in the workplace and extending parental leave – both of which we will see in some fashion during the session. We are expecting a bill to 'ban the box' on job applications (which refers to applicants identifying their race on a job application by checking a certain box) and a bill to strengthen the definition of "employer".

D. EDUCATION

K-12 EDUCATION

The 2015 session was all about testing – more precisely, scaling back the previous testing requirements. At the end of the session, the legislature adopted a proposal to scale back the state's testing requirement to just slightly above the federal minimum. While there are sure to be more testing proposals in 2016, it is likely that many legislators will not want to reopen the testing debate.

One issue that is sure to return is student data privacy. The issue of data privacy can be summarized through a series of questions: What data should schools, districts, and the Colorado Department of Education collect? Can the data be sold? Which entities – public or private – should be allowed access to the data?

Focus on rural schools. In the last few years, there has been an increasing focus on the challenges faced by rural school districts. The CDE definition of rural schools includes some geographic qualifications, with an enrollment threshold of 6,500 students or fewer. Of Colorado's 178 school districts, 148 are considered rural. Of these 148 districts, 110 are small rural – under 1,000 students. The great majority of these districts experience declining enrollment. These districts do not have the economies of scale that benefit larger districts, and often administrators play multiple roles. In 2015, the legislature adopted HB 15-1321, specifically to give smaller districts more flexibility and some one-time funds. Similar legislation could be considered in the 2016 session.

School Finance. Although the Governor's budget proposal increases overall funding for K-12 education by \$162 million, it does not fully fund inflation and enrollment – therefore the negative factor is scheduled to increase by \$50 million. The \$162 million increase is also allocated on an uneven basis across the state. Denver Public Schools will receive an increase of \$26 million, yet 31 districts (almost all rural) will lose money, according to CDE.

Does the School Finance Act still work? The Colorado School Finance Act was established in the early 1990s – first implemented in 1994. The Act continues to use the same factors – size, cost of living (which is linked to a district's cost of living in 1994), and at risk. Since its enactment in 1994, many districts have gone to their voters for mill levy overrides which are outside of the act. In 2015,

Representatives Millie Hamner and Bob Rankin sponsored a bill to create a school finance task force. That bill was unsuccessful, though it will be back again.

Teacher Shortages. Colorado – similar to most states – will experience a teacher shortage in the next few years. Numerous national studies have documented the large number of teachers who will retire in the next decade. In Colorado, the pipeline for new teachers indicates shortages as well. According to a [recent report](#) from the Department of Higher Education, enrollment in Colorado teacher preparation programs has *declined by 18 percent over the past five years*. This teacher shortage will be particularly exacerbated in certain academic fields (math, science, and special education), as well as teachers for rural areas. We will likely see legislation this year to provide additional incentives to teach in rural areas.

New Commissioner of Education. The State Board of Education has announced a sole finalist for the position of commissioner – Rich Crandall. He worked briefly as the Commissioner of Education in Wyoming, and also served in the Arizona Legislature.

HIGHER EDUCATION

The legislature adopted HB 14-1319 in 2014 calling for a new “outcome” based funding model. This model – focusing on enrollment, retention, graduation rates, and other indicators – is the basis for the FY 2015-16 funding allocation. Over the last 6 months, the Department of Higher Education has worked to modify the model for FY 2016-17 and provide greater predictability of funding – the revised model is the basis for the FY 2016-17 funding request.

However, as a result of the state’s budgetary situation, the Governor’s office is recommending a \$20 million reduction in state support for higher education. Some have questioned whether the state’s outcome based funding model should be used to allocate budget reductions.

Tuition Rates. Public institutions of higher education generally have access to two types of unrestricted funds – tuition and state support. In Colorado (as in many states), the level of state support varies based on economic conditions, though Colorado’s state support has declined in both real and inflation adjusted levels over the past ten years. Partly in response, tuition rates have increased and this has led to some discussion regarding the imposition of state mandate caps or limits on tuition. Over the last five years, governing boards of state institutions of higher education have been limited by “soft caps” – a 9.0 percent cap on the increases in resident undergraduate tuition. Institutions could exceed the cap only with permission from the Colorado Commission on Higher Education.

The current tuition caps expire at the end of FY 2015-16, and tuition rates will return to being fully controlled by the legislature unless additional legislation is passed. If additional legislation is considered, the legislation will address a number of related policy questions: What is the role of the legislature versus the governing boards at setting tuition rates? Can the legislature establish a consistent policy that recognizes all the unique attributes of Colorado’s state system of higher education – from rural community colleges, to rural four-year schools, to major research institutions? What is the relationship between tuition rates and student debt? Do tuition rates impact the types of students who participate in postsecondary education? Should any tuition caps be linked to percentage increases or dollar caps?

E. ENVIRONMENT AND ENERGY

In November, the Governor announced the completion of Colorado's Water Plan, a historic project to provide a collaborative roadmap for Colorado's eight river basins. The plan had been in the works for two and a half years and involved various stakeholders including water providers, agricultural organizations, environmental groups, and others. The General Assembly could consider components of the water plan in 2016, if any of the plan requires legislation.

The Denver Post recently reported that the Boulder-based group, Coloradoans Resisting Extreme Energy Development, [filed 11 initiatives](#) for the 2016 ballot in an effort to limit the amount of oil and gas development in the state. The group has been dissatisfied with the work of the task force created by the compromise between Governor Hickenlooper and Congressman Polis in 2014. The initiatives aim to expand setbacks and to enforce more local control.

F. HEALTH CARE AND HUMAN SERVICES

The ongoing implementation of the national Affordable Care Act will generate some legislative discussions – especially since the October announcement that Colorado Health Op, a health insurance cooperative, will shut down. The low cost insurer was forced to close when it did not meet state capital reserve requirements. Approximately 83,000 members had their insurance through Colorado Health Op.

In 2015, the General Assembly established a strategic working group on aging through [HB 15-1033](#). This working group is directed to develop a comprehensive strategic action plan on aging by November 30, 2016. The group has been appointed by the Governor and has been meeting for the past few months.

Recently, the Denver Post has been running articles on some issues affecting one of the state's community centered boards. The state contracts with non-profit, local community centered boards to serve individuals with developmental disabilities. These organizations are not state entities, but have contracts with the state for the services they provide. A [recent audit](#) by the Denver Auditor has stated that Rocky Mountain Human Services, which serves Denver, has a pattern of "abuse of taxpayer funds". In response to the audit, the Denver Post has suggested that the state's Open Records Act be extended to all 20 community centered boards.

In addition, the legislature is certain to debate a variety of human services issues, such as child welfare, and youth corrections.

G. INSURANCE

The most significant insurance issue on the horizon for the 2016 session is the proposal from Pinnacol Assurance to grant them the ability to offer workers compensation coverage and related services to entities and individuals outside of Colorado. The proponents of the bill say it will allow flexibility of business practices, while the opponents say it will allow an uneven playing field in competition with other insurance carriers while retaining a tax preference status. Nonetheless, Pinnacol's proposal will be hotly debated.

We expect two additional workers compensation related bills. The first is a bill we saw in the 2014 session, which would provide coverage for post-traumatic stress disorder to peace officers while on the job. The other is an extension of current law to require municipalities to provide cancer coverage for firefighters.

Two interim committees are running bills that have an impact on insurance providers and consumers. The first is a bill coming out of the Transportation Legislative Review Committee that requires owners of KEI vehicles to obtain insurance coverage if driven on public roadways. KEI vehicles are mini-trucks used for various agricultural and commercial activities. The other is a bill we have seen before – a bill that requires owners of off-highway vehicles to be registered with a county and to obtain insurance coverage – this year it will be a committee bill coming out of the Off-Highway Vehicle Committee.

In addition, the Colorado Independent Automobile Dealers Association is supporting legislation to create a ‘total loss’ title for cars that have been totaled by insurance companies, and State Farm is supporting legislation to require rental car companies to prove a ‘loss of use’ claim for a vehicle when damaged in an accident.

H. LOCAL GOVERNMENT

Last year, counties were successful in passing legislation to reform tax increment financing and Urban Renewal Authorities. While we expect to see legislation to clean up ambiguities currently in law, we do not foresee any substantial policy changes to TIF’s and URA’s. However, CCI is planning on pursuing legislation to reform Downtown Development Authorities and apply restrictions similar to the restrictions in last year’s URA legislation.

Construction defects will still be an issue at the state level with more and more [local governments passing their own ordinances](#) to circumvent state law. Many parties affected by construction defects - the Homeowners Opportunity Alliance, affordable housing advocates, realtors, and insurance providers – are considering a package of bills as small steps to reforming construction defects law. These bills could include: expansion of the low incoming housing tax credit; creating a 529 tax savings plan for homeownership costs; requiring fifty plus one majority of homeowners to vote for entering litigation; transferring the Unclaimed Property Trust Fund to the Colorado Housing and Finance Authority (CHFA) for housing assistance; and others.

I. MARIJUANA

The use of pesticides on marijuana has been the hot topic this summer and fall after independent studies showed high levels of illegal pesticides being used in several marijuana businesses in Colorado. In response, the Governor issued an [executive order](#) granting authority to the departments of Public Health and Environment, Revenue, and Agriculture to protect against pesticide threats and to destroy contaminated marijuana. We will surely see legislation surrounding this issue in 2016.

Further, legislation is being considered that would create an ‘organic pot’ certification, and a bill to regulate cannabinoids (CBD’s), which is a component of marijuana and used for medicinal purposes.

In November, the state saw the passage of Proposition BB, which was a referred measure from the General Assembly ([HB 15-1367](#)). The measure was on the ballot because state revenue was higher than estimated, and consequently, the state had to ask the voters for spending authority for the new revenue. The state was able to fund the following programs with the passage of Proposition BB:

- \$40 million for school construction;
- \$2.5 million for marijuana education and prevention campaigns;
- \$2.0 million for bullying prevention school grants;
- \$2.0 million for drop-out prevention school grants;
- \$2.0 million for youth mentoring services;
- \$1.0 million for poison control centers;
- \$1.0 million for local government marijuana impact grants; and
- other funds for substance abuse, agricultural programs, and law enforcement.

J. PUBLIC EMPLOYEES RETIREMENT ASSOCIATION (PERA)

Changes to the state’s Public Employees Retirement Association are introduced each year; however, broad bipartisan support is necessary for any substantive bill to pass.

The last major bill impacting PERA was SB 10-001, which modified benefits, contribution rates, and retirement eligibility in what has been called the “shared sacrifice”. Since that bill passed, the time required for full PERA amortization has been moved back, due to the reduction in the assumed rate of return to 7.5 percent and less robust employment growth. PERA recently released a [report](#) on the reforms enacted by SB 10-001.

In 2014, the legislature authorized three studies of PERA – and these three studies were released this year. The compensation audit found that the state employees receive a slightly higher benefit than comparable work in the private sector – 15.7 percent to 14.7 percent. The [cost benefit value study](#) examined the financial feasibility of modifying PERA’s defined benefit program – and the study noted the increased costs associated with switching to a different retirement program. The study found:

Transition costs for moving new hires to an alternative plan would emerge in three main pieces: (1) the acceleration of the payoff of the unfunded accrued liability, (2) the higher cost of the new plan, and (3) the changing risk profile and investment earnings of the trust.

The [sensitivity analysis](#) of PERA’s actuarial assumptions provides an independent examination of the key variables used by PERA to predict its long-term financial health. The analysis states that given current assumptions, PERA has:

- A 33 percent likelihood of investment returns exceeding 8.6 percent and the State Division being fully funded by 2041;
- A 51 percent likelihood of investment returns above 7.4 percent, with the State Division being fully funded by 2055;
- A 28 percent likelihood of investment returns will be below 6.1 percent, the minimum necessary to remain solvent.

K. TRANSPORTATION

Transportation will be a key topic for the 2016 legislative session, mostly because of a lack of funding available to fix aging infrastructure and to ease congestion and gridlock along major corridors. During the last few weeks of the legislative session in 2015, a substantial funding bill, known as TRANs II, which would have allowed the state to borrow up to \$3.5 billion for specific transportation projects through the issuance of bonds, was introduced. The bill was eventually killed, and all indicators show the bill will be reintroduced in 2016.

Colorado will see more dedication to bicycle infrastructure after [Governor Hickenlooper announced](#) a four-year plan to spend over \$100 million in an effort to become "the best state for bicycling". This effort will be mostly funded with federal dollars and funding from Great Outdoors Colorado.

[CDOT is also building a new headquarters](#) and a facility in Pueblo because the current buildings have fire and life safety concerns, ADA deficiencies, and other issues. Members of the General Assembly criticized this choice by CDOT who see it as an unnecessary expense as the state struggles to fully fund transportation costs. The cost of the two buildings is approximately \$127 million, though CDOT has emphasized that no funds dedicated to roads will be used to finance the projects.

L. STATE AFFAIRS

The Legislative Audit Committee recently completed an [audit](#) on the Senior and Disabled Veterans Tax Exemption program pointing out inefficiencies and inconsistencies in the program. The legislature will consider modifications to the program to better ensure the benefits are going to eligible individuals.

We expect to see another attempt to streamline the various sales taxes in municipalities and counties throughout the state. Last year's [HCR 15-1004](#), would have submitted to voters an amendment to the Colorado constitution to require all sales tax jurisdictions to use the same sales tax definitions.

We will also see an attempt to amend the state constitution to allow counties to hire or appoint surveyors rather than elect them. Colorado voters rejected a similar measure in 2000.

IV. **LOOKING FORWARD TO 2016**

The 2016 election will be busy. Colorado will once again be a battleground state for the presidential election. With Colorado still a purple state – turning blue for President Obama in 2008 and 2012, and turning red for Senator Gardner in 2014 – we will see candidates fundraising, organizing and campaigning heavily in Colorado.

In addition to the presidential election, U.S. Senator Michael Bennet will be up for reelection. After the successful campaign of Republican Congressman Cory Gardner to unseat Democratic Senator Mark Udall in 2014, Republicans are eyeing the 2016 race as an opportunity to hold both Colorado senator seats. To date, Republicans have yet to coalesce around a single candidate; the number of announced Republican candidates and potential candidates continues to grow.

With the announced departure of Lt. Governor Joseph Garcia, Governor Hickenlooper will select someone (subject to Senate confirmation) to fill the remainder of his term.

On the state legislative front, control of both chambers will be in play. All 65 House seats will be up, with the following members departing due to term limits: Representatives Court (D), DelGrosso (R), Hullinghorst (D), Kagan (D), McCann (D), Primavera (D), Priola (R), Ryden (D), Tyler (D), and Vigil (D). Eighteen of the 35 Senate seats will be up for election – with the following senators facing term limits: Senators Cadman (R), Carroll (D), Heath (D), Hodge (D), Johnston (D), Newell (D), Scheffel (R), and Steadman (D).

The state-wide offices – Governor/Lieutenant Governor, Attorney General, Treasurer and Secretary of State – will be mid-term and not up for election until 2018.

Ballot measures: To date, 72 measures have been filed for the 2016 ballot, with one proposal – single payer health insurance to be funded with a new payroll tax – already certified.

One item that has been filed and will generate a lot of interest would allow the sale of full strength beer in grocery and convenience stores. This initiative has been attempted in the legislature on numerous occasions, and now has been filed for the ballot for 2016.

A new statewide civic organization, [Building a Better Colorado](#), has been formed and is focusing on three broad topics: the process of amending the state’s constitution, elections, and the state budget. This bipartisan statewide organization has been conducting a listening tour, and some of its efforts could be presented to the voters in 2016.

We can expect many more items filed – water, agriculture, social issues, hydraulic fracturing, and perhaps many other issues will fill our ballots in 2016. Even the regulation of bicycles has been submitted as a ballot title.

We hope that you will find the information in this annual Legislative Outlook to be useful, interesting and helpful. We encourage you to share it with others that you think might enjoy reading it. We would ask that you give appropriate attribution if you do share.

Happy New Year!

Danny, Ed, Jenn and George

MINUTES
BOARD OF DIRECTORS
WEDNESDAY, DECEMBER 16, 2015

Members/Alternates Present

Jackie Millet, Chair	Lone Tree
Bill Holen	Arapahoe County
Elise Jones	Boulder County
David Beacom	City & County of Broomfield
Robin Kniech	City & County of Denver
Crissy Fanganello	City & County of Denver
Roger Partridge	Douglas County
Don Rosier	Jefferson County
Bob Fifer	City of Arvada
Bob Roth	City of Aurora
Suzanne Jones	City of Boulder
Anne Justen	Town of Bow Mar
Cathy Noon	City of Centennial
Laura Christman	City of Cherry Hills Village
Joe Jefferson	City of Englewood
Daniel Dick	City of Federal Heights
Lynnette Kelsey (Alternate)	Town of Georgetown
Ron Rakowsky	City of Greenwood Village
Brad Wiesley	City of Lafayette
Shakti	City of Lakewood
Phil Cernanec	City of Littleton
Joan Peck	City of Longmont
Ashley Stolzmann	City of Louisville
Colleen Whitlow	Town of Mead
Kyle Mullica	City of Northglenn
John Diak	Town of Parker
Rita Dozal	Town of Superior
Adam Matkowsky	City of Thornton
Herb Atchison	City of Westminster
Joyce Jay	City of Wheat Ridge
Debra Perkins-Smith	Colorado Department of Transportation

Others Present: Jennifer Schaufele, Executive Director, Connie Garcia, Executive Assistant/Board Coordinator, DRCOG; Mac Callison, Aurora; Anthony Graves, Denver; Joe Fowler, Douglas County; Eric Montoya, Kent Moorman, Thornton; Jennifer Cassell, Ed Bowditch, George Dibble, Tomlinson & Associates; Peter Hall, CRL; Mizraim Cordero, Kelly Brough, Denver Metro Chamber of Commerce; Don Hunt, Antero; and DRCOG staff.

Chair Jackie Millet called the meeting to order at 4:03 p.m. Roll was called and a quorum was present.

New members were introduced: David Beacom, new member from Broomfield; Adam Matkowsky, new member from Thornton; and Eric Montoya, new alternate from Thornton.

Move to Approve Agenda

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

Presentation on Mobility Choice Blueprint

Kelly Brough, Metro Denver Chamber, and Don Hunt, Antero spoke to members about a proposal for increasing funding for transportation projects. The proposal is for a new nonprofit to be formed bringing together CDOT, DRCOG, RTD as well as the business community to address mobility issues in the state. An agreement for the entities is anticipated to be available after the first of the year.

Report of the Chair

- Chair Jackie Millet reported the December 15 Regional Transportation Committee meeting was cancelled due to weather.
- Chair Millet reported the Structure and Governance group recommend that the Metro Vision Issues Committee be converted to a work session—all Board members will be expected to participate in the work sessions. This item will be discussed in greater detail during agenda item #13.
- The chair set a public hearing for 6:30 p.m. on January 20, 2016 to receive comments on the 2015 Cycle Two Amendments to the 2040 Fiscally Constrained Regional Transportation Plan and associated Air Quality Conformity Determination.

Report of the Executive Director

- Executive Director Schaufele reported that Congress has passed a new five-year transportation bill.

Public comment

No public comment was received.

Move to approve consent agenda

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

- Minutes of November 18, 2015
- State Legislative Policy

Discussion of a waiting list and protocol for the 2016-2021 Transportation Improvement Program

Todd Cottrell, Senior Transportation Planner, briefed members on the waiting list and protocol. He reported the Metro Vision Issues Committee and Transportation Advisory Committee recommend approval. The Regional Transportation Committee (RTC) was scheduled to act on this item at their December 15 meeting, however since the meeting was cancelled the item will be taken up in January. It was noted that the Regional Transportation Committee must concur with the DRCOG Board's action on this item.

Suzanne Jones **moved** to approve the *2016-2021 Transportation Improvement Program (TIP) waiting list and selection protocol*. The motion was **seconded** and **passed** unanimously.

Discussion of selection of Urban Center/Station Area Master Plan final study programming (\$50,000 from initial call)

Brad Calvert, Metro Vision Manager, provided information on the process followed for selecting a project to receive the remaining \$50,000 in the Urban Center/Station Area Master Plan set-aside. The second-highest ranking project (Denver) accepted the funds after the highest ranked project (Broomfield) declined the funds.

Herb Atchison **moved** to approve the North Capitol Hill/Colfax Urban Center study funded through the Station Area Master Plan/Urban Center set-aside for fiscal year 2017. The motion was **seconded** and **passed** unanimously.

Discussion of Executive Policies

Jennifer Schaufele reported on the proposed updates to the Executive Policies. Members asked questions on the revised Policy 4.8 – “Maintain at a minimum of annual expenditures, excluding amounts for In-Kind and Pass-Through expense as recommended by the independent auditor.” Some members felt that the policy should include a specific dollar amount. It was noted that the proposed language is intended to be more flexible so that each time the auditor makes a recommendation the policies wouldn’t need to be revised. Ms. Schaufele noted that the auditor can be asked to include their recommendation in the annual audit document. Roxie Ronsen, Administrative Officer, noted the current recommendation of the auditor is to have three months of operating expenses in reserve. A suggestion was made to form a group to discuss the issue of reserves, perhaps with the facilitation of the auditor, to establish the reserve levels, rather than allowing the auditors to set the reserve level.

A question was asked about the purpose of policy 6.6 – “Protection from loss or significant damage of intellectual property (including intellectual property developed using DRCOG resources), information, files.” It was noted that since DRCOG is a public agency wouldn’t all DRCOG projects and products be public? Jennifer Schaufele noted that the purpose is to prevent employees from taking a product developed by and for DRCOG and helping a private sector company making a profit from it. This is a current policy in the employee handbook. The proposed language in the policy was approved by DRCOG’s legal counsel. A suggestion was made to include a reference to the employee handbook policy, perhaps using “a policy exists” or “a policy is in place.”

Recommended wording for policy 4.8 “Maintain at a minimum **three months of operating expenses**, excluding amounts for In-Kind and Pass-Through expense or as recommended by the independent auditor.”

Recommended wording for policy 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.”

Robin Kniech **moved** to approve the proposed Executive Policies with the edits as noted. The motion was **seconded** and **passed** unanimously.

Discussion of Capacity Building Program for members and work session guidelines

Jennifer Schaufele noted that as reported earlier, the Structure/Governance group recommends transitioning MVIC to a work session. Draft guidelines for the proposed DRCOG Board Work Session were included in the agenda packet. All Board members and alternates are encouraged to attend the work session. The sessions would cover topics that require a deeper dive on some topics (i.e. Transportation Improvement Program, Regional Transportation Plan, etc.). It is not anticipated that work sessions would occur every month. A comment was made that the current time of 4 p.m. doesn't work for those members/alternates that have a regular day job. A poll will be sent to the Board to establish a day and time for the work session. Some members expressed an interest in being able to participate in the work sessions remotely. Staff will explore options for electronic participation. Members asked for clarification on the role members and alternates would play in attendance at the work sessions. It was also clarified that no actions would be taken at work sessions.

Bob Roth **moved** to replace the Metro Vision Issues Committee (MVIC) with a work session beginning in March 2016, with the day and time to be determined via a poll of the members, directing staff to explore how to use technology to participate in the work sessions, proper revisions to documents where MVIC is referenced and proper notification for the membership and the public. The motion was **seconded** and **passed** unanimously.

It was agreed that staff will send out a survey to poll members on day and time preferences for the work sessions. Phil Cernanec requested a review after 12 months to see how members feel about either continuing or making further changes. Jackie Millet noted that Jennifer Schaufele would visit with the Metro Mayor's Caucus and Colorado Counties, Inc., to discuss the changes to the DRCOG meeting schedule, communicate the new meeting format (two meetings per month), and the importance of participation by Board members in both meetings.

The Structure/Governance group also recommended changes to update the current on-boarding program. Chair Millet noted she had heard some concerns with the Statement of Understanding. Some members felt the Statement was an overreach, and didn't think Board members should have to sign it. It was noted the Statement was intended to convey expectations for members on the Board.

Herb Atchison **moved** to approve the revisions to the Capacity Building Program, and tabling action on the Statement of Understanding. The motion was **seconded** and **passed** unanimously.

The statement of understanding will be brought back to the Board for further discussion at the January meeting.

Presentation on Refreshing DRCOG's visual identify

Steve Erickson, Director, Communications and Marketing, provided a brief presentation on the redesigned DRCOG logo and style guidelines. He noted the work was done in-house by Communications and Marketing staff. The total cost for signage was about \$5,000.

Committee Reports

Due to time constraints, no Committee Reports were heard.

Next meeting – January 20, 2016

Other matters by members

No other matters were discussed.

Adjournment

The meeting adjourned at 6:16 p.m.

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

ATTEST:

Jennifer Schaufele, Executive Director

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 #
January 20, 2016	Consent	10

SUBJECT

This action is related to the location for posting notice of meetings.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends designating the reception area of the DRCOG offices as the official location for posting notices of meetings.

ACTION BY OTHERS

N/A

SUMMARY

Notice of each regular and special meeting of the Board of Directors, each committee established by the Board, or those created as part of the approved committee structure of the Denver Regional Council of Governments, whether now existing or created in the future, should be posted in the reception area (which is a public place within the boundaries of DRCOG) of the offices of DRCOG located at 1290 Broadway, Suite 100, Denver, Colorado no less than twenty-four hours prior to the holding of the meeting. The posting shall include the time, date, and location of the meeting and shall, where possible, include specific agenda information.

This action implements SB 91-33.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to designate the location for posting notice of meetings as described.

ATTACHMENT

N/A

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org or Connie Garcia, Executive Assistant/Board Coordinator, at 303-480-6701 or cgarcia@drcog.org.

ATTACH H

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
January 20, 2016	Action	11

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

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

ACTION BY OTHERS

January 19, 2016 – RTC will act on a recommendation.

[December 21, 2015](#) – TAC recommended approval.

SUMMARY

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

2016-015 RTD Route #324 Frequency Improvements – update project scope and name

2016-055 I-25: 120th Ave. to E470 Managed Lanes – update project scope and add funds to project

- o ***NOTE:** The original amendment recommended by TAC added \$25 million in "State (Bonds/Loans)" to the project to accommodate CDOT's decision to seek private financing (highlighted in yellow in the attachment). Following action by TAC on December 21, CDOT Region 4 requested a revision to this amendment to include an additional \$8.579 million (i.e., Bridge On-System, Hazard Elimination, and Water Quality funds) to implement additional elements previously anticipated to be stand-alone projects. The scope and funding table have been revised to accommodate this request and are highlighted in green. See attached email from CDOT describing the new project elements.*

2016-059 C-470 Managed Toll Express Lanes: Wadsworth to I-25 – transfer funds between fiscal years and funding types

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

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

ATTACHMENTS

- Proposed TIP Amendments
- Draft resolution
- CDOT Region 4 email (January 12, 2016)

ADDITIONAL INFORMATION

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

2016-015: Update project scope and name

Existing

Title: **RTD Route #324 Frequency Improvements**

Project Type: **Bus Service Projects (Expanded)**

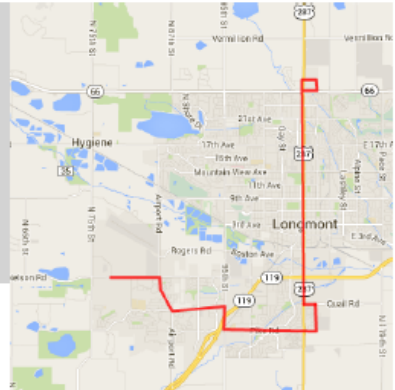
TIP-ID: **2016-015**

STIP-ID:

Open to Public: **2016**

Sponsor: **Longmont**

Project Scope
 This project will increase the weekday frequency on RTD route #324 from 30 minutes to 15 minutes during peak operating times.



Affected Municipality(ies)	Affected County(ies)	Project Phases								
Longmont	Boulder	<table border="1"> <thead> <tr> <th>Year</th> <th>Phase</th> </tr> </thead> <tbody> <tr> <td>2016</td> <td>Initiate Bus Service - Year 1</td> </tr> <tr> <td>2017</td> <td>Initiate Bus Service - Year 2</td> </tr> <tr> <td>2018</td> <td>Initiate Bus Service - Year 3</td> </tr> </tbody> </table>	Year	Phase	2016	Initiate Bus Service - Year 1	2017	Initiate Bus Service - Year 2	2018	Initiate Bus Service - Year 3
Year	Phase									
2016	Initiate Bus Service - Year 1									
2017	Initiate Bus Service - Year 2									
2018	Initiate Bus Service - Year 3									

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (CMAQ)		\$392	\$392	\$392	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$98	\$98	\$98	\$0	\$0		
Total	\$0	\$490	\$490	\$490	\$0	\$0	\$0	\$1,470

Revised

Title: **RTD Route #324 Service Improvements**

Project Type: **Bus Service Projects (Expanded)**

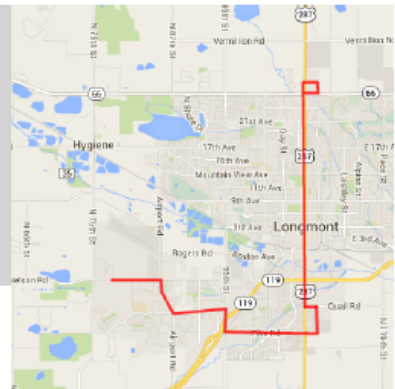
TIP-ID: **2016-015**

STIP-ID:

Open to Public: **2016**

Sponsor: **Longmont**

Project Scope
 This project will extend the weekday service hours and add Sunday service on RTD route #324.



Affected Municipality(ies)	Affected County(ies)	Project Phases								
Longmont	Boulder	<table border="1"> <thead> <tr> <th>Year</th> <th>Phase</th> </tr> </thead> <tbody> <tr> <td>2016</td> <td>Initiate Bus Service - Year 1</td> </tr> <tr> <td>2017</td> <td>Initiate Bus Service - Year 2</td> </tr> <tr> <td>2018</td> <td>Initiate Bus Service - Year 3</td> </tr> </tbody> </table>	Year	Phase	2016	Initiate Bus Service - Year 1	2017	Initiate Bus Service - Year 2	2018	Initiate Bus Service - Year 3
Year	Phase									
2016	Initiate Bus Service - Year 1									
2017	Initiate Bus Service - Year 2									
2018	Initiate Bus Service - Year 3									

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (CMAQ)		\$392	\$392	\$392	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$98	\$98	\$98	\$0	\$0		
Total	\$0	\$490	\$490	\$490	\$0	\$0	\$0	\$1,470

2016-055: Update scope, add funding types and funds to project. New Bond/Loans funding is a traditional bank loan, backed by CDOT program funds, and will be paid back with toll revenue.

Existing

Title: **I-25: 120th Ave to E-470 Managed Lanes**

Project Type: **Roadway Capacity**

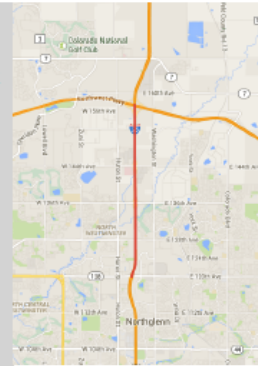
TIP-ID: **2016-055**

STIP-ID:

Open to Public: **2020**

Sponsor: **CDOT Region 4**

Project Scope
 This project will extend the existing and under construction managed lanes project (TIPID 2012-073), utilizing existing and new ROW. The project will result in one new managed lane in each direction from the current project's northern terminus near 120th Ave to E-470. Project will resurface the entire stretch, add traffic management, sound wall, and tolling/ITS equipment.



Affected Municipality(ies)	Affected County(ies)
Broomfield	Adams
Thornton	Broomfield
Westminster	
Unincorporated	

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		\$0
State (RMP)		\$44,000	\$0	\$0	\$0	\$0		\$0
State (Safety)		\$3,000	\$0	\$0	\$0	\$0		\$0
State (Surface)		\$0	\$0	\$0	\$12,000	\$0		\$0
Local		\$0	\$0	\$0	\$0	\$0		\$0
Total	\$11,000	\$47,000	\$0	\$0	\$12,000	\$0	\$0	\$70,000

Revised Funding Table

Title: **I-25: 120th Ave to E-470 Managed Lanes**

Project Type: **Roadway Capacity**

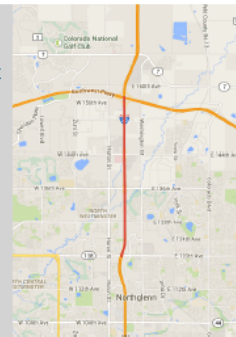
TIP-ID: **2016-055**

STIP-ID:

Open to Public: **2020**

Sponsor: **CDOT Region 4**

Project Scope
 This project will extend the existing and under construction managed lanes project (TIPID 2012-073), utilizing existing and new ROW. The project will result in one new managed lane in each direction from the current project's northern terminus near 120th Ave to E-470. Project will resurface the entire stretch, add traffic management, sound wall, tolling/ITS equipment **and safety, bridge and drainage improvements.**



Affected Municipality(ies)	Affected County(ies)
Broomfield	Adams
Thornton	Broomfield
Westminster	
Unincorporated	

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		\$0
Federal (BR)		\$0	\$979	\$0	\$0	\$0		\$0
Federal (Hazard)		\$2,000	\$4,500	\$0	\$0	\$0		\$0
Federal (Water Qty)		\$1,100	\$0	\$0	\$0	\$0		\$0
State		\$0	\$0	\$0	\$0	\$0		\$0
State (Bond/Loans)		\$0	\$25,000	\$0	\$0	\$0		\$0
State (RMP)		\$44,000	\$0	\$0	\$0	\$0		\$0
State (Safety)		\$3,000	\$0	\$0	\$0	\$0		\$0
State (Surface)		\$0	\$0	\$0	\$12,000	\$0		\$0
Local		\$0	\$0	\$0	\$0	\$0		\$0
Total	\$11,000	\$50,100	\$30,479	\$0	\$12,000	\$0	\$0	\$103,579

2016-059: Transfer funds to accurately reflect funding plan. Adjust Bond/Loans from local to state funding category to be consistent with other projects in the TIP, as the loans are backed by CDOT program funds.

Existing

Title: **C-470 Managed Toll Express Lanes: Wadsworth to I-25**

Project Type: **Roadway Capacity**

TIP-ID: **2016-059**

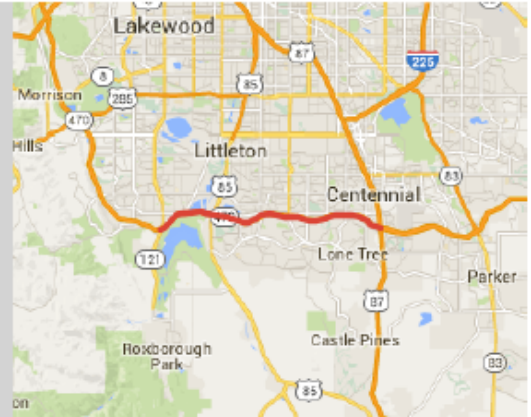
STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

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



Affected County(ies)

- Arapahoe
- Douglas
- Jefferson

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

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
State (Bond/Loans)		\$0	\$44,000	\$90,000	\$104,700	\$0		
State (Faster-S)		\$0	\$2,000	\$0	\$0	\$0		
State (RMP)		\$0	\$32,630	\$60,000	\$0	\$0		
State (Safety)		\$0	\$6,300	\$0	\$0	\$0		
Local		\$0	\$10,000	\$0	\$0	\$0		
Total	\$7,370	\$0	\$94,930	\$150,000	\$104,700	\$0	\$0	\$357,000

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO.____, 2016

A RESOLUTION AMENDING THE 2016-2021 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

WHEREAS, a Transportation Improvement Program containing highway and transit improvements expected to be carried out in the period 2016-2021 was adopted by the Board of Directors on April 15, 2015; and

WHEREAS, it is necessary to amend the 2016-2021 Transportation Improvement Program; and

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

NOW, THEREFORE, BE IT RESOLVED that the Denver Regional Council of Governments hereby amends the 2016-2021 Transportation Improvement Program.

BE IT FURTHER RESOLVED that the Denver Regional Council of Governments hereby determines that this amendment to the 2016-2021 Transportation Improvement Program conforms to the State Implementation Plan for Air Quality.

RESOLVED, PASSED AND ADOPTED this ____ day of _____, 2016 at Denver, Colorado.

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

ATTEST:

Jennifer Schaufele, Executive Director

From: Schneiders - CDOT, Karen [<mailto:karen.schneiders@state.co.us>]
Sent: Tuesday, January 12, 2016 8:29 AM
To: Doug Rex; Todd Cottrell; Will Soper
Cc: Paddock, Heather; Abra Geissler; Kathy Seelhoff; Keith Sheaffer; Daniel Marcucci
Subject: Clarifying the \$8.5 M amendment request for DRCOG

Doug, Todd & Will

Answering the question "What was added to change estimate from \$95 to \$103.5 Million?"

1. HSIP funds will replace center line barrier, widening shoulders and fix drainage issues that pose safety problems. \$6.5 Million
2. Water quality mitigation that was added to the scope to treat mainline drainage. \$1.0 Million
3. Complete bridge replacement at the Bull Canal just south of 144th. The improvement involves building a concrete box culvert from the west interstate ROW all the way to the east interstate ROW to connect with the existing box culvert. \$1.0 million

Each of these components were stand-alone projects that were recently rolled into the larger Managed Lanes project on I-25 from 120th Ave to E-470. By rolling these pieces in with the larger project, CDOT will realize better bids due economies of scale.

Karen Schneiders
Transportation Planner, Region 4



PLEASE NOTE ADDRESS CHANGE EFFECTIVE NOV 9, 2015

P 970.350.2172 c 970.310.5392

10601 West 10th Street, Greeley CO 80634

karen.schneiders@state.co.us | www.codot.gov | www.cotrip.org

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 #
January 20, 2016	Action	12

SUBJECT

This action concerns delayed projects or project phases that were scheduled in Fiscal Year 2015.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of proposed actions regarding FY 2015 project delays.

ACTION BY OTHERS

January 19, 2016 – RTC will act on a recommendation.

[December 21, 2015](#) – TAC recommended approval.

SUMMARY

The *FY 2012-2017 Policy on TIP Preparation* document identifies expectations for project initiation and the policy for addressing delays for projects/phases with DRCOG-allocated federal funding. Timely initiation of TIP projects/phases is an important objective of the Board. Delays, for whatever reason, tie up scarce federal funds that could have been programmed to other ready projects/phases.

At the end of FY 2015 (September 30, 2015), DRCOG staff reviewed the implementation status of DRCOG-selected projects/phases with CDOT and RTD. DRCOG staff discussed with the sponsors the reason(s) for the delays and action plans demonstrating the sponsor's commitment to timely initiation.

The TIP Project Delays Report for FY 2015 summarizes the reasons for delays and actions proposed by sponsors to get projects to ad or a particular phase(s) initiated. The report includes DRCOG staff recommendations for committee and Board consideration.

PREVIOUS BOARD DISCUSSIONS/ACTIONS

NA

PROPOSED MOTION

Move to approve actions proposed by DRCOG staff regarding *2012-2017 Transportation Improvement Program* (TIP) project delays for Fiscal Year 2015.

ATTACHMENT

TIP Project Delays Report for FY 2015

ADDITIONAL INFORMATION

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

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2015

A. POLICY

The FY2015 TIP Project Delays Report reviews project phases funded in the previous 2012-2017 TIP. The report is based on procedures established in the 2012-2017 *Policy on Transportation Improvement Program (TIP) Preparation*, adopted July 21, 2010, with amendments accordingly. The policy states that “**implementation of an entire project or single project phase (if project has federal funding in more than one year) may be delayed only once by the project sponsor.**” The objective of this delay policy is to minimize the number of projects delayed and improve the efficiency of spending federal dollars.

B. PROCESS

To implement the policy, the following steps were taken:

1. At the beginning of October (coinciding with the beginning of the new federal fiscal year), DRCOG staff requested that CDOT and RTD conduct a comprehensive review of all STP-Metro, CMAQ, and Enhancement/Transportation Alternatives Program (TAP) projects that had been selected by DRCOG to receive and begin expending TIP funds in FY2015. The review also includes projects/phases that were previously on the FY2014 project delays report.
2. CDOT and RTD review all such project phases, identifying those that have not been initiated, and therefore delayed.
3. Those project phases that were delayed for a second year (first year delay was in FY2014) became ineligible to receive further federal funding reimbursement unless the DRCOG Board granted a variance to continue. Three projects were brought to the Board in October 2015 and are discussed in Section C below.
4. In late-October, DRCOG staff notified first year delayed project/phase sponsors and requested a discussion regarding the delay. These projects are discussed in Section D.

C. SECOND YEAR DELAY (FY2014) PROJECTS SEEKING A VARIANCE TO CONTINUE

1. Boulder

Name: *Baseline Rd Bike/Ped Underpass: Broadway St/SH-93 to 28th St/US-36*

TIP ID: 2012-046

Project Phase: Initiate Construction

FY2014 and FY2015 federal funding: \$2,938,000

<http://www3.drcog.org/trips/Project/2012-2017/details/46069>

This project went to ad January 7.

Recommendation— *This project is no longer delayed.*

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2015

2. Greenwood Village

Name: *Greenwood Plaza Blvd Sidewalks*

TIP ID: 2012-006

Project Phase: Initiate Construction

FY2014 federal funding: \$676,000

<http://www3.drcog.org/trips/Project/2012-2017/details/46521>

Staff of Greenwood Village went before the Board in October to seek a variance to continue the project. A variance was granted for 120 days. Greenwood Village will need to advertise the project no later than January 28.

Recommendation—*Continuously monitor the progress of this project through project advertisement.*

- If Greenwood Village is unable to advertise before January 28, 2016, they must stop all future federal reimbursement payment requests retroactive to September 30, 2015.

3. Thornton

Name: *North Metro Rail Bicycle/Pedestrian Access to Four FasTracks Stations*

TIP ID: 2012-081

Project Phase: Initiate ROW

FY2014 federal funding: \$185,000

<http://www3.drcog.org/trips/Project/2012-2017/details/46918>

Right of way plans were completed and turned into CDOT on January 11.

Recommendation— *This project phase is no longer delayed.*

D. FIRST YEAR DELAY (FY2015) PROJECTS SEEKING APPROVAL TO CONTINUE

4. Arapahoe County

Name: *Implement Arterial Travel Time Monitoring System*

TIP ID: 2005-026 (ITS Pool)

Project Phase: Initiate Procurement

FY2015 Federal funding: \$105,000

<http://www3.drcog.org/Trips/Project/2012-2017/details/46673>

This project was combined with the Greenwood Village ITS project. The RFP was released in October.

Recommendation - *Since the project is no longer delayed, no conditions are placed upon it.*

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2015

5. Arapahoe County

Name: *Arapahoe Rd/Yosemite St. Intersection Operational Improvement*

TIP ID: 2012-087

Project Phase: Initiate Construction

FY2015 Federal funding: \$2,500,000

<http://www3.drcog.org/Trips/Project/2012-2017/details/46977>

Arapahoe County reports the project has been delayed due to being integrated into the larger CDOT RAMP-funded interchange reconstruction project at I-25 and Arapahoe. That project currently has nearly 100% of the design plans completed and is undergoing ROW acquisition. A contractor is already on board and only needs to agree on a final construction cost estimate to begin, which is expected to be in May.

Recommendation—DRCOG staff recommends the delay be approved subject to the following condition:

- Arapahoe County and CDOT staff continue to aggressively pursue a final construction cost estimate no later than the end of May 2016. If unachievable, Arapahoe County and DRCOG staff shall discuss this project at the first of each month beginning in June 2016, until a final construction cost estimate has been agreed to.

6. Aurora

Name: *Colfax Ave Bike/Ped Improvements: Fitzsimons Pkwy to Peoria St*

TIP ID: 2012-091

Project Phase: Initiate Construction

FY2015 Federal funding: \$365,000

<http://www3.drcog.org/Trips/Project/2012-2017/details/46972>

Aurora reports the project has been delayed due to necessary coordination and impacts with the ongoing construction of a nearby CDOT bridge replacement, the VA hospital project, and construction of the I-225 rail line. It is anticipated advertisement for the project can take place in April 2016.

Recommendation—DRCOG staff recommends the delay be approved subject to the following condition:

- Aurora and CDOT staff continue to aggressively pursue advertisement no later than the end of April 2016. If unachievable, Aurora and DRCOG staff shall discuss this project at the first of each month beginning in May 2016, until the project has been advertised.

7. Aurora

Name: *Peoria-Smith Commuter Rail Station Bike/Pedestrian Access Improvements*

TIP ID: 2012-050

Project Phase: Initiate Construction

FY2015 Federal funding: \$335,000

<http://www3.drcog.org/Trips/Project/2012-2017/details/46073>

Aurora reports the project has been delayed due to design changes caused by a new housing development located nearby and ongoing light rail station construction. It is anticipated advertisement for the project can take place in March 2016.

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2015

Recommendation—DRCOG staff recommends the delay be approved subject to the following condition:

- Aurora and CDOT staff continue to aggressively pursue advertisement no later than the end of March 2016. If unachievable, Aurora and DRCOG staff shall discuss this project at the first of each month beginning in April 2016, until the project has been advertised.
-

8. **Centennial**

Name: *Implement Arterial Travel Time Monitoring System*

TIP ID: 2005-026 (ITS Pool)

Project Phase: Initiate Procurement

FY2015 Federal funding: \$346,000

<http://www3.drcog.org/Trips/Project/2012-2017/details/46673>

Centennial reports the project has been delayed due to a misunderstanding. The funding for this project is spread over two years, which made Centennial believe delays wouldn't be considered until the end of the second year of funds (FY16). It is anticipated procurement can take place in April 2016.

Recommendation—DRCOG staff recommends the delay be approved subject to the following condition:

- Centennial and CDOT staff continue to aggressively pursue advertisement no later than the end of April 2016. If unachievable, Centennial and DRCOG staff shall discuss this project at the first of each month beginning in May 2016, until procurement has taken place.
-

9. **Centennial**

Name: *Smoky Hill Rd./Himalaya St. Intersection Operational Improvement*

TIP ID: 2012-090

Project Phase: Initiate Construction

FY2015 Federal funding: \$475,000

<http://www3.drcog.org/Trips/Project/2012-2017/details/46978>

Centennial reports the project has been delayed due to increased cost and an attempt to revise the scope. The revised scope for the IGA is still in process, along with revised plans. It is anticipated the project can be advertised by June 2016.

Recommendation—DRCOG staff recommends the delay be approved subject to the following condition:

- Centennial and CDOT staff continue to aggressively pursue advertisement no later than the end of June 2016. If unachievable, Centennial and DRCOG staff shall discuss this project at the first of each month beginning in July 2016, until the project has been advertised.
-

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2015

10. CDOT ITS

Name: *CAD Integration*

TIP ID: 2005-026 (ITS Pool)

Project Phase: Initiate Procurement

FY2015 Federal funding: \$80,000

<http://www3.drcog.org/Trips/Project/2012-2017/details/46673>

CDOT reports the procurement has been delayed due to scope changes that took place with Denver after discussions started to scope out the project. Recently, discussions between Denver and CDOT have started back up, working their way to an executed IGA. It is anticipated procurement can take place in March 2016.

Recommendation—*DRCOG staff recommends the delay be approved subject to the following condition:*

- CDOT staff continue to aggressively pursue procurement no later than the end of March 2016. If unachievable, CDOT and DRCOG staff shall discuss this project at the first of each month beginning in April 2016, until a project task order for procurement has been executed.
-

11. Greenwood Village

Name: *Implement Arterial Travel Time Monitoring System*

TIP ID: 2005-026 (ITS Pool)

Project Phase: Initiate Procurement

FY2015 Federal funding: \$100,000

<http://www3.drcog.org/Trips/Project/2012-2017/details/46673>

Greenwood Village reports the project's RFP was released in October.

Recommendation—*Since the project is no longer delayed, no conditions are placed upon it.*

12. Lakewood

Name: *Expand Arterial Travel Time Monitoring System*

TIP ID: 2005-026 (ITS Pool)

Project Phase: Initiate Procurement

FY2015 Federal funding: \$249,000

<http://www3.drcog.org/Trips/Project/2012-2017/details/46673>

Lakewood reports the project has been delayed due to a change in the way CDOT was going to allow them to procure the project. With a similar project in the past, Lakewood was allowed to use their staff and existing on-call contractors to implement the project. However, CDOT said Lakewood would have to issue a RFP. Lakewood also was reconsidering the type of technology for this project. It is anticipated procurement can take place in June 2016.

Recommendation—*DRCOG staff recommends the delay be approved subject to the following condition:*

- Lakewood and CDOT staff continue to aggressively pursue advertisement no later than the end of June 2016. If unachievable, Lakewood and DRCOG staff shall discuss this project at the first of each month beginning in July 2016, until procurement has taken place.
-

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2015

13. Longmont

Name: Dry Creek Underpass: Hover St south of Bent Way

TIP ID: 2012-049

Project Phase: Initiate Construction

FY2015 Federal funding: \$1,358,000

<http://www3.drcog.org/Trips/Project/2012-2017/details/46072>

This project received ad concurrence to ad on December 30, 2015, and went to ad on January 6.

Recommendation— *Since the project is no longer delayed, no conditions are placed upon it.*

14. Sheridan

Name: West Oxford Ave: S. Clay St. to S. Federal Blvd. Reconstruct

TIP ID: 2012-060

Project Phase: Initiate Construction

FY2015 Federal funding: \$500,000

<http://www3.drcog.org/Trips/Project/2012-2017/details/46926>

Sheridan reports the project has all clearances to advertise, and it's been moved on to CDOT and FHWA to finalize. It is anticipated project advertisement will take place in early February 2016.

Recommendation—*DRCOG staff recommends the delay be approved subject to the following condition:*

- Sheridan and CDOT staff continue to aggressively pursue project advertisement no later than February 2016. If unachievable, Sheridan and DRCOG staff shall discuss this project at the first of each month beginning in March 2016, until advertisement has taken place.
-

15. Thornton

Name: Install Conduit and Fiber to Interconnect Traffic Signals

TIP ID: 2005-026 (ITS Pool)

Project Phase: Initiate Procurement

FY2015 Federal funding: \$376,000

<http://www3.drcog.org/Trips/Project/2012-2017/details/46673>

Thornton reports procurement has been delayed due to the 14 months it took to complete the IGA. Recently, design has started and it is anticipated procurement can take place in August 2016.

Recommendation—*DRCOG staff recommends the delay be approved subject to the following condition:*

- Thornton staff continue to aggressively pursue procurement no later than the end of August 2016. Thornton and DRCOG staff shall discuss this project at the first of each month beginning in June 2016, until the RFP is released.
-

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2015

16. Thornton

Name: 124th Ave/Eastlake Station: Claude Court Realignment

TIP ID: 2012-117

Project Phase: Initiate Construction

FY2015 Federal funding: \$930,000

<http://www3.drcog.org/Trips/Project/2012-2017/details/47417>

Thornton reports the project has an executed IGA and all clearances. It is anticipated the project can advertise in early February.

Recommendation—DRCOG staff recommends the delay be approved subject to the following condition:

- Thornton and CDOT staff continue to aggressively pursue project advertisement no later than February 2016. If unachievable, Thornton and DRCOG staff shall discuss this project at the first of each month beginning in March 2016, until advertisement has taken place.
-

17. Thornton

Name: North Metro Rail Bicycle/Pedestrian Access to Four FasTracks Stations

TIP ID: 2012-081

Project Phase: Initiate Construction

FY2015 federal funding: \$1,354,000

<http://www3.drcog.org/trips/Project/2012-2017/details/46918>

This phase is contingent on the initiation and completion of the ROW phase that is currently second year delayed by January 28, 2016 (see #3). It is anticipated the construction phase of the project can be advertised in September 2016.

Recommendation—DRCOG staff recommends the delay be approved subject to the following condition:

- Thornton and CDOT staff continue to aggressively pursue project advertisement no later than September 2016. If unachievable, Thornton and DRCOG staff shall discuss this project at the first of each month beginning in March 2016, until advertisement has taken place.
-

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 #
January 20, 2016	Action	13

SUBJECT

Overarching Themes and Outcomes included in 2040 Metro Vision Plan Draft, as recommended by the Metro Vision Issues Committee (MVIC).

PROPOSED ACTION/RECOMMENDATIONS

The Metro Vision Issues Committee recommends approving the 2040 Metro Vision Plan Draft Overarching Themes and Outcomes, including Outcome narratives, as outlined in Attachment 2.

ACTION BY OTHERS

[September 2, 2015](#) – MVIC recommendations on Overarching Themes and Outcomes
[October 7, 2015](#) – MVIC recommendations on Overarching Themes and Outcomes
[November 4, 2015](#) – MVIC recommendations on Overarching Themes and Outcomes
[December 2, 2015](#) - MVIC recommendations on Overarching Themes and Outcomes

SUMMARY

In August MVIC began its full review and markup of the 2040 Metro Vision Draft Plan. Over the past few months the committee has focused on “Overarching Themes and Outcomes” in the draft plan. MVIC used DRCOG’s Strategic Framework (Attachment 1), as presented to the Board in July, to guide their review and subsequent recommendations the Board will consider in January.

Overarching Themes and Outcomes are high-level focus areas that are derived from an organization’s Vision. They clarify the Vision and represent areas of focus across the organization that must be achieved to accomplish the Vision and fulfill the Mission. They also serve as the basis for developing strategic objectives. MVIC will begin reviewing strategic objectives once the Board has weighed-in on Overarching Themes and Outcomes.

Attachment 2 is the primary discussion document for this agenda item. The attachment includes:

- MVIC recommended 2040 Metro Vision Outcomes, organized by Overarching Theme
- MVIC recommended 2040 Outcome narratives that provide additional details and clarify intent
- Definitions of key terms present in Outcomes and Outcome narratives

Background

The DRCOG Board last adopted a major update to Metro Vision in February 2011. Over the past few years DRCOG staff has continuously engaged the public, stakeholders, and local government staff to prepare a draft plan update for the Board’s consideration. Board members and alternates who attended the 2015 Board workshop were provided a copy of the current draft of the Metro Vision plan. All Board members and alternates

were sent a link to the draft plan in March 2015. Additionally, DRCOG staff offered Metro Vision orientation sessions for Board members and alternates in March and April of 2015.

Board members and alternates present at the 2015 Board workshop discussed several options for how the Board would review the draft Metro Vision plan. In March 2015 the Board provided the following direction to staff:

- MVIC will work closely with staff to review and further develop draft plan elements
- When draft plan elements are completed to MVIC's satisfaction, the committee will take action to recommend those element(s) to the Board.
- Staff will provide the Board with a summary of MVIC discussions on each recommended element.

Overview of MVIC Recommendations

MVIC spent several months working through the Overarching Themes and Outcomes in the draft plan. Attachment 2 reflects the committee's recommendation to the Board.

- The [draft plan](#) provided to the Board in February included 16 draft Outcomes – MVIC is recommending the removal of two Outcomes (Outcomes 4 and 7 – see link to draft plan for more information on Outcomes 4 and 7).
- MVIC will consider Strategic Objectives associated with those Outcomes during subsequent discussions.

Attachment 3 provides a “roadmap” outlining MVIC's discussions and interim recommendations as the committee reviewed the Overarching Themes and Outcomes between August and December of 2015. Over that 5 month period MVIC devoted the vast majority of the committee's meeting time to review and amend the Overarching Themes and Outcomes.

PREVIOUS DISCUSSIONS/ACTIONS

[March 8, 2015](#) – Board approval of Metro Vision plan review process

PROPOSED MOTION

Move to approve the Metro Vision 2040 Plan Draft's Overarching Themes and Outcomes.

ATTACHMENTS

Attachment 1 – DRCOG's Strategic Planning Model

Attachment 2 – MVIC Recommended Metro Vision Themes, Outcome and Narratives

Attachment 3 – MVIC Decision Roadmap (Aug. – Dec. 2015) – 2040 Metro Vision Draft Plan Outcomes

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. For information on DRCOG's strategic planning model please contact Jerry Stigall, Director of Organizational Development at 303-480-6780 or jstigall@drcog.org

ATTACH 1

DRCOG Strategic Planning Model

Strategic 'altitude'



30,000 ft

What is our purpose?

Mission

Communities/
Residents needs →

What is our 'view' of the future?

Vision

25,000

What performance *lenses* should we use to evaluate results?

Strategic Perspectives

What are our main focus areas? (Pillars of Excellence) What outcomes do we want for our communities & residents?

Overarching Themes and Outcomes

What continuous improvement activities will support our outcomes?

Objectives

How do we create and improve value for our communities/residents?

Strategy Map

How will we know if we are achieving the results we want?

Performance Measures and Targets

15,000

Ground level

What projects will best contribute to our outcomes?

Strategic Initiatives

ATTACH 2

Overarching Theme: An Efficient and Predictable Development Pattern

MVIC Recommended Outcome 1 (October 2015):

The region is comprised of diverse, livable communities.

Outcome 1 Narrative – Recommended by MVIC (November 2015):

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.

Definitions

*Diverse communities*¹: Communities ranging from urban downtown areas to suburban and rural communities.

*Livable communities*²: Communities consisting of varied housing options, access to employment and a range of services and recreational opportunities, and the successful integration of multimodal transportation choices that meet the needs of people of all ages, incomes, and abilities.

¹ As defined in MVIC recommended narrative

² As defined in MVIC recommended narrative

Overarching Theme: An Efficient and Predictable Development Pattern

MVIC Recommended Outcome 2 (October 2015):

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

Outcome 2 Narrative – Recommended by MVIC (November 2015):

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.

Definitions

*urban development*³: Residential subdivisions or other groupings of 10 or more residential parcels with an average residential lot size of less than 1 acre; commercial and industrial subdivisions; commercial activity on isolated parcels, not within platted subdivisions, with more than 50 employees; enclaves of other development within the urban area.

*Urban growth boundary/area (UGB/A)*⁴: the urban growth boundary/area defines where urban development will take place in the region over the next 25 years

Locally adopted polices: policies of local governments that shape the location and intensity of development, including comprehensive and area plans, zoning, subdivision regulations, etc.

³ As defined in the Board adopted Metro Vision Growth and Development Supplement

⁴ As defined in Metro Vision 2035

Overarching Theme: An Efficient and Predictable Development Pattern

MVIC Recommended Outcome 3 (September 2015):

Connected urban centers and multimodal corridors accommodate a growing share of the region’s housing and employment.

Outcome 3 Narrative – Recommended by MVIC (November 2015):

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.

Definitions

*Urban centers*⁵: Urban centers will:

- be active, pedestrian-, bicycle-, and transit-friendly places that are more dense and mixed in use than surrounding areas;
- allow people of all ages, incomes and abilities to access a range of housing, employment, and service opportunities without sole reliance on having to drive;
- promote regional sustainability by reducing per capita vehicle miles traveled, air pollution, greenhouse gas emissions and water consumption; and
- respect and support existing neighborhoods.

*Urban centers*⁶: urban centers include traditional downtowns, transit stations areas, existing and emerging employment centers, and greenfield areas with development plans consistent with the key characteristics of urban centers described in Metro Vision

multimodal: more than one travel mode

⁵ As defined in Metro Vision 2035

⁶ As further defined in the Board adopted Metro Vision Growth and Development Supplement

Overarching Theme: A Connected Multimodal Region

MVIC Recommended Outcome 5 (September 2015):

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

Outcome 5 Narrative – Recommended by MVIC (November 2015):

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.

Definitions

*transportation system*⁷: a system of rapid transit, a regional bus system, a regional roadway system, local streets, bicycle and pedestrian facilities, railroads, and associated system and travel demand management services.

freight rail linkages: e.g. railroad yards, auto/rail transfer centers, similar facilities

mobility innovations: e.g. connected vehicles autonomous/driverless vehicles, other technologies

⁷ As defined in Metro Vision 2035

Overarching Theme: A Connected Multimodal Region

MVIC Recommended Outcome 6 (October 2015):

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

Outcome 6 Narrative – Recommended by MVIC (November 2015):

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.

Definitions

reliable: consistent and dependable travel time

well-maintained: related to transportation systems, the physical components are maintained to meet federal and state condition requirements; potholes, transit vehicle problems, and other deterioration impacts on the traveling public are minimized.

enforcement: the act of compelling observance of or compliance with a law, rule or obligation

operations and management: including signal timing, ramp-metering, Intelligent Transportation Systems, and similar strategies related to day-to-day operation of all components of the transportation system

physical components: the infrastructure making up the transportation system– pavement, striping, bus stops and transit vehicles, sidewalks, etc.

useful life: the amount of time a physical component of the transportation system can be used and maintained before it must be replaced or rebuilt

quality travel experience: an experience where the user is infrequently subject to potholes, bumps, gaps, and poor condition of the infrastructure.

Overarching Theme: A Safe and Resilient Built and Natural Environment

MVIC Recommended Outcome 8 (October 2015):

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

Outcome 8 Narrative – Recommended by MVIC (November 2015):

The region meets or exceeds applicable federal, state, and local requirements and regional targets for air and water quality.

Definitions

greenhouse gas (GHG): a gas that contributes to the earth’s greenhouse effect by absorbing infrared radiation. In the transportation sector these gases are typically carbon dioxide (CO₂), methane (CH₄) and nitrous oxide (N₂O)

Overarching Theme: A Safe and Resilient Built and Natural Environment

MVIC Recommended Outcome 9 (October 2015):

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

Outcome 9 Narrative – Recommended by MVIC (November 2015):

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.

Definitions

*natural resource areas*⁸— resource areas that include the region’s mountain backdrop, riparian corridors, and other key open space and wildlife habitat. Natural resources include surface waters, riparian areas, wetlands, forests and woodlands, prairie grasslands, wildlife and wildlife habitat, other environmentally sensitive lands and commercial mineral deposits.

riparian corridors: Plant and wildlife areas near a river, stream, lake, or other natural body of water, delineated by the existence of plant species normally found near freshwater.

restoration: renewing and restoring degraded, damaged, or destroyed natural resource areas to meet current and future needs

⁸ As defined in Metro Vision 2035

Overarching Theme: A Safe and Resilient Built and Natural Environment

MVIC Recommended Outcome 10 (November 2015):

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

Outcome 10 Narrative – Recommended by MVIC (November 2015):

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.

Definitions

*working agricultural lands*⁹: lands used for livestock feeding and production, growing feed and forage crops for livestock, food production, or greenhouse and nursery crops.

*regional food system*¹⁰: a system of place-specific clusters of agricultural producers of all kinds – farmers, ranchers, fishers – along with consumers and institutions engaged in producing, processing, distributing, and selling foods.

⁹ As defined in the narrative of the draft Metro Vision plan (March 2015 version)

¹⁰ United States Department of Agriculture (*Trends in U.S. Local and Regional Food Systems – Report to Congress*)

Overarching Theme: A Safe and Resilient Built and Natural Environment

MVIC Recommended Outcome 11 (October 2015):

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

Outcome 11 Narrative – Recommended by MVIC (November 2015):

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.

Definitions

*natural hazards*¹¹: include but not limited to avalanches, drought, earthquakes, floods, hail, heat wave, landslides, land subsidence, thunderstorms and lightning, tornados, severe storms and winds, winter storms and freezing, wildfire and public health hazards

human-created hazards: include but not limited to hazardous materials, power service disruption, terrorism, war, structural collapse, fire, transportation incidents (air, rail, road)

resilient: related to a community or local jurisdiction, possessing the attributes and ability to minimize community disruptions, by preparing for, responding to, and recovering from such events.

¹¹ Hazard types as identified in 2010 Denver Regional Natural Hazard Mitigation Plan (prepared by DRCOG)

Overarching Theme: Healthy, Inclusive, and Livable Communities

MVIC Recommended Outcome 12 (October 2015):

The built and natural environment supports healthy and active choices.

Outcome 12 Narrative - Recommended by MVIC (December 2015):

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.

Definitions

built environment: features that have been constructed and modified by people that form the physical character of a community

natural environment: conditions and settings occurring naturally, including all living and non-living things present in or produced by nature

Overarching Theme: Healthy, Inclusive, and Livable Communities

MVIC Recommended Outcome 13 (September 2015):

The region's residents have expanded connections to health services

Outcome 13 Narrative - Recommended by MVIC (December 2015):

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.

Definitions

*health services*¹²: the full spectrum of health care facilities and service providers, including, but not limited to, hospitals, clinics, pharmacies, emergency rooms, urgent cares, community clinics, doctors' offices, and social service providers

¹² As defined in the draft Metro Vision plan (March 2015 version)

Overarching Theme: Healthy, Inclusive, and Livable Communities

MVIC Recommended Outcome 14 (October 2015):

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

Outcome 14 Narrative – Recommended by MVIC (November 2015):

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.

Definitions

*housing options*¹³: housing choices allow individuals and families to find desirable housing affordable and accessible to them in the communities where they want to live and stay in their community of choice as their economic or life circumstances change

abilities: the physical and cognitive functions of a person

economic or life circumstances: circumstances that limit the kinds of choices available to individuals and households, could include changes to available resources, persons in household, physical abilities, etc.

¹³ As defined in the narrative of the draft Metro Vision plan (March 2015 version)

Overarching Theme: A Vibrant Regional Economy

MVIC Recommended Outcome 15 (October 2015):

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

Outcome 15 Narrative – Recommended by MVIC (November 2015):

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.

Definitions

*access to opportunity*¹⁴: residents have access to a range of transportation, employment, housing, education, cultural, and recreational opportunities

basic needs: the physical requirements for human survival, such as air, water, food, clothing, and shelter, as well as public safety, health services and economic opportunity

amenities: the civic elements of a community with which residents and visitors engage (e.g. arts, entertainment, cultural attractions, recreation areas, educational institutions, etc.)

¹⁴ As defined in the narrative of the draft Metro Vision plan (March 2015 version)

Overarching Theme: A Vibrant Regional Economy

MVIC Recommended Outcome 16 (October 2015):

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

Outcome 16 Narrative - Recommended by MVIC (December 2015):

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.

ATTACH 3

MVIC Decision Roadmap (Aug. – Dec. 2015) – 2040 Metro Vision Plan Outcomes

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

- 8/5/2015 – MVIC discussion and direction regarding “diverse, livable...” and related definitions – recommendation to staff to develop definitions to assist with MVIC discussion
- **10/7/2015** – MVIC action to recommend Outcome 1 language to Board of Directors (BOD)
- **11/4/2015** – MVIC action to recommend Outcome 1 narrative to BOD

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

- 8/5/2015 – Some MVIC members concerned with language in narrative regarding Urban Growth Boundary/Area (UGB/A) - working committee suggestion “promote more efficient resource allocations for infrastructure...”, committee requested revised definition, outcome was subsequently tabled for more edits
- 10/7/2015 – MVIC members identified concerns in Outcome 2 narrative around UGB/A and associated definitions
- **10/7/2015** – MVIC action to recommend Outcome 2 language to BOD
- 11/4/2015 – MVIC narrative discussion: continued discussion and concern regarding UGB/A: Members discussed whether or not UGB/A has outlived its purpose. UGB/A is scheduled to be discussed after the adoption of MV2040. UGB/A is a core policy/value statement of DRCOG – issue related to the UGB/A execution and process will be attended to after the adoption of Metro Vision.
- **11/4/2015** - MVIC action to recommend Outcome 2 narrative to BOD

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

- 8/5/2015 – MVIC discussed the need for a clear definition of multimodal, missing other important areas if the focus is solely on urban centers. Directed staff to go back and shorten the narrative.
- 9/2/2015 – MVIC discussion on land use and transportation connection, “is one of the core framing elements of Metro Vision,” staff suggestion responded to previous discussion
- **9/2/2015** – MVIC action to recommend Outcome 3 language to BOD
- **11/4/2015** – MVIC action to recommend Outcome 3 narrative to BOD

Outcome 4 – Not recommended by MVIC

- **9/2/2015** – MVIC discussion centered on why freestanding communities are elevated within this outcome, general support for removing this outcome. MVIC recommended eliminating this outcome.
- **11/4/2015** – MVIC re-affirmed previous action to recommend to removal of Outcome 4

MVIC Recommended Outcome 5: *The regional transportation system is well-connected and serves all modes of travel.*

- 9/2/2015 – MVIC discussion: should look at consolidating 3,5,6,7; “well connected, safe, dependable transportation system that serves all modes of travel,” still needs some “wordsmithing”
- 9/2/2015 – MVIC action to recommend Outcome 5 language to BOD
- 11/4/2015 – MVIC action to recommend Outcome 5 narrative to BOD

MVIC Recommended Outcome 6: *The transportation system is safe, reliable and well-maintained.*

- 10/7/2015 – MVIC action to recommend staff Outcome 6 language to BOD
- 11/4/2015 – MVIC action to recommend Outcome 6 narrative to BOD

Outcome 7 – Not Recommended by MVIC

- 9/2/2015 – MVIC discussion surrounding eliminating this outcome completely: general feeling is that it is covered in other areas. MVIC decided to table for now, but to make sure the narrative and definitions are retained for future discussion
- 11/4/2015 – MVIC direction to hold Outcome 7 for further discussion by the committee
- 12/2/2015 – MVIC discussed removing outcome 7, but maintaining the 3 unique objectives currently under outcome 7 (staff analysis showed that nearly all of the concepts covered by objectives under Outcome 7 are consistent with other objectives included in the draft Metro Vision plan).
- 12/2/2015 – MVIC action to recommend to BOD removing Outcome 7 from the draft plan. MVIC further directed staff to relocate the 3 unique objectives – committee discussion on objectives will occur at future meetings.

MVIC Recommended Outcome 8: *The region has clean water and air, and lower greenhouse gas emissions.*

- 10/7/2015 – MVIC action to recommend Outcome 8 language to BOD
- 11/4/2015 – narrative discussion: needs to be reworded to be aspirational instead of matter-of-fact. “we don’t control it, but we do influence it.”
- 11/4/2015 – MVIC action to recommend Outcome 8 narrative to BOD

MVIC Recommended Outcome 9: *The region values, protects, and connects people to its diverse natural resource areas, open space, parks and trails.*

- 10/7/2015 – MVIC action to recommend Outcome 9 language to BOD
- 11/4/2015 – narrative discussion: Some MVIC members concerned with “restoration” and if its appropriate for this outcome; also some confusion regarding “terms of art.”
- 11/4/2015 – MVIC action to recommend Outcome 9 narrative to BOD

MVIC Recommended Outcome 10: *The region's working agricultural lands and activities contribute to a strong regional food system.*

- 10/7/2015 – narrative discussion: MVIC concerned with wording, potential property rights implication, inclusion of “local food” – directed staff to offer revised language in November
- 11/4/2015 – narrative discussion: centered on what livestock production actually means – added “feeding.”
- **11/4/2015** - MVIC action to recommend Outcome 10 language to BOD
- **11/4/2015** - MVIC action to recommend Outcome 10 narrative to BOD

MVIC Recommended Outcome 11: *The risk and effects of natural and human-created hazards is reduced.*

- **10/7/2015** – MVIC action to recommend Outcome 11 language to BOD
- **11/4/2015** – MVIC action to recommend Outcome 11 narrative to BOD

MVIC Recommended Outcome 12: *The built and natural environment supports healthy and active choices.*

- **10/7/2015** – MVIC action to recommend Outcome 12 language to BOD
- 11/4/2015 – narrative discussion: unsure about “a deliberate focus on where growth occurs,” food deserts are a concern.
- 11/4/2015 – MVIC directed staff to revise Outcome 12 narrative and bring back next meeting.
- **12/2/2015** – MVIC action to recommend Outcome 12 narrative to BOD

MVIC Recommended Outcome 13: *The region's residents have expanded connections to health services.*

- 9/2/2015 – MVIC narrative discussion: concern surrounding narrative and the types of facilities; what should “access” mean in this context; recommended to go back to March draft, ultimately -> retain the March draft verbiage and leave this as a standalone outcome rather than combining with outcome 5.
- **9/2/2015** – MVIC action to recommend Outcome 13 language to BOD
- 11/4/2015 – narrative discussion: should mention transportation, should be rewritten in terms of connection and transportation – need to hit the aspirational notes. MVIC directed staff to rewrite and bring back for consideration in December.
- **12/2/2015** – MVIC action to recommend Outcome 13 narrative to BOD following a grammatical edit

MVIC Recommended Outcome 14: *Diverse housing options meet the needs of residents of all ages, incomes, and abilities.*

- **10/7/2015** – MVIC action to recommend Outcome 14 language to BOD.

Attachment 3

- 11/4/2015 – narrative discussion: Some concern about “where they want to live...” desire to get away from the idea that some parts of the region are for affordable housing and other’s aren’t – what about “desirable communities?”
- **11/4/2015** – MVIC action to recommend Outcome 14 narrative to BOD.

MVIC Recommended Outcome 15: *All residents have access to a range of transportation, employment, commerce, housing, educational, cultural, and recreational opportunities.*

- 9/2/2015 – MVIC directed staff to include more detail in the outcome (previous: All residents have access to opportunity) and bring back for future discussion.
- 10/7/2015 – Some MVIC members concerned with redundancy, felt like the outcome was defining all elements of the economy (shouldn’t narrative contain this?), is there redundancy with outcome 13?
- 10/7/2015 – MVIC added “commerce”, “cultural” and “recreational” to Outcome 13
- **10/7/2015** – MVIC action to recommend Outcome 15 language to BOD
- **11/4/2015** – MVIC action to recommend Outcome 15 narrative to BOD

MVIC Recommended Outcome 16: *Investments in infrastructure and amenities allow people and businesses to thrive and prosper.*

- **10/7/2015** – MVIC action to recommend Outcome 16 language to BOD
- 11/4/2015 – Discussed narrative and requested staff rewrite based on committee discussion and revisit in December.
- **12/2/2015** – MVIC action to recommend Outcome 16 narrative to BOD

Outcome and Outcome Narrative Definitions:

- 11/4/2015 – MVIC feels definitions should be included throughout process and document to maintain consistency and provide explanation regarding decisions made on outcomes/narratives. MVIC directs staff to work through definitions to make consistent and grammatically correct. MVIC further directed that definitions provided to the Board and in the document should be for “terms of art” – items that may have a specific meaning in this context/plan.
- 12/2/2015 – MVIC raised no concerns about definitions – will be included in materials provided to BOD for their January discussion on Overarching Themes and Outcomes

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 #
January 20, 2016	Action	14

SUBJECT

This item concerns adoption of positions on state legislative bills as presented by staff.

PROPOSED ACTION/RECOMMENDATIONS

Motion to adopt positions on bills presented.

ACTION BY OTHERS

N/A

SUMMARY

Any bills of interest introduced after January 13 will be emailed to Board members prior to the meeting with staff recommendations for review at the meeting (per current Board policy).

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to adopt a position on state legislative issues.

ATTACHMENT

N/A

ADDITIONAL INFORMATION

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

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 #
January 20, 2016	Action	15

SUBJECT

This action is related to work by the Structure/Governance group on the Board member Capacity Building (On-Boarding) Program Statement of Understanding.

PROPOSED ACTION/RECOMMENDATIONS

The Structure/Governance group recommended approval of the statement of understanding as part of the on-boarding item.

ACTION BY OTHERS

N/A

SUMMARY

At the December 2015 Board meeting, members briefly discussed the statement of understanding and requested the Statement of Understanding item be brought back for further discussion at the January meeting.

PREVIOUS DISCUSSIONS/ACTIONS

The Board of Directors adopted the Onboarding materials at the December meeting, without the statement of understanding.

PROPOSED MOTION

Move to approve the Statement of Understanding to be included as part of the On-Boarding Program for new Board members and alternates.

ATTACHMENT

Statement of Understanding

ADDITIONAL INFORMATION

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

**Denver Regional Council of Governments (DRCOG)
Statement of Understanding By Members of the Board of Directors**

As a member of the Board of Directors, I am fully committed to the mission, vision and work of the Denver Regional Council of Governments. I understand collaboration with my peers is vital to the region's success and that in accepting an appointment to the Board:

- ✚ I will work with all Board members and the Executive Director in developing high expectations for the future, and will take an active part in establishing, reviewing, approving, monitoring and achieving these objectives.
- ✚ I accept DRCOG's Governing Principles, Norms of Conduct and Guiding Principles and understand my fellow Board members and I are responsible for the health and vitality of DRCOG's service and work.
- ✚ I understand as a Board member, I lead the way and being present helps support the collaborative environment of DRCOG. I am a model for others to follow. To ensure DRCOG meets its strategic initiatives, I must take an active part in the organization's activities including participating in the Board's annual workshop and awards event. I will attend Board meetings, meetings of committees for which I volunteered to serve, and participate in regular collaboration assessments to evaluate the Board.
- ✚ I take a responsibility to know as much as I can about DRCOG and will attend orientation programs and other training and planning events when offered. I will come to Board and committee meetings prepared to discuss and vote on items and I will contact DRCOG staff in advance for clarification or assistance as needed. I will stay current on DRCOG news and events through the resources provided to me by the organization.
- ✚ I will do all I can to support the staff and will be prepared to assist them whenever it is appropriate. In turn, I will encourage and expect the best results possible, the highest quality work possible and ever-increasing production.
- ✚ As a member of the Board, I understand one of my most important responsibilities is the evaluation of the Executive Director. I will do everything possible to support the work of the Executive Director and staff, but shall not become involved in the management of the organization. If the work of the Executive Director is not up to the agreed-upon standards, it is my responsibility to take appropriate action in accordance with established protocol.
- ✚ If I am unable to meet my obligations as a Board member, I understand I may be asked to resign my position.

In signing this document, I understand every Board member makes a statement of faith to be a partner with every other Board member and the Executive Director working to advance DRCOG's mission. We trust each other to carry out the above agreements to the best of our ability.

Name of Board Member (please print)

Signature

Date

ATTACH M

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 #
January 20, 2016	Informational Briefing	16

SUBJECT

This item is an overview/update on Balanced Scorecard strategy work and introduction to QuickScore, the Balanced Scorecard system software.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

Board members reviewed and adopted the strategy framework and since that time, DRCOG staff has been developing the organization-level strategy, followed by the development of division strategy/scorecards that support the DRCOG strategy. Dashboards have been developed and a few examples will be provided to Board members.

PREVIOUS DISCUSSIONS/ACTIONS

DRCOG Board members have attended the DRCOG strategy map presentation. This presentation illustrates how all the division scorecards support the DRCOG scorecard.

PROPOSED MOTION


N/A

ATTACHMENT

DRCOG division QuickScore screenshots

ADDITIONAL INFORMATION

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

DRCOG Scorecard	2015
<p>Description: This is the organizational level scorecard for DRCOG.</p> <p>Type: Balanced Scorecard Root</p> <p>Owners: Jerry Stigall</p>	<p>This Period's Performance</p>  <p>Score: 6.16</p>

Historical Performance



Series Color	Scorecard Object	Organization	Series	2012	2013	2014	2015
	DRCOG Scorecard	DRCOG Scorecard	Score		5.577	7.555	6.16

Data Used in Calculations -DRCOG Scorecard

ID	Name	Type	Weight	Score
59	Business Operations	Perspective	16.667%	2.567
55	Communities & Residents	Perspective	22.222%	
80	Ensure Policy Compliance - Executive Policies	Objective	22.222%	8.196
56	Financial Stewardship	Perspective	22.222%	7.048
60	Skilled Workforce	Perspective	16.667%	5.856

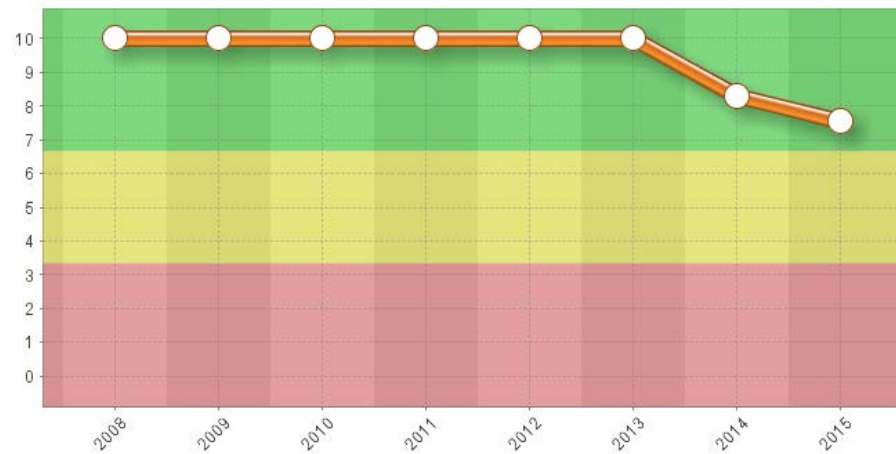
Description: This is the A&F Scorecard
Type: **Balanced Scorecard Root**
Owners: Ashley Summers

This Period's Performance



Score: **7.546**


Historical Performance



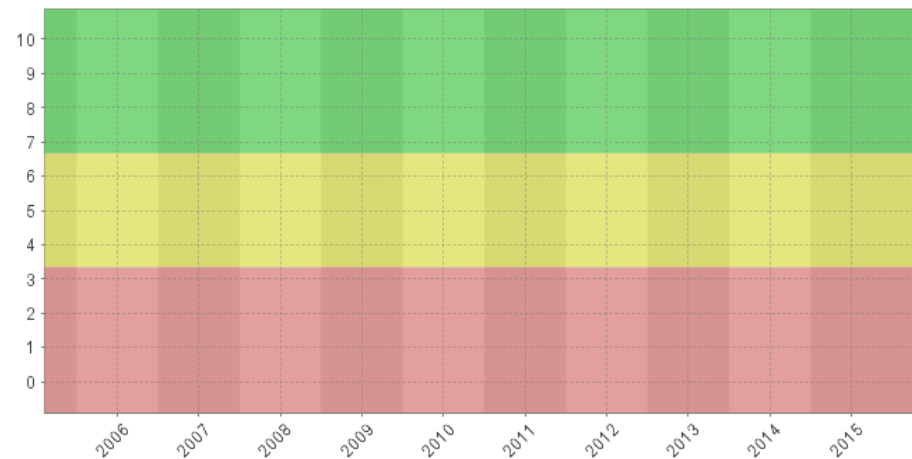
Series Color	Scorecard Object	Organization	Series	2008	2009	2010	2011	2012	2013	2014	2015
	Administration and Finance	Administration and Finance	Score	10	10	10	10	10	10	8.3	7.546

Data Used in Calculations - DRCOG Scorecard >> Administration and Finance

ID	Name	Type	Weight	Score
221	Business Operations	Perspective	25%	
219	Customers & Stakeholders	Perspective	25%	7.542
220	Financial Stewardship	Perspective	25%	8.333
222	Skilled Workforce	Perspective	25%	6.762

Area Agency on Aging (AAA)		2015
Description: This is the Area Agency on Aging Scorecard Type: Balanced Scorecard Root Owners: AJ Diamontopoulos		This Period's Performance  Score:

Historical Performance




Series Color	Scorecard Object	Organization	Series	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
	Area Agency on Aging (AAA)	Aging Agency on Aging (AAA)	Score										

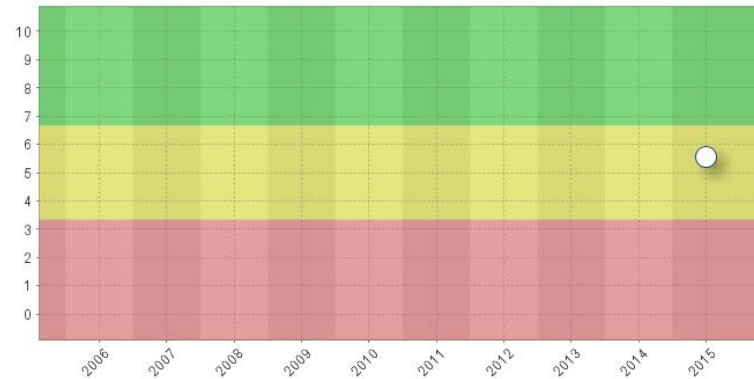
Data Used in Calculations - DRCOG Scorecard >> Aging Agency on Aging (AAA)

ID	Name	Type	Weight	Score
36	Business Operations	Perspective	25%	
34	Communities & Residents	Perspective	25%	

35	Financial Stewardship	Perspective	25%	
37	Skilled Workforce	Perspective	25%	

Communications and Marketing (CAM)		2015
Description: This is the Communications and Marketing Scorecard. Type: Balanced Scorecard Root Owners: Jim Eshelman		This Period's Performance  Score: 5.571

Historical Performance



Series Color	Scorecard Object	Organization	Series	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
	Communications and Marketing (CAM)	Communications and Marketing (CAM)	Score										5.571

Data Used in Calculations - DRCOG Scorecard >> Communications and Marketing (CAM)

ID	Name	Type	Weight	Score
225	Business Operations	Perspective	25%	5.571
223	Communities & Residents	Perspective	25%	

224	Financial Stewardship	Perspective	25%	
226	Skilled Workforce	Perspective	25%	

Regional Planning and Operations (RPO)

2015

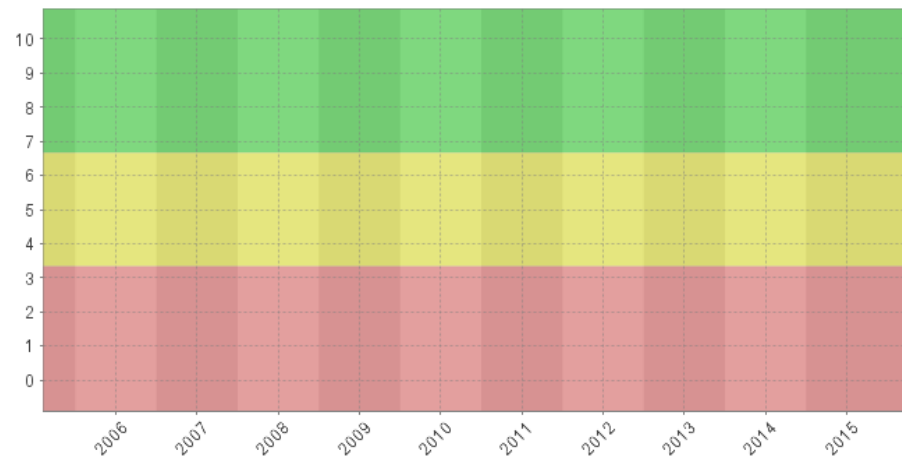
Description: This is the Regional Planning and Operations Scorecard
Type: Balanced Scorecard Root
Owners: Dan Jerrett

This Period's Performance



Score:

Historical Performance




Series Color	Scorecard Object	Organization	Series	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
	Regional Planning and Operations (RPO)	Regional Planning and Operations (RPO)	Score										

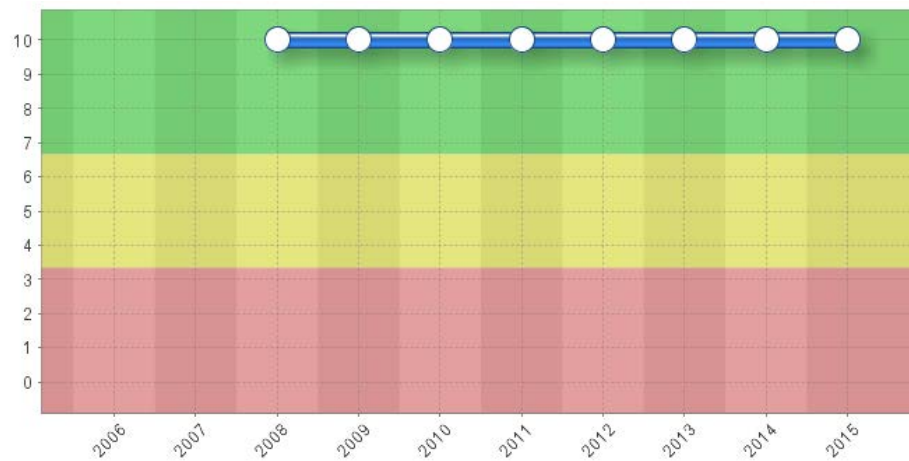
Data Used in Calculations - DRCOG Scorecard >> Regional Planning and Operations (RPO)

ID	Name	Type	Weight	Score
213	Business Operations	Perspective	25%	

211	Communities & Residents	Perspective	25%	
212	Financial Stewardship	Perspective	25%	
214	Skilled Workforce	Perspective	25%	

Transportation Planning and Operations (TPO)		2015
Description: This is the Transportation Planning and Operations Scorecard. Type: Balanced Scorecard Root Owners: Casey Collins		This Period's Performance  Score: 10

Historical Performance



Series Color	Scorecard Object	Organization	Series	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
	Transportation Planning and Operations (TPO)	Transportation Planning and Operations (TPO)	Score			10	10	10	10	10	10	10	10

Data Used in Calculations - DRCOG Scorecard >> Transportation Planning and Operations (TPO)

ID	Name	Type	Weight	Score
217	Business Operations	Perspective	25%	
215	Communities & Residents	Perspective	25%	
216	Financial Stewardship	Perspective	25%	
218	Skilled Workforce	Perspective	25%	

ATTACH N

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 #
January 20, 2016	Informational Item	18

SUBJECT

This item concerns transmittal of the Draft *2016 Policy Statement on Federal Legislative Issues*.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. The document is provided for your information. Action to approve the policy will be requested at the February 17, 2016 meeting. Suggested changes are due to staff by February 3.

ACTION BY OTHERS

N/A

SUMMARY

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

This year, the most significant changes in the federal legislative policy statement update DRCOG's policies to reflect passage of the Fixing America's Surface Transportation (FAST) Act. Other changes in the document are proposed to clarify the intent of a particular policy, use more precise language or otherwise update a statement to better reflect current practice.

The *Draft 2016 Policy Statement on Federal Legislative Issues* is provided now to give Board members and their staff sufficient time to review its contents before the Board considers and acts on the document in December. If you have suggested changes to the draft, you are encouraged to contact staff prior to February 3.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

2016 Policy Statement on Federal Legislative Issues – changes highlighted

ADDITIONAL INFORMATION

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

Denver Regional Council of Governments

POLICY STATEMENT ON FEDERAL LEGISLATIVE ISSUES FOR ~~2015~~2016

INTRODUCTION

This paper outlines the key federal policy issues of the Denver Regional Council of Governments (DRCOG) and its local government members. It identifies policy positions intended to inform the Colorado congressional delegation, Congress, federal and state executive branch officials and others as they develop and implement national policy on these issues. This policy statement guides DRCOG's federal legislative positions and actions during the coming year.

DRCOG is a membership organization of nearly 60 cities, towns and counties in the Denver metropolitan region. Under federal law, it serves as the Area Agency on Aging for eight counties to aid the 60+ population and the Metropolitan Planning Organization (MPO) coordinating transportation planning with air quality goals. Under state statutes, DRCOG is a regional planning commission, responsible for preparing a regional plan for the development of the metro area.

REGIONAL PLANNING

Comprehensive Planning and Land Use. Although comprehensive planning and land use are primarily matters for local determination and regional coordination, the federal government can play a supportive role in encouraging local and regional efforts through funding, technical assistance and other incentives. DRCOG's Metro Vision plan represents a shared regional vision for creating sustainable, livable communities that accommodate people of all ages, incomes and abilities. Metro Vision is the policy basis for all of DRCOG's programs and serves as the framework and context in which the regional council collaborates with other organizations on issues of mutual interest. Achieving Metro Vision goals requires coordinated investment in a wide range of planning and implementation activities that transcend traditional funding categories. **DRCOG supports those efforts that implement Metro Vision and encourages federal entities to align their policies and investment decisions with Metro Vision and other regional agreements to advance common objectives.**

DRCOG supports the Federal Partnership for Sustainable Communities (Partnership), which is a partnership among the Department of Housing and Urban Development (HUD), Department of Transportation (DOT), and Environmental Protection Agency (EPA). The DRCOG Board has incorporated the Partnership's six Livability Principles into Metro Vision and supported legislation in 2009 and 2011 that would have provided funds to help communities develop and implement comprehensive regional plans that incorporate economic development, transportation, and housing options, while addressing environmental concerns. A sustainable region balances economic vitality, prosperity, and social wellbeing as expressed by a high standard of living for the region's residents.

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

Growth and Development Goals

- Ensure urban development occurs within an urban growth boundary/area to promote a more orderly, compact and efficient future development pattern.
- Achieve at least a 10 percent increase in overall regional density between 2000 and 2035.
- Locate 50 percent of new housing and 75 percent of new employment between 2005 and 2035 in designated urban centers throughout the region. While each urban center will be unique, all urban centers will:
 - Be active, pedestrian-, bicycle- and transit-friendly places that are more dense and mixed in use than surrounding areas;
 - Allow people of all ages, incomes and abilities to access a range of housing, employment and service;
 - Promote regional sustainability by reducing per capita vehicle miles traveled, air and water pollution, greenhouse gas emissions and water consumption; and respect and support existing neighborhoods.
- Promote development patterns and community design features to meet the needs of people of all ages, incomes and abilities. Pay particular attention to the needs of older adults, which represent the fastest-growing segment of the population.
- Maintain Boulder, Brighton, Castle Rock and Longmont as distinct and self-sufficient freestanding communities, and more clearly define and support the regional role of rural town centers.
- Minimize the extent of low-density, large-lot (semi-urban) development.
- Limit the total amount of semi-urban development in 2035 to a proportion that does not exceed the current proportion of all households in the region, estimated to be approximately 3 percent.

Transportation Goals

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

Environmental Goals

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

DRCOG further urges Congress to consider the following in support of local and regional planning:

- DRCOG supports improving the coordination of housing, community development, transportation, energy, and environmental policy in the United States; coordinating federal policies and investments to promote sustainable development; and, encouraging comprehensive regional planning for livable communities and the implementation of sustainable development.
- DRCOG supports federal policies and investments that contribute to the successful development of urban centers and transit station areas throughout metropolitan areas.
- DRCOG supports federal funding, regulatory support and other incentives to bolster local and regional efforts to increase the supply of affordable housing, including housing suitable for fixed-income older adults.
- DRCOG respects private property rights within a legal context that protects local land use authority. It is also important to emphasize that governmental actions often add value to private property. While acknowledging concerns over potential inappropriate uses of that authority, DRCOG believes the U.S. Supreme Court decisions defining constitutional restrictions on local government regulation of private property and the use of eminent domain are adequate to protect both public and private rights. When these restrictions are coupled with established precedents of the Colorado Supreme Court, protections accorded to landowners are reasonable, appropriate and balanced. DRCOG opposes further restrictions on the ability of governmental entities to regulate private property for the benefit of the public and opposes takings and eminent domain legislation that goes beyond the existing rulings of the U.S. Supreme Court and the Colorado Supreme Court as an attempt to unconstitutionally restrict local land use authority.
- Federal agencies and elected officials must respect and support local and regional plans and land use authority. This includes ensuring funding decisions and the siting of federal and other facilities are consistent with those plans and respect local and

regional land use authority. Federal agencies and elected officials also must ensure maximum local and regional participation in those decisions.

- The federal government must protect open space, including natural habitats, by fully funding the land conservation, preservation and infrastructure improvement trust fund programs and providing new incentives for land conservation.
- Federal investments in local and regional data and information programs help DRCOG deliver improved information, tools and services for local and regional planning and decision-making. DRCOG supports continued funding for these programs and legislation that requires local, regional and state governments to proactively share digital data with the public.

OLDER ADULTS

Older Americans Act Reauthorization. DRCOG has been the designated Area Agency on Aging (AAA) for the metro area under the auspices of the federal Older Americans Act since 1973. In this capacity, DRCOG is responsible for planning and advocating for the needs of the region's older residents, as well as for providing a broad array of services and programs.

Congress last reauthorized the Older Americans Act (OAA) in 2006. The next reauthorization is currently on the federal legislative agenda. The 2006 legislation included new programs requiring states and local governments to address challenges brought by the aging of the baby boom generation. Unfortunately, the reauthorization did not include any additional funding, other than a small increase for the National Family Caregiver Program. The reauthorization also included provisions encouraging better federal, state and local coordination of services provided to persons in both in-home and community-based settings, but did not specify how these provisions would be implemented.

Since the last reauthorization, the challenges to communities, states and the nation presented by the aging of the baby boomers are better understood, especially the need for more tailored in-home and community-based services, more focused prevention programs, and increased support for family caregivers. The coming reauthorization offers a prime opportunity to modernize and reshape aging services in the U.S.

Accordingly, DRCOG adopts the following principles for reauthorization of the Older Americans Act.

Elimination of Obsolete Funding Provisions in the Older Americans Act

~~Recently, some members of the Senate conceded~~ DRCOG has expressed concerns the current funding formula for the Older Americans Act (OAA) is outdated and unfair, ~~a conclusion reached by the GAO three years ago~~ particularly to states with fast growing older adult populations. The OAA funding formula generally allocates federal funds to states based on the proportion of older adults in each state. However, the last

reauthorization included a “hold harmless” provision that prevents states from falling below their FY06 funding levels. Moreover, the formula uses population numbers from the 2000 Census. Allocating funds based on ~~13-year~~-old data (when a Census was conducted in 2010) penalizes states like Colorado which have fast-growing senior populations. This combination of obsolete data and the hold harmless provision causes Colorado to lose more funding than any other state, during both the annual appropriations as well as in the sequestration cuts.

DRCOG opposes both the use of old data to determine the number of seniors in each state and the inclusion of the Hold Harmless Provision when allocating OAA funds. In 2015, the Senate passed its reauthorization bill (S.192) with a small change to the funding formula in the direction of fairness. This included a change to the 2010 Census as the base but retained 99 percent of the “hold harmless” provision. A House bill may be introduced later this year. In response, all seven members of the Colorado House delegation have signed a letter to the Chairman and Ranking Member of the House Education and the Workforce Committee (responsible for Older Americans Act reauthorization) urging them to ensure any reauthorization of the Older Americans Act treats all seniors fairly by eliminating the "hold harmless" provision.

Encourage meaningful coordination with other systems and programs

The Administration on Aging should adopt rules and regulations incorporating the following specific concerns:

- Require states, AAAs, Medicaid long-term care agencies, and other relevant entities to continue efforts to better coordinate regional and statewide planning of services and programs for seniors.
- Coordinate all federal programs and planning processes that serve older citizens, such as Older Americans Act, Medicaid, SAFETEA-LU and Section 202 housing programs.
- Establish new policy and program guidelines to improve coordination and optimize all public and private benefits, services, and resources aimed at promoting elder economic security.
- Remove institutional barriers to the coordination of elderly and disabled transportation services by providing the flexibility to allow trips for elderly and non-elderly disabled persons and for meal, medical and personal services to be served by the same provider using a combination of U.S. Department of Health and Human Services and U.S. Department of Transportation funding.
- Avoid shifting the cost burden from cash-strapped programs such as Medicaid to the Older Americans Act programs, simply to bail out those programs.
- Strengthen the collaboration between the AAAs and federal, state and local governments with community-based organizations and national organizations that work with diverse older adults by providing resources, including funding research, programs and training to more effectively respond to changing demographics and target services to those most in need.

Maximize Flexibility in Use of Older Americans Act Funds

The majority of federal funding provided to state and local entities under the federal Older Americans Act is specifically earmarked to particular services. While all of the OAA-funded services, such as meals and transportation, are critically important, the AAAs, local governments and service providers are in the best position to assess the specific needs in the local areas. **Increased flexibility in the use of program funds would allow area agencies on aging to better meet the needs of older adults.**

- Simplify rules and regulations to allow better coordination of senior services thus enabling AAAs and service providers to more efficiently and effectively use federal funds to address local priorities. This could include the consolidation of certain funding categories to improve administration of the affected programs. For example, the Title III C-1 congregate meal and Title 3 C-2 home-delivered meal programs could be merged.
- Create flexibility in state- and federally-specified allotments of Older Americans Act funds allowing AAAs to utilize regional priorities to determine funding distributions at the local level, consistent with the goals of the Act.
- Set required local match at 10 percent and required state match at 5 percent across all programs of the Older Americans Act. Currently, required local and state funding match percentages vary widely. For example, state/local match for the National Family Caregiver Support Program is 25 percent, while the Nutrition and Supportive Services Programs require a 15 percent state/local match. In some cases, states can completely opt out of providing a state match as with the National Family Caregiver Support Program.

Fund Aging-Related Planning for Local Communities

The 2006 reauthorization established new requirements for AAAs to broaden their planning efforts beyond service needs to include senior-friendly community planning to promote livable communities for all ages but did not include funds for this new mandate. **To assure these requirements are met, Congress must appropriate funds for state, regional, and local collaboration, planning, community capacity-building and technical assistance. This should include funds for conducting analyses of the strengths and needs of seniors in a given area.**

Increase Federal Funding for Older Americans Act Programs

The funding provided through the Older Americans Act has proven critical in maintaining a quality standard of living for many of the nation's older adults. For years, however, OAA funding has not kept pace with inflation or the growing population of individuals eligible for services. Yet, demand by at-risk older adults in need of supportive services has risen and will continue to rise with the growth of the aging population. This long-term gap in funding translates to greater numbers of older adults and family caregivers

with unmet needs and increasing pressures on state and local agencies, service providers and families. Meanwhile, waiting lists for Older Americans Act-funded services, such as Meals on Wheels, rides to medical appointments, and in-home care, have burgeoned throughout the country.

Compounding these problems, financial pressures on other programs that provide services to seniors, such as Medicare and Medicaid, have led to reductions in the services provided by those programs, and a related increase in demands on Older Americans Act programs. At the same time, there are proposals for addressing the nation's long-term debt that actually would result in significant cuts in funding for these programs. Funding cuts, such as those in the Budget Control Act of 2011 under "sequestration," would have devastating consequences on vulnerable older adults in the metro area and across Colorado. **Congress needs to fund the Older Americans Act adequately now and into the future – in preparation for the aging of the baby boomers. DRCOG specifically supports:**

- A balanced approach to addressing the nation's budget deficits and long-term debt. Any approach must protect those older adults in greatest social and economic need by fairly balancing increased revenues and targeted spending reductions and taking no actions that increase economic vulnerability or poverty.
- Significant annual increases in the overall funding for the Older Americans Act Programs, which are necessary to catch up with the lag in historical funding. ~~For FY 2015, DRCOG supports the position of~~ the National Association of Area Agencies on Aging, which is advocating total funding for OAA be increased to at least FY 2010 levels to restore the capacity of OAA programs, with special attention to Title III B Supportive Services, Title III E National Family Caregiver Support Program and Title VII State Long-Term Care Ombudsman Program, as these programs have had no relief from the sequester. ~~has determined an increase in funding of at least 6.38 percent is necessary to restore 2012 funding levels to keep pace with population growth, and price increases and funding cuts since then.~~
- Future authorized appropriations at levels adequate to fund identified needs but at least commensurate with the rates of growth in inflation and the economically needy older population.
- Priority for funding given to those Older Americans Act programs and services, especially nutrition services that emphasize assisting clients to live in their homes as long and as independently as possible.
- Increases in the funding for family caregiver support services (including training, respite care, counseling, and information and assistance) and the continued distribution of these monies through AAAs, which are important to address the growing needs of families who provide extensive care to their loved ones.
- Increases in funding for Long-Term Care Ombudsman programs, which are necessary to improve the ability to respond to complaints and safeguard residents' rights.
- Congress also should change budget rules to allow credit for discretionary programs that save money in mandatory programs.

Long-Term Care Facility Quality of Care

Older adults living in long-term care communities (i.e., nursing homes and assisted living) are some of the most vulnerable members of society. As the Long-Term Care Ombudsman for the region, DRCOG is an advocate for the rights of residents in long-term care communities and for improvement in the quality of care in such facilities. The quality of care provided by long-term care facilities is an ongoing concern to facility residents, their families, local governments and resident advocates. **DRCOG supports increases in consumer protections for older adults and their caregivers and, in particular, strengthening the role of the Long-Term Care Ombudsman as a resident/consumer advocate and reimbursement for long-term care communities structured to enhance the quality of care for residents. DRCOG believes the following issues require particular attention by Congress and federal agencies.**

- Federal regulations designed to ensure the quality of care in long-term care facilities are not fully enforced, largely due to inadequate staffing levels in state enforcement agencies. There also are several actions that could be added to the regulations to improve enforcement. These include increased inspections and penalties on long-term care facilities failing to comply with regulations. **DRCOG supports such improved enforcement of long-term care regulations and an increase in funding for enforcement actions.**
- Most complaints investigated by DRCOG ombudsmen are traceable to staffing issues in the long-term care facilities. The inability to maintain adequate staffing is a critical concern that negatively impacts long-term care facility quality of service. **DRCOG supports federal legislation, policies and programs to improve the quality of service in long-term care facilities, including setting minimum staffing levels and providing financial and technical assistance for the recruitment, training and retention of long-term care facility employees.**
- “Nursing home transparency” legislation currently is under consideration in Congress. The nursing home transparency provisions will enhance families’ access to information about the quality of care in nursing homes and will improve the government’s ability to ensure quality care and a better-trained staff in those facilities. **DRCOG supports legislation that includes stronger disclosure of ownership and control of facilities, better oversight of quality of care indicators, improved consumer information, and an enhanced complaint and penalty process.**

Fund the Elder Justice Act

This legislation provides critical protection for residents living in nursing homes and assisted living; provides needed resources and coordination to address the problem of elder abuse; and includes increased funding for the Long-Term Care Ombudsman program. The Elder Justice Act sets out a comprehensive approach to preventing and combating elder abuse, neglect, exploitation and self-neglect. **DRCOG supports funding and implementation of the Elder Justice Act, consistent with the following principles:**

- Provide a stronger and more coordinated federal response to promote elder justice.
- Increase federal support to states and communities for elder justice activities.
- Provide funding and training support to adult protection programs.
- Improve consumer protection by requiring the reporting of crimes by nursing facilities or employees and communication of consumer rights information.
- Provide new funding to improve ombudsman capacity and training, and for training of health department surveyors investigating allegations of abuse.

Other Health and Community Services. There are numerous other health and home care issues not covered under the Older Americans Act. In general, the following policies address concerns regarding consumer protection, access to treatment, and access to services that increase independence. **DRCOG believes it is appropriate for federal legislation, regulations and policies to promote access to health care coverage and the integration of long-term care into a continuum of medical and non-medical services, including health promotion and disease prevention.**

- **Enhancing Health and Security of Older Adults.** The Affordable Care Act (ACA) contains several provisions regarding older adults and their ability to stay healthy and age in the community. These include provisions for Aging and Disability Resource Centers, prevention and wellness programs, care transitions and coordination, and efforts to rebalance the long-term care system relative to institutional and community care. The AAAs are positioned to play a key role in implementing these provisions. **DRCOG urges Congress and federal agencies to recognize the full potential of the Aging Network and utilize AAAs in implementing these ACA provisions.**
- **Avoid Institutional Care.** Home- and community-based services are critical components in the continuum of care for the elderly and disabled and are more cost efficient than services in institutions, particularly with regard to rural areas and for minority populations. Adequate reimbursements to providers are necessary to offset the costs of providing these important services. **DRCOG supports increased funding of home- and community-based care programs and higher Medicare and Medicaid reimbursements.**
- **Prescription Medication.** Older adults typically require more medication than younger people. Even with the adoption of a prescription drug benefit under Medicare, the high cost of prescription medication will continue to be a financial hardship for many older adults. DRCOG supports revisions to the Medicare Part D prescription drug benefit to simplify the application process and coverage offered, as well as address the gaps in coverage to provide a more comprehensive prescription medication benefit for all beneficiaries. **DRCOG also encourages the federal government to provide additional funding for AAAs to provide public education, counseling and enrollment assistance for citizens about the Medicare drug program.**

- **Patients' Rights.** Enforceable federal protections, in areas including access to care, quality assurance, patient information, grievances and appeals, doctor-patient relationship, and physician treatment decisions, are necessary to ensure that quality health care and other services are available to all. **DRCOG supports legislation to protect consumers in managed care plans and other health coverage.**
- **Housing.** The ability to afford to live in a residence independently is a concern of older adults, especially those on fixed incomes. As the Denver metro area has grown and developed, the shortage of affordable housing has become an even more important concern. **DRCOG supports policies and programs designed to support older adults, especially those of low- and moderate-income, and persons with disabilities to live independently in the residence of their choice. This includes policies and programs to:**
 - Encourage the delivery of home- and community-based supportive services to assist older people and persons with disabilities in maintaining independence and actively engaging in their community.
 - Improve home design to promote independence and aging in place, including home modification and repair, appropriate design features in new and rehabilitated housing (through principles such as universal design, visitability, inclusive home design, and energy efficiency), and the use of innovative home products.
 - Promote affordable housing options by:
 - ensuring that policies, programs and other actions that affect land-use and housing support the private and public sectors in providing a variety of housing sizes and types, while ensuring older adults and persons with disabilities have choice in the type of housing arrangement that fits their needs best. Renters and homeowners (including manufactured homeowners) should have appropriate protections. Policies should emphasize the rights of residents and minimize disparities in treatment under the law.
 - promoting policies and programs that support the creation and maintenance of an adequate supply of affordable rental and ownership options integrated with the community to meet the needs of people of all ages, incomes, and abilities. This should include strengthening housing programs to ensure that policies and funding for housing assistance and preservation programs continue to support residents who choose to remain in their homes as they age and that low- and moderate-income households have access to well-designed, safe, decent, affordable, and accessible housing integrated throughout well-designed communities.
 - reauthorizing or creating programs and policies that increase the capacity for public-private partnerships to increase the range of housing choices available to older people and persons with disabilities.
 - promoting financial security of housing assets to support the availability of affordable homeownership options, safeguard home equity, and promote the

innovative use of housing assets to maintain and improve the independence and quality of life of older people.

TRANSPORTATION

~~Reauthorization of MAP-21. In 2009, when Congress began work on reauthorization of SAFETEA-LU, the DRCOG Board adopted a policy statement recommending Congress create a new policy framework in the reauthorization. However, MAP-21 only meaningfully addressed the first element of that framework: invest in rebuilding the nation's transportation infrastructure. The Board stated~~ Transportation is an essential component of multidimensional efforts to advance economic development, industry growth and competitiveness; reduce the nation's carbon footprint; increase job access and mobility; and create communities having a high quality of life for people of all ages, incomes and abilities. This remains DRCOG's vision for federal-metro partnerships for prosperity.

DRCOG supported the Fixing America's Surface Transportation (FAST) Act. However, while the FAST Act provided ~~Since MAP-21 was only a two-year bill, it is critical that Congress act on its reauthorization to maintain~~ funding stability and delivery of long-term capital projects, the reauthorization -still falls short of needed investment in the nation's infrastructure and did not address a number of other important issues. As Congress and the U.S. DOT consider additional transportation issues and rulemaking for FAST, DRCOG will evaluate related proposals for consistency with the following policies.

DRCOG supports an energy-efficient, environmentally sustainable, multimodal transportation system that ensures America's economic competitiveness and provides livable communities for its residents. DRCOG supports providing additional transportation revenues to accomplish this vision. DRCOG urges Congress to adopt the remaining elements of the Board's ~~previously~~ adopted policy framework as outlined below.

Additional Investment in the Nation's Infrastructure. DRCOG supports both short- and long-term federal funding policies:

Short-term

- Boost the federal gas tax (at minimum, to restore the purchasing power of the Highway Trust Fund) and other existing Highway Trust Fund revenue,
- Index the federal gas tax to inflation,
- Create a National Strategic Freight Trust Fund (supported by a dedicated funding mechanism from all users of the freight system that is predictable, dedicated and sustainable),
- Reduce federal obstacles to options available to states and localities such as tolling, congestion pricing and public/private partnerships, and
- Further expand current federal credit programs.

Long-term

- Carbon tax or trading programs (if Congress implements such a program) should ensure transportation activities that reduce greenhouse gas emissions receive a proportionate share of any new revenue generated by such programs.
- Transition to a new, more direct user charge system such as the Vehicle Miles Traveled fee (also referred to as the mileage-based user fee). This includes:
 - An aggressive research, development and demonstration program to address issues such as privacy rights, program administration, costs, revenues, partnerships with states and localities, and interplay with national policy objectives such as reducing VMT and congestion,
 - A national public education program, and
 - A national pilot program.

~~Beyond the rulemaking for the initial investments MAP-21 made in rebuilding the nation's infrastructure, Congress, in reauthorization, should consider: Including incentives to use state-of-the-practice green materials and green maintenance and construction techniques,~~

- ~~Continuing MAP-21's increased emphasis on reducing the severity of accidents rather than just the total number of incidents, include performance objectives for safety in all modes, and~~
- ~~Updating the system to serve our nation's aging population.~~

Support Multimodal Solutions. Addressing the nation's transportation challenges requires investment in a comprehensive, multi-faceted approach. The nation will need to provide multimodal alternatives to achieve congestion relief, better air quality, reduced household transportation costs, and increased independence for people unable to drive because of age, income or ability. In the DRCOG region, the Metro Vision plan includes goals for increasing the rate of construction of alternative modes, reducing VMT, and reducing SOV mode share. **DRCOG supports adding multimodal transportation capacity appropriate to meet national and regional objectives.**

- Programs that allow states and planning regions to develop, fund and implement ~~integrated investment~~integrated investment solutions should be maintained and financially enhanced. In addition, transportation funding must allow flexibility to address the multimodal, energy and environmental needs of individual urban areas.
- Beyond MAP-21's identification of "traffic congestion," national performance objectives and measures for increasing access and mobility for people of all ages, incomes and abilities are needed, as well as flexibility to allow each state and region to decide how to best make investments to show progress toward national mobility and accessibility goals.
- Equalize federal funding match requirements across all modes of transportation.
- Create a national strategy for interregional person mobility.
- Expand ~~MAP-21's~~the National Freight Strategic Plan to include all major modes of freight transport including rail, water, and air, to better enable informed decision-making about efficient, long-distance freight movement.

Support Metropolitan America. Metropolitan areas account for 84 percent of the U.S. population and more than 85 percent of employment, income and production of goods and services. (Source: U.S. Conference of Mayors, July 2012) Growing congestion, poor system reliability, along with deteriorating infrastructure, threaten the ability of these regions, and the nation, to compete globally. Metropolitan regions must play a stronger role in the nation's transportation programs, both in the authority to direct investment and demonstrate accountability for the system's performance. **DRCOG supports transportation legislation that addresses metropolitan mobility and accessibility issues, specifically with consideration for the following:**

~~One proposal to achieve this supported by DRCOG is the creation of a new Metropolitan Mobility and Accessibility Program. This program would be highly flexible and would be aimed at improving metropolitan travel times and freight mobility, reducing carbon emissions and achieving national and regional energy conservation goals. MPOs would have project selection authority for this program.~~

- ~~•~~
- ~~• A new Metropolitan Mobility and Accessibility Program would be:~~
- ~~•~~
- ~~• Focused on the largest metropolitan regions, and would be in addition to traditional federal aid highway and transit allocations.~~
- ~~• Allocated by formula to all large metropolitan regions, but receipt subject to state and local designation as a Metropolitan Mobility Authority (MMA). Unused allocations would be reallocated to areas that meet the designation requirements.~~
- ~~• Performance based, require performance standards, measurements, and reporting to reduce travel time, improve freight mobility, improve safety, reduce carbon emissions, and conserve energy.~~
- ~~• Funded from new federal revenues (preferably, the Surface Transportation Trust Fund discussed below), and add incentives for increased local funds to include eliminating toll restrictions in metropolitan areas.~~

~~**DRCOG supports transportation legislation that addresses metropolitan mobility and accessibility issues, specifically with consideration for the following:**~~

- Enable major metropolitan areas to establish and implement overarching plans for intraregional mobility and accessibility with focus on:
 - Easy access, choices and seamless transfers
 - Elimination of traffic chokepoints and reduction of severe traffic congestion
 - Strategies that manage transportation demand and provide transit service and implement non-motorized methods of travel
 - Strategies for accommodating interregional movement of people and goods within and through the metropolitan areas
 - Fostering livable communities for people of all ages, incomes and abilities
 - Promoting the urban infrastructure necessary to support high-density development around transit
 - Performance metrics that extend beyond ~~MAP-21's~~ existing traffic congestion and motor vehicle emissions measures and consider Vehicle Miles Traveled

(VMT) reduction, economic development, environmental sustainability, global competitiveness, accessibility, etc.

- Fold “Complete Streets” policies into the metropolitan planning process so that transportation agencies routinely consider designing and operating the entire right of way to enable safe access for drivers, transit users and vehicles, pedestrians, and bicyclists, as well as for older people, children, and people with disabilities.

Improve Energy Efficiency and Environmental Sustainability. Transportation plays a key role in achieving energy independence and addressing some of the nation’s environmental concerns. More than 60 percent of every barrel of oil used in the United States today is used by the transportation sector, and transportation sources accounted for 27 percent of total U.S. greenhouse gas (GHG) emissions in 2013 (Source: U.S. EPA website). The competitiveness of our economy, the health of our citizens and the strength of our national security depend on reducing our reliance on and consumption of fossil fuels. **DRCOG supports strategies to reduce fossil fuel use and greenhouse gas emissions by the transportation sector.**

- Expand investment in research and development for alternative fuels, new clean fuel technologies, more efficient vehicles, and new ideas and technologies for transporting people and goods.
- Incentivize rapid conversion to more fuel efficient and lower-emission vehicles or retrofits.
- Increase incentives for environmentally-friendly replacement transportation fuels.
- Incentivize regions to more closely link land use and transportation infrastructure to reduce transportation energy consumption, increase non-vehicle transportation options, and reduce VMT, through techniques including scenario planning and investments in projects that improve accessibility.
- Add public transit projects that enhance capacity, convenience and/or reliability to the exempt project list for Clean Air Act purposes; these types of improvements increase in importance in situations where conformity cannot be attained.

Provide Responsible and Efficient Investment. The SAFETEA-LU-authorized National Surface Transportation Policy and Revenue Study Commission, which released a congressionally mandated report in January of 2008, called for interim investments of at least \$225 billion annually over the next 50 years at all levels of government. The February 2009 report of the National Surface Transportation Infrastructure Financing Commission set up under SAFETEA-LU estimated we need to invest at least \$200 billion per year at all levels of government to maintain and improve our highways and transit systems. ~~MAP-24~~**The FAST Act** did not meaningfully increase transportation revenues nor provide anywhere near these levels of investment. **DRCOG continues to support the funding principles adopted by the National Surface Transportation Infrastructure Financing Commission, which includes developing a funding and financing framework that:**

- Supports a goal of enhancing mobility and accessibility for users of the transportation system,

- Generates sufficient resources to meet national investment needs on a sustainable basis with the aim of closing the funding gap,
- Causes users and all *(Note: This is a change from the Commission’s original language, which refers to “direct beneficiaries.”) beneficiaries to bear the full cost of using the transportation system to the greatest extent possible,
- Encourages efficient investment in the transportation system,
- Incorporates equity considerations, including but not limited to geography, equity across income groups, population growth, and revenue generation, and
- Synchronizes with other broad public policy objectives (and may include energy independence, environmental protection, and workforce housing).

~~• **DRCOG supports both short- and long-term federal funding policies:**~~

~~➤ **Short-term**~~

- ~~— Boost the federal gas tax (at minimum, to restore the purchasing power of the Highway Trust Fund) and other existing Highway Trust Fund revenue,~~
- ~~— Index the federal gas tax to inflation,~~
- ~~— Create a National Strategic Freight Trust Fund (supported by a dedicated funding mechanism from all users of the freight system that is predictable, dedicated and sustainable),~~
- ~~— Reduce federal obstacles to options available to states and localities such as tolling, congestion pricing and public/private partnerships, and~~
- ~~— Further expand current federal credit programs.~~

~~➤ **Long-term**~~

- ~~— Carbon tax or trading programs (if Congress implements such a program) should ensure transportation activities that reduce greenhouse gas emissions receive a proportionate share of any new revenue generated by such programs.~~
- ~~— Transition to a new, more direct user charge system such as the Vehicle Miles Traveled fee (also referred to as the mileage-based user fee). This includes:~~
 - ~~○ An aggressive research, development and demonstration program to address issues such as privacy rights, program administration, costs, revenues, partnerships with states and localities, and interplay with national policy objectives such as reducing VMT and congestion,~~
 - ~~○ A national public education program, and~~
 - ~~○ A national pilot program.~~

DRCOG supports funding, project delivery and planning policies that promote efficiency, stability and reliability:

- Maintain transportation program’s use of contract authority, allowing states to advance money for multiyear construction projects.
- While supporting a shift to national performance standards and goals, consideration must be given to equity issues (geographical/return on dollar).

- Reform any earmarking processes and discretionary programs remaining or reappearing to reduce the number of earmarks and ensure transparency, simplicity and accountability; any funds so awarded should honor the full request (no “partial grants”) and earmarks should not reduce transportation program formula funds.
- Provide full-year appropriations at the start of the federal fiscal year to the level of the authorization. Limit the use of short-term continuing resolutions and rescissions. These tactics reduce the flow of or cut into formula funds and negatively impact fiscal constraint, responsible planning, implementation of federal requirements, and project continuity.
- While ~~MAP-21~~**FAST Act** made progress in this regard, continue to streamline project delivery and National Environmental Policy Act processes without compromising environmental or public participation values.
- Enhance and strengthen the cooperative, collaborative partnerships required under current legislation with all the transportation planning partners.
- Support publication and dissemination of performance measurement results and analyses and widespread distribution of, and education about, the conditions of the transportation system.

Other Transportation Issues. ~~There are numerous other transportation issues not specifically covered under DRCOG’s Map-21 reauthorization policies. Beyond the key elements of DRCOG’s framework for MAP-21 reauthorization outlined above,~~ **DRCOG expresses the following policies on other federal transportation issues:**

- **Clarify and Enhance the Role of the Metropolitan Planning Organization.** The metropolitan planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. In many cases, MPOs provide the only regional, multimodal transportation plans that link transportation to land use, growth and air quality. Through the MPO process, local governments, in cooperation and collaboration with the state and local transit operators, determine the best mix of transportation investments needed to meet long-term transportation needs of a metropolitan area. This important role must be strengthened to make metropolitan transportation planning successful.
- ~~MAP-21~~**FAST Act** requires adequate financial forecasts through the cooperation and collaboration of the state, MPO and public transit agency to develop transportation plans. However, “collaboration, cooperation, and consultation” are poorly defined in the context of developing such financial forecasts, giving states wide discretion in how and when those estimates of revenues are to be provided and allowing for various interpretations of the regulations. **DRCOG supports:**
 - Expanding regulations to require all three entities to agree upon procedures governing the projection of future revenue estimates.
 - Requiring all three agencies (DRCOG, RTD, and CDOT) to agree upon distribution of estimated revenues.

- Establishing an external appeals process to USDOT if there is disagreement among the parties regarding estimate procedures and revenues.
- ~~MAP-21~~FAST Act similarly requires cooperative project selection and prioritization for the Transportation Improvement Program (TIP). **DRCOG supports:**
 - Expanding current regulations to require all three entities to agree upon procedures governing project selection and prioritization for transportation planning and there should be consequences for not following these procedures.
 - As part of the normal Memorandum of Agreement between an MPO, state DOT and local transit agency, requiring the three entities to cooperatively establish a process for addressing project cost overruns.
 - Requiring suballocation to Transportation Management Areas (MPOs representing populations greater than 200,000) to be based on the total population within the MPO boundary. Currently, the suballocation formula for Surface Transportation Program (STP) funds and Transportation Alternatives Program (TAP) funds is based solely on the U.S. Census definition of “urbanized area” population discounting any population falling —outside the urbanized area but still within the MPO-adopted boundary.
 - Establishing a population-based/air quality severity formula for suballocating CMAQ funds within a state and requiring suballocation of CMAQ to non-attainment MPOs representing populations greater than 200,000 on the basis of the total populations within the MPO boundary.
- **Transit.** Transit is an essential part of the metropolitan transportation system. Implementation of the Denver region’s transit system is a high priority for DRCOG, although cost increases and revenue decreases have forced RTD and DRCOG to remove some corridors from the fiscally constrained ~~2035-2040~~ Regional Transportation Plan. DRCOG also recognizes the importance of making transit-supportive improvements to these corridors along with the transit improvements. With the metro area having made a significant commitment of local resources for the regional transit system, **DRCOG urges Congress and the administration to take the following actions in support of transit in the Denver region:**
 - Continue the federal investment for transit and multimodal projects in the Denver region.
 - Provide dedicated sources of revenue and increased funding for bus rapid transit and rail new starts programs.
 - ~~Provide~~Continue to provide federal funding for the FasTracks corridors (over time this could include corridors that have had to be removed from the fiscally constrained RTP).
 - Clarify with regard to transit-oriented developments (TOD) that up to a half-mile from an existing or proposed transit station, parking and transportation infrastructure, TOD planning, land acquisition, and a project or program that supports compact, mixed-use, mixed-income, bicycle/pedestrian friendly

development are eligible for federal transportation funding and require that this clarification be incorporated in funding program decisions, and work to identify additional sources of funding.

- Incorporate the Partnership for Sustainable Communities' Livability Principles into federal policy and investment decisions.
 - Improve transportation services for older adults and individuals with disabilities by giving states added flexibility in utilizing their federal funds; enhancing the planning and coordination process; providing technical assistance; and promoting innovative community programs.
 - Designate the "Rocky Mountain Corridor" (from Cheyenne, Wyoming, through Colorado to Albuquerque, New Mexico, and the I-70 corridor from DIA to the Utah border) and the Western Regional Alliance high-speed rail network (to provide high-speed rail connections between Denver, Salt Lake City, Reno, Las Vegas, and Phoenix) as High-Speed Rail Corridors. This action would identify them as having potential for high-speed rail activity and enable these corridors to receive federal funds that might become available for corridor studies of high-speed rail options, development of plans for high-speed rail infrastructure, construction of high-speed rail facilities and highway/rail grade crossing safety improvements.
- **Air Quality Conformity.** The air quality conformity process is a success in the Denver region. It has increased support for multimodal planning and for integrated land use and transportation planning. It has also increased interagency coordination between the air quality and transportation planning agencies. **DRCOG supports maximum flexibility so that comparatively minor changes to the planned or programmed highway and transit network do not require a full conformity analysis at taxpayer expense. DRCOG supports continued funding for transportation projects that improve air quality.**
 - **Transportation Demand Management (TDM).** DRCOG views TDM principles and practices as increasingly important elements of the region's long-range transportation planning strategy. **DRCOG supports actions that minimize the barriers to the use of alternatives to the single-occupant vehicle and encourage changes to normal work patterns to avoid peak traffic conditions. DRCOG also supports efforts to provide incentives to employers, schools, rideshare agencies, and individuals to encourage alternative transportation use.**

ENVIRONMENT

Water Conservation. Water is a particularly scarce resource in the Denver region and western United States, and a key consideration in planning for future growth and development. Recognizing this fact, the DRCOG Board of Directors added a new water conservation element to Metro Vision, the Denver region's long-range plan for growth. The element calls on the region to maximize the wise use of limited water resources through efficient land development and other strategies, and establishes a goal of

reducing regional per capita water consumption. **DRCOG therefore supports federal policies and investments that contribute to local and regional water conservation efforts.**

Water Quality. Local governments in the Denver region face increasingly complex water quality challenges in an environment unique to the arid West but without the resources to respond to them appropriately. Reauthorization of the Clean Water Act could provide local governments and regional water quality planning agencies the additional planning, financing and regulatory tools needed to address our growing water quality challenges. **As the legislative process proceeds in these areas, there are a number of issues of concern to DRCOG that Congress can address.**

- **Integrated Planning.** DRCOG supports an integrated approach to water quality, tying together the management of point sources, nonpoint sources and stormwater through the involvement of the various stakeholders.
- **Regional Planning.** The Clean Water Act recognizes the importance of planning to address the challenges associated with both point and nonpoint source pollution. The regional planning provided for in the act is even more critical, given the growing emphasis on watershed approaches. **Congress should maintain and strengthen the regional planning process as the key component of the watershed approach. The planning funds provided under section 604(b) need be increased to assist responsible parties in meeting the expanding responsibilities that accompany implementation of a watershed planning and management approach.**
- **Infrastructure Funding.** Colorado and the nation are at a critical juncture regarding water and wastewater infrastructure. There are significant needs for new treatment plants and upgrades to existing plants. Local governments already shoulder a significant portion of water and wastewater capital investment. **Increased funding for infrastructure investment as well as the provision of greater flexibility of these funds will allow states and local governments to determine the best use, according to local prioritization of needs.**
- **Good Samaritan Protection.** Abandoned and inactive mines present a serious risk to the quality of nearby water supplies. Lack of adequate funding for reclamation and the potential liability for “Good Samaritans” are serious obstacles that have prevented cleanup of many of these sites. **DRCOG supports federal funding for reclamation activities. DRCOG also supports legislation encouraging federal, state, tribal and local governments, as well as mining companies and nonprofit groups that have no prior ownership or responsibility for an abandoned mine, to clean up an abandoned or inactive mining site by granting them liability protections under several environmental statutes, including the Clean Water Act.**

Superfund. DRCOG is concerned that a number of Superfund issues have become serious problems in recent years while the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) has been awaiting reauthorization. **DRCOG urges Congress to address the following issues individually or as part of a comprehensive reauthorization.**

- **Liability Protection.** Under current law and regulation, parties interested in cleaning up a Superfund site may decide not to pursue remediation efforts for fear of being held liable for preexisting problems. Lengthy clean up delays have occurred in our region and elsewhere while parties litigate over responsibility. DRCOG supports federal funding for cleanup activities. **DRCOG supports legislation and regulations encouraging parties that have had no prior ownership or responsibility for a site to clean up the site by granting them liability protections under several environmental statutes, including the Superfund law. DRCOG also supports limiting liability when a party has complied with applicable environmental laws at the time of disposal to further the goal of timely and cost-effective clean-up of Superfund sites.**
- **Community Participation.** Local governments often face significant community and neighbor-hood concerns regarding contaminated sites. Public involvement in the assessment, planning and clean-up for such sites is an important aspect of efforts to bring these sites to a safe condition. **Provisions that assist local governments in establishing and funding formal mechanisms for citizens to participate in the clean-up and land-use decision-making process are appropriate and necessary.**
- **Funding for Clean-up.** DRCOG is concerned that the federal government not reduce its commitment to assist with clean-up and redevelopment of these sites. **DRCOG supports the creation of new mechanisms to fund clean up to the extent they are sufficient to make significant progress toward the Act's goals. Allocation of clean-up costs among responsible parties should be according to the proportion of contamination caused by each.**
- **Health Risk Criteria.** The safety and health of populations exposed to pollution associated with Superfund sites is a primary concern related to potential redevelopment. Health risk-based criteria are necessary to guide these efforts. **These criteria must reflect the intended reuse of a site and the risks to special populations, including children, the elderly and those already disproportionately exposed to pollution. Risk-based standards specific to Superfund clean-up are needed to promote redevelopment of contaminated sites while protecting human health and the environment.**

Brownfields. Redevelopment of brownfields is important for economic development and environmental and public health and safety in many areas within the Denver region. This is a specific issue related to CERCLA that is of particular significance and should be pursued separately, if inaction on the Superfund reauthorization continues. There are

approximately 250 brownfields, former industrial and commercial sites, in both urban and rural areas throughout the Denver region. The redevelopment of brownfields is consistent with DRCOG's Metro Vision, which supports infill and redevelopment within the region. **DRCOG supports federal actions, including increased funding, to encourage the redevelopment of brownfields. DRCOG urges Congress to prioritize funding for projects that go beyond remediation and redevelopment of individual sites to focus on broader planning and economic development efforts, such as projects that incorporate brownfield remediation and redevelopment into larger infill development efforts.**

INTERGOVERNMENTAL RELATIONS

Intergovernmental Cooperation. All levels of government – federal, state, local and regional – play an important role in providing critical services and implementing programs for the benefit of their residents. Legislative bodies and executive agencies at the federal and state levels should respect the roles and responsibilities of local governments and regional entities. **DRCOG supports cooperation among federal, state, local and regional entities in developing and implementing new programs and improved approaches to service provision.**

Federal/Regional Relations. The region is the nexus of local, state and federal issues and economic activities. DRCOG convenes parties of interest on intergovernmental issues, providing the necessary forum for their resolution, and facilitating a negotiated outcome. **DRCOG urges Congress, when new legislation is proposed and existing legislation is reauthorized, to identify and use regional agencies as critical partners in the implementation of such legislation, including the planning for and delivery of services.**

Regional Service Delivery. The federal government plays an important role in setting standards and priorities for the funding of public services and programs administered at the state, regional and local levels. **When making such funding and programmatic decisions, it is essential to consider the most appropriate level of government for delivery of such public services.**

State administration of federal programs can be problematic for local governments, as state agencies tend to be more removed from clients and less responsive to their needs. On the other hand, individual local governments may lack the resources to achieve the desired efficiencies and cost-effectiveness. Further, some programs, such as transportation, air quality and water quality, that address issues crossing local political boundaries, are most appropriately and effectively addressed at the regional level. Regional programs also often benefit from economies of scale. The collaborative partnerships of regional approaches can provide more cost-effective services and programs for users and clients. **DRCOG urges Congress to use existing regional service delivery systems.**

Principles for Implementation. New programs or changes to existing programs must at least maintain the existing level of services and provide adequate administrative funds for implementation. Otherwise, there is a shift in responsibility without adequate funds for the services to be provided or programs administered. As such, it is important to treat the continuity of service delivery as a key principle guiding any actions to create new programs or revise existing programs. **A consultative process among the federal, state, local, and regional agencies must be in place before any changes are made to services currently being delivered at local or regional levels.**

ATTACH O

To: Chair and Members of the Board of Directors

From: Members of the Nominating Committee

Meeting Date	Agenda Category	Agenda Item #
January 20, 2016	Information	19

SUBJECT

This item is related to the Nominating Committee's recommendations for election of DRCOG Board officers and appointments to the Administrative Committee for 2016.

PROPOSED ACTION/RECOMMENDATIONS

No action is requested. Election of Officers and appointments to the Administrative Committee occur at the February meeting.

ACTION BY OTHERS

N/A

SUMMARY

The Nominating Committee – comprised of Robin Kniech, Denver; Roger Partridge, Douglas County; Saoirse Charis-Graves, Golden, Ron Rakowsky, Greenwood Village; Ashley Stolzmann, Louisville; and Colleen Whitlow, Mead – considered numerous persons for DRCOG Board offices. The committee wishes to thank all of those who expressed interest in serving. After discussion and consideration, the candidates proposed below are recommended unanimously by the Nominating Committee members:

Chair – Elise Jones, Commissioner, Boulder County

Vice Chair – Bob Roth, Council Member, Aurora

Secretary – Herb Atchison, Mayor, Westminster

Treasurer – Bob Fifer, Council Member, Arvada

Jackie Millet will serve as Immediate Past Chair for the coming year.

It is further recommended that the Board of Directors appoint the following to serve one-year terms on the Administrative Committee: **Ron Rakowsky, Greenwood Village; Ashley Stolzmann, Louisville; and George Teal, Castle Rock.**

Officers of the Board also become members of the Administrative Committee. In accordance with the *Articles of Association*, in cases where one or more of the officers would otherwise qualify for membership (Elise Jones, Vice Chair, and Bob Roth, Secretary), the Board then selects a municipal or county representative to serve on the Administrative Committee. **The Nominating Committee recommends the Board appoint Saoirse Charis-Graves, Golden, and Colleen Whitlow, Mead.**

Nominees have all been contacted and have indicated their willingness and enthusiasm to serve. In accordance with the *Articles of Association*, nominations may be made from the floor, provided the consent of the nominee is obtained in advance.

Election of Officers occurs at the February meeting of the Board of Directors.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

N/A

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org, or Connie Garcia, Executive Assistant/Board Coordinator at 303-480-6701 or cgarcia@drcog.org.

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
January 20, 2016	Informational Item	20

SUBJECT

The U.S. Environmental Protection Agency's response to DRCOG's letter regarding background ozone and transport.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

At its October 21, 2015 meeting, the Board directed staff to transmit a letter to EPA expressing the importance of accelerating the discussion about background ozone, which accounts for 60-80 percent of the ozone in Colorado on high ozone days (Attachment 1).

On November 27, DRCOG received a response from EPA (Attachment 2). The letter references the development of a white paper to assist states in understanding how to account for background ozone. The white paper was published in late December and can be viewed at the following link:

<http://www3.epa.gov/airquality/ozonepollution/pdfs/whitepaper-bgo3-final.pdf>

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. DRCOG Letter to EPA regarding background ozone - Oct. 30, 2015
2. EPA response to DRCOG's letter - Nov. 27, 2015

ADDITIONAL INFORMATION

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

October 30, 2015

The Honorable Gina McCarthy
Administrator
U.S. Environmental Protection Agency
Office of the Administrator
Mail Code 1101A
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Dear Administrator McCarthy:

On behalf of the Denver Regional Council of Governments (DRCOG), the metropolitan planning organization for the greater Denver area, I write this letter to urge you to accelerate a meaningful national conversation about background ozone and transport. DRCOG strongly supports clean air objectives and has a long track record of implementing programs and activities that have positively impacted air quality along Colorado's Front Range.

Colorado, like most western states, experiences higher background ozone levels than found in the east. The Western States Air Resources (WESTAR) letter to the United States Environmental Protection Agency (USEPA), dated March 16, 2015, includes detailed study of background ozone in the western United States. The Colorado Department of Public Health and Environment (CDPHE) notes Colorado's background levels are often higher than 50 parts per billion (ppb) with the majority coming from upwind and international sources. The USEPA's own document *Additional Information for States Regarding Background Ozone* supports this, showing the Denver area with the highest background influence out of the 12 major U.S. urban areas studied, with over 55 percent of ozone coming from background sources on days in which 8-hour ozone exceeded 60 ppb.

While the Denver region has taken significant steps to minimize emissions from local sources, Colorado has no ability to impose restrictions on sources outside of its jurisdiction. As a result, we believe that, in addition to further emissions reductions in the Denver area, it is important to reduce the transport of ozone into the area since a majority of daily ozone comes from elsewhere. We encourage USEPA to provide guidance to states on implementing section 179B of the Clean Air Act related to international transport. In addition, the Clean Air Act's "Good Neighbor" provision (section 110(a)(2)(D)(i)(I)) requires EPA and states to address interstate pollution that interferes with the attainment and maintenance of the national ambient air quality standards protecting public health. We encourage EPA to analyze how the "Good Neighbor" provisions will be applied to create regional emissions reduction programs for the West.

DRCOG recognizes EPA's statutory responsibility to revise the ozone NAAQS on October 1, 2015, announcing a revised ozone standard of 70 ppb. Implementation of the standard, however, will require a much better understanding of the role of background ozone, and we

We make life better!



request that EPA provide the resources needed to advance this discussion and our knowledge in these areas. Additionally, we encourage EPA to evaluate whether elevated background levels in the western states warrant an implementation strategy distinct from strategies deployed in the eastern states, where background ozone levels are not as high.

DRCOG is proud of its beautiful natural environment and remains committed to upholding the Denver region as one of the most desirable places to live, work and play. We look forward to working with you on this very important issue.

Sincerely,



Jackie Millet
Board Chair



Jennifer Schaufele
Executive Director

cc: Shaun McGrath, Environmental Protection Agency Administrator, Region 8



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
RESEARCH TRIANGLE PARK, NC 27711

Doug

NOV 27 2015

OFFICE OF
AIR QUALITY PLANNING
AND STANDARDS

Ms. Jennifer Schaufele
Executive Director
Denver Regional Council of Governments
1290 Broadway, Suite 700
Denver, Colorado 80203

Dear Ms. Schaufele:

Thank you for your letter dated October 30, 2015, to U.S. Environmental Protection Agency Administrator Gina McCarthy regarding your organization's strategy for addressing background ozone and transport. In your letter, you urge the EPA to accelerate a meaningful conversation about background ozone and transport to support implementation of the 2015 Ozone National Ambient Air Quality Standard (NAAQS). The Administrator has asked that I respond on her half.

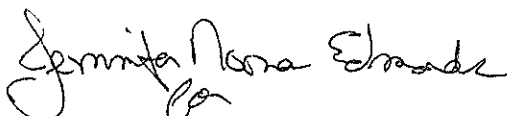
You specifically request that the EPA provide guidance to states on implementing section 179B of the Clean Air Act (CAA) related to international pollution transport, and to assess how the "Good Neighbor" provision of the CAA, section 110(a)(2)(D)(i)(1), will be applied to address regional interstate pollution transport in the West. You also request that the EPA evaluate whether elevated background levels in western states warrants an implementation strategy distinct from strategies deployed in the East. Finally, you request that the EPA provide the resources needed to advance background ozone discussions and knowledge in these areas.

The EPA is committed to insuring all interested stakeholders have a common understanding of the nature of background ozone and how it could be accounted for when implementing the ozone NAAQS. Regarding background, the EPA anticipates that only a few locations in the U.S. may violate the ozone NAAQS due to an overwhelming influence from background ozone. However, we are sensitive to the particularly strong influence of background ozone in high elevation sites, such as the Denver area. We also agree that the CAA does not hold states responsible for reducing emissions from background ozone. To assist states in understanding how to account for background ozone, the EPA is developing a white paper that will be made available for review. This white paper will clarify important aspects of several regulatory avenues, including CAA section 179B. Furthermore, the EPA intends to hold a workshop in the next few months to discuss the white paper and further advance our understanding of the technical and policy issues involved with background ozone. After stakeholder input regarding the white paper, we will evaluate the need for further guidance or regulatory tools.

Regarding the "Good Neighbor" provision of the CAA, section 110(a)(2)(D)(i)(I) requires upwind states to address emissions that will contribute significantly to nonattainment or interfere with maintenance of a NAAQS in another state. The EPA has extensive experience assisting eastern states in meeting this requirement, most recently using the framework of the Cross-State Air Pollution Rule. In keeping with that framework, we expect to conduct modeling necessary to identify projected nonattainment and maintenance receptors and identify the upwind states that contribute significantly to these receptors, and would make such information available in fall 2016. We are continuing on-going discussions with eastern states and we will undertake discussions with western states to ensure we properly take into account differences in western states as we address interstate transport, informed by the results of this modeling. We welcome your organization's input into those discussions.

Again, thank you for your letter. If you have further concerns or questions, please contact Anna Marie Wood of the Office of Air Quality Planning and Standards at (919) 541-3604.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen D. Page". The signature is written in a cursive style with a large initial 'S' and a distinct 'P'.

Stephen D. Page

Director

Office of Air Quality Planning
and Standards

ATTACH Q

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 #
January 20, 2016	Information	21

SUBJECT

Federal law requires metropolitan planning organizations to produce for public review an annual listing of projects that receive federal obligation.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is an informational briefing.

ACTION BY OTHERS

N/A

SUMMARY

The enclosed report lists all transportation projects in the Denver region that were obligated with federal funds in federal Fiscal Year 2015 (October 1, 2014 – September 30, 2015).

A net total of \$305.8 million was obligated in FY 2015 for 69 transportation projects.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Draft FY 2015 Annual Listing of Federally Obligated Projects

ADDITIONAL INFORMATION

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



Annual Listing of Federally Obligated Projects

FY 2015 (October 1, 2014 - September 30, 2015)

January 20, 2016

Purpose of this Report

The Federal metropolitan transportation planning statute states:

“An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the TIP.”¹

FHWA defines obligation as the federal government’s legal commitment (promise) to pay or reimburse the states or other entities for the federal share of a project’s eligible costs². Thus, an obligated project is one that has been approved by the federal government for reimbursement, though not necessarily reimbursed yet. Obligated projects were not necessarily initiated or completed in this year. The obligated project cost reflected in this report also may not equal final project cost.

This report responds to the directive set forth in statute. It lists all surface transportation projects in the Denver region that were obligated in federal fiscal year 2015 (October 1, 2014 - September 30, 2015).

Background

The Denver Regional Council of Governments ([DRCOG](#)), an association of 56 local governments from the Denver metro area, promotes a regional perspective towards the most pressing issues facing the metropolitan area and addresses those issues through cooperative local government action. The DRCOG region includes Adams, Arapahoe, Boulder, Clear Creek, Douglas, Gilpin, Jefferson, and SW Weld counties, plus the City and County of Denver and the City and County of Broomfield.

DRCOG is the Metropolitan Planning Organization ([MPO](#)) for Broomfield, Denver, Douglas, and Jefferson counties, and portions of Adams, Arapahoe, Boulder, and Weld counties. MAP-21 requires, as a condition for spending federal highway or transit funds in urbanized areas, the designation of an MPO. The MPO has responsibility for planning, programming, and coordinating federal investments. The DRCOG MPO process creates a partnership among state, local government, and transit operators in providing transportation improvements.

DRCOG represents the perspectives of its local government members, while coordinating its planning efforts with the Colorado Department of Transportation ([CDOT](#)), the Regional Transportation District ([RTD](#)), the Regional Air Quality Council ([RAQC](#)), the Colorado Department of Public Health and Environment ([CDPHE](#)), the Federal Highway Administration ([FHWA](#)), and the Federal Transit Administration ([FTA](#)). DRCOG develops its positions by working with elected

¹ 23 U.S.C. 134 (j)(7)(B)

² Financing Federal Aid Highways Glossary. <http://www.fhwa.dot.gov/reports/fifahwy/ffahappa.htm>. February 20, 2015.

officials, staff from local governments and the above agencies, and the public through a committee system where the various issues are discussed and recommendations are made. Current committees include the [Regional Transportation Committee](#) and the [Transportation Advisory Committee](#). Working groups are also created and appointed, as need dictates.

Regional Transportation Plan

DRCOG develops a minimum 20-year regional transportation plan (RTP), called the Metro Vision RTP. The Metro Vision RTP is an element of the region's Metro Vision plan. The Metro Vision RTP includes the needed transportation system and the fiscally-constrained RTP. The fiscally-constrained RTP, required by federal law, identifies the multimodal transportation system that can be achieved over a minimum 20-year planning horizon with the "reasonably available" financial resources over that time. Federal law requires the fiscally-constrained plan to be updated at least every four years to validate air quality conformity.

Some types of projects (roadway capacity and rapid transit) must be included in the fiscally-constrained portion of an adopted conforming RTP, before they can be selected for Transportation Improvement Program (TIP) funding.

Transportation Improvement Program

The Transportation Improvement Program (TIP) is the adopted list of public transit, roadway, bicycle, pedestrian, air quality projects, and studies that will receive federal transportation funds in the near future. The TIP also includes the projects in the DRCOG area that are defined as regionally significant, regardless of funding. The TIP implements the fiscally-constrained RTP. DRCOG's TIP covers a six-year period, though specific projects and their funding levels are usually identified within the first four years.

The TIP covering FY2015 is the 2012-2017 TIP, and was adopted on March 16, 2011. It has been amended regularly since adoption. Some of the projects in this obligation report are from other TIP's.

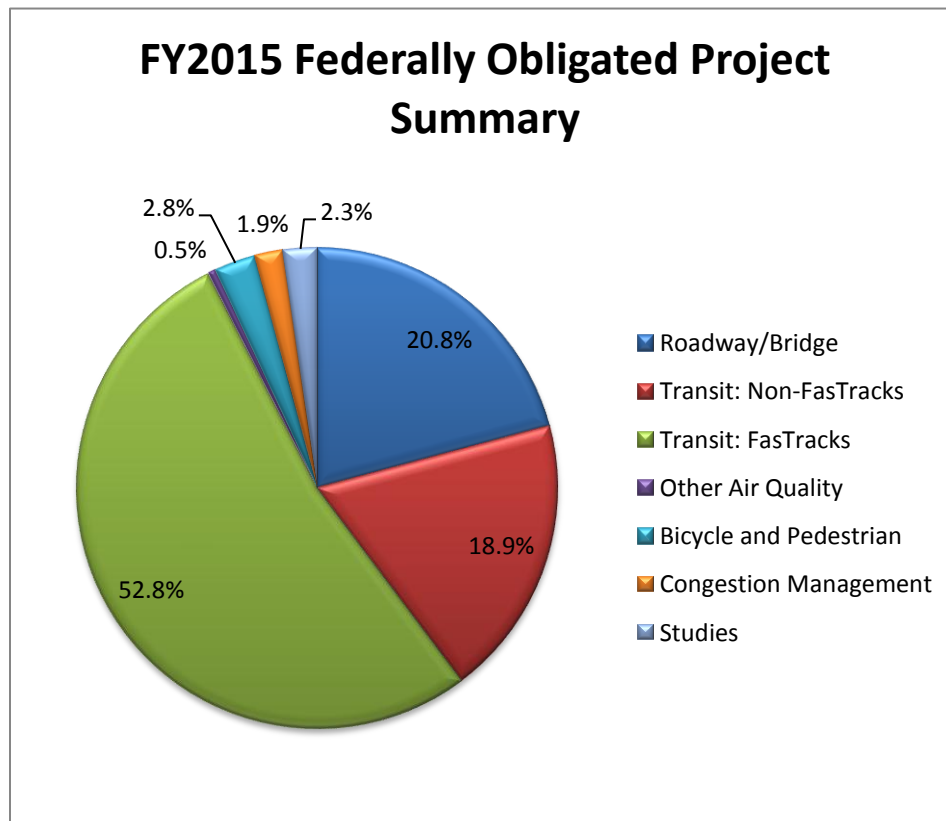
Public Involvement

DRCOG aims to proactively engage the public in the regional transportation planning process and embraces federal requirements that MPOs provide the public with complete information, timely public notice, full public access to key decisions, and early and continuing involvement in developing the RTP, TIP, and other products. DRCOG's public involvement strategies include presenting information and educating the public, continually soliciting public input, helping information flow between the public and decision makers, and considering and responding to public concerns.

Summary of Projects

A net total of \$305.8 million was obligated in FY2015 on 69 transportation projects. Some statistics regarding the FY2015 obligations include:

- \$161.3 million (52.8%) was for RTD FasTracks projects, \$63.7 million (20.8%) for roadway/bridge projects, \$57.8 million (18.9%) for non-FasTracks transit projects, \$8.5 million (2.8%) for bicycle and pedestrian projects³, \$6.9 million (2.3%) for studies, \$5.8 million (1.9%) for congestion management projects, and \$1.6 million (0.5%) for other air quality projects. The chart below illustrates these percentages:



- The largest project obligation (\$154.5 million or 50.6% of the total) went to RTD for the Eagle P-3 project to construct the East and Gold FasTracks corridors.
- Only 4 of the 69 projects had net obligations over \$10 million, yet those projects accounted for 71.7% of the net amount obligated (\$219.2 of the \$305.8 million).
- The mean amount obligated per project was \$4.7 million while the median amount obligated per project was \$565,130. Deobligations were not counted in these calculations.

³ Stand-alone bicycle and pedestrian projects only. Calculation does not include other projects with a bicycle/pedestrian element.

Obligation Report

This report is organized by TIP project sponsor. Information that is shown about each project includes:

- Sponsor, lists the agency that is financially responsible for the TIP project
- Project Name
- TIP Identification (TIP ID), is a unique number given to each project selected for inclusion into a DRCOG TIP
- Funding Type, identifies the federal program that funds the project
- Obligations, is the sum of all the obligations that occurred for that particular TIP project in FY2015
- Bike/Ped, indicates if bike/ped infrastructure is part of the project
- Total Cost, lists the total project cost in the TIP for the lifecycle of the project, regardless of the particular TIP cycle
- Federal Total, lists the total amount of federal transportation funds awarded in the most recent TIP that the project was active (may or may not be the current TIP)
- Total Federal Funds Remaining, lists the programmed federal transportation funds in the current TIP that are remaining for the project.

With federal funding being the focus of this obligation report, obligations of local or state funds are not presented herein. Non-federal funding would be included within the Total Cost column as part of the total overall project cost. For the purposes of this report in FY2015, federal funding was distributed through the following TIP categories:

- 1702-High Priority Projects are funds earmarked for particular projects by Congress within the SAFETEA-LU federal transportation bill.
- Bridge funds are for the replacement, rehabilitation, and widening of any public bridge.
- Congestion Mitigation/Air Quality can fund projects that reduce transportation-related emissions in non-attainment and maintenance areas for ozone, carbon monoxide, and small particulate matter.
- Faster Safety is a CDOT program to fund critical roadway safety projects. The funds depicted in this report are from federal sources only.
- Federal Emergency funds are allocated to repair damage from and mitigate future harm from an emergency, natural disaster, or other major unforeseen event.
- The RAMP program accelerates funding for projects on the state highway system and transit projects. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- Regional Priority Projects typically fund construction, widening, and reconstruction on roadways on the state highway system.
- Safety funds typically fund projects that reduce the number and severity of crashes.
- Section 5307 fund capital, maintenance, operations, and planning assistance for mass transportation in urbanized areas.
- Section 5309 fund mass transit capital projects, regional rapid transit system construction, and studies to plan and implement the above.

- Section 5310 fund capital assistance grants to private non-profit organizations to serve the transportation needs of elderly persons and persons with disabilities.
- Section 5311 fund capital and operating assistance grants for transit service in non-urbanized areas.
- Section 5316, or the Job Access and Reverse Commute (JARC) program, funds projects to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment.
- Section 5317, or the New Freedom program, can fund projects that seek to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.
- Section 5337, or State of Good Repair funds are FTA grants intended to repair and upgrade rail transit systems and high-intensity bus transit systems that use high-occupancy vehicle lanes.
- Section 5339 funds are FTA funds to be used to replace, rehabilitate, and purchases buses and other transit vehicles as well as to construct bus-related facilities.
- STP-Enhancement can fund such projects as bicycle/pedestrian projects, historic preservation projects, environmental mitigation projects, transportation museum projects, landscaping and beautification projects, and conversion of rails-to-trails projects. The projects must relate to surface transportation.
- STP-Metro is a flexible funding category typically used to fund roadway reconstruction, roadway operational improvements, roadway widening, new roadway, new interchanges, interchange reconstruction, and studies.
- Surface Treatment funds are used for repaving and resurfacing on the State Highway System.
- Transportation Commission Contingency Reserve Funds are CDOT Transportation Commission controlled funds to be used at its. The funds depicted in this report are from federal sources only.
- Transportation, Community, and System Preservation (TCSP) funds can be used for planning grants, implementation grants, and research to investigate and address the relationships between transportation, community, and system preservation and to identify private sector-based initiatives.
- The Workforce Initiative Now (WIN) program brings transportation, education, and business leaders together to train, hire, develop and retain transit workers eager to work on federally-funded transportation infrastructure projects.

Some projects include a mixture of different TIP funding categories, and thus one project line under one funding source does not necessarily equal the total obligated funding for that project.

This report also contains deobligations, depicted with (). Deobligation occurs when CDOT has to return the promise of funds to the federal government. Deobligation can occur for several reasons including:

- Bids come in at a lower amount than the obligation amount for a project. After the project bid is accepted, the remaining funds are returned and shown as a negative obligation.

-
- Advanced construction projects (where the sponsor first pays the cost and is reimbursed later) often result in a deobligation because first the project must be obligated and then deobligated when the sponsor agrees to pay the costs of the project. The project is then finally obligated again when it is time for the federal government to reimburse the sponsor.
 - A project phase is closed out causing the remaining funds to be deobligated out of that phase. This must happen before the funds can be obligated into another phase for the same project⁴.
 - After a project is complete and all bills are paid, any remaining obligation authority is returned to the federal government and is shown as a deobligation. Project closeouts can sometimes take place many years after the project was actually completed.

The table also identifies which projects contain elements improving pedestrian and/or bicycling infrastructure. In some cases, this is a pedestrian and bicycle-only project (reflected in the previous pie chart). In most circumstances, the pedestrian and bicycle components are part of a larger project. Since deobligations by definition are not current “investments”, their bike/ped applicability is shown as not applicable (N/A).

Descriptions of the projects that are contained in this report can be found within the TIP documents, which are available at <https://drcog.org/programs/transportation-planning/transportation-improvement-program> or by using the searchable online database of transportation projects in the MPO area, [TRIPS](#). The table below is based on records obtained from CDOT, RTD, and FTA, as DRCOG does not directly participate in the obligation process.

⁴ This report does not include the project phases.

Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
Arapahoe County	Highline Canal Trail: Iliff Avenue Bike/Ped Underpass	2008-094	STP Enhancement/TAP	\$156,482	Yes	\$2,300,000	\$1,800,000	\$0
Arapahoe County	I-25/Arapahoe Rd Interchange Reconstruction	2012-043	STP Metro	\$2,192,846	No	\$69,000,000	\$4,200,000	\$0
Arvada	West 72nd Ave. Bike/Ped Project	2008-096	STP Enhancement/TAP	\$18,837	Yes	\$465,000	\$372,000	\$0
Arvada	Kipling Pkwy Underpass: Van Bibber Trail Extension from W 56th Pl to Grandview Ave	2012-045	STP Metro	\$26,916	Yes	\$2,000,000	\$1,600,000	\$0
Aurora	Nine Mile Station: Bike/Ped Access Improvements	2012-071	STP Enhancement/TAP	\$33,944	Yes	\$619,000	\$476,000	\$0
Boulder	Pearl Pkwy: 30th St to Foothills Pkwy/SH-157	2012-001	CMAQ	\$3,106,403	Yes	\$5,000,000	\$4,000,000	\$0
Boulder	SH-119 Reconstruction: 28th/US-36 to East of 30th St	2012-039	STP Metro	\$120,019	Yes	\$4,400,000	\$2,800,000	\$0
Boulder	Foothills Pkwy/SH-157 Operational Improvements: Diagonal Hwy to Valmont Rd	2012-040	STP Metro	\$414,684	Yes	\$830,000	\$600,000	\$0
Boulder	28th St/US-36 Multi-use Bike/Ped Path: Iris Ave to Yarmouth Ave	2012-055	STP Enhancement/TAP	\$34,713	Yes	\$2,224,000	\$1,224,000	\$0
Boulder County	SH-119/Airport Rd Bike/Ped Underpass: City of Longmont	2012-058	CMAQ	\$815,000	Yes	\$2,488,000	\$1,057,000	\$0
Boulder County	SH-119/Airport Rd Bike/Ped Underpass: City of Longmont	2012-058	STP Metro	\$142,000	Yes	\$2,488,000	\$1,057,000	\$0
Brighton	US- 85: Bromley Rd New Interchange	2005-137	1702- High Priority Projects	\$169,397	No	\$2,975,000	\$1,044,000	\$0
Broomfield County	120th Ave Connection: Wadsworth Blvd to US-287	2007-029	STP Metro	\$5,092,755	Yes	\$80,073,000	\$20,914,000	\$0
CDOT	Safe Routes to School Pool	2007-144	Safety	\$248,138	Yes	\$4,909,000	\$0	\$0
CDOT	CDOT Job Access/Reverse Commute Pool	2012-069	Section 5316 JARC	\$97,668	No	\$840,000	\$488,000	\$0
CDOT	Enhanced Mobility for Elderly and Disabled (FTA 5310)	2012-107	Section 5310	\$1,075,230	No	\$7,960,000	\$1,305,000	\$1,305,000
CDOT	Operating and Capital (FTA 5311)	2016-065	Section 5311	\$535,260	No	\$642,000	\$535,000	\$535,000
CDOT Region 1	East I-70 Corridor: Environmental Study (I-25/Pena Blvd)	2001-259a	RPP (Federal Funding Obligations)	\$6,065,681	No	\$29,771,000	\$0	\$0
CDOT Region 1	US-285: Foxton Rd to Richmond Hill Rd Widening	2003-124	RPP (Federal Funding Obligations)	(\$36,852)	N/A	\$28,126,000	\$0	\$0

Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
CDOT Region 1	Region 1 Hazard Elimination Pool	2007-073	Safety	\$6,236,262	No	\$22,485,000	\$0	\$0
CDOT Region 1	Region 1 Hot Spot Pool	2007-074	Safety	\$25,379	No	\$5,151,000	\$0	\$0
CDOT Region 1	Region 1 Safety (Surface Treatment) Enhancement Pool	2007-076	Safety	\$4,690	No	\$4,109,000	\$0	\$0
CDOT Region 1	Region 1 Bridge On-System Pool	2007-078	Bridge On-System	\$2,686,856	No	\$40,084,000	\$0	\$0
CDOT Region 1	Region 1 Bridge Off-System Pool	2007-079	Bridge Off-System	\$138,683	No	\$624,000	\$0	\$0
CDOT Region 1	Region 1 Surface Treatment Pool	2007-096	Surface Treatment (Federal Funding Obligations)	\$14,376,311	No	\$190,800,000	\$0	\$0
CDOT Region 1	I-25: Santa Fe Dr to Alameda Ave Interchange Improvements (Valley Hwy Phases I and II)	2007-158	Faster Safety (Federal Funding Obligations)	(\$1,381,280)	N/A	\$144,226,000	\$0	\$0
CDOT Region 1	SH-79 Realignment & Grade Separation/Flyover (Bennett)– PEL Study	2008-116	RPP (Federal Funding Obligations)	\$29,160	No	\$300,000	\$0	\$0
CDOT Region 1	US-36: Wetland Mitigation	2008-117	RPP (Federal Funding Obligations)	(\$116,043)	N/A	\$2,950,000	\$0	\$0
CDOT Region 1	I-25 North PEL Action Items	2012-063	RPP (Federal Funding Obligations)	\$64,771	No	\$17,500,000	\$0	\$0
CDOT Region 1	I-76/136th: Concrete Pavement/Culvert Repairs	2012-119	TC Contingency	\$1,959,361	No	\$1,800,000	\$0	\$0
CDOT Region 1	C-470 Managed Toll Express Lanes: Wadsworth to I-25	2016-059		\$3,061,985	No	\$357,000,000	\$0	\$0
CDOT Region 1	Region 1 FASTER Pool	2008-076	Faster Safety (Federal Funding Obligations)	\$790,034	No	\$66,787,000	\$0	\$0
CDOT Region 4	Region 4 Hazard Elimination Pool	2007-094	Safety	\$595,000	No	\$15,785,000	\$0	\$0
CDOT Region 4	Region 4 Surface Treatment Pool	2007-095	Surface Treatment (Federal Funding Obligations)	\$3,256,311	No	\$43,740,000	\$0	\$0
CDOT Region 4	Region 4 FASTER Pool	2008-077	Faster Safety (Federal Funding Obligations)	\$73,123	No	\$5,000,000	\$0	\$0
CDOT Region 4	Boulder B-Cycle and Commercial Corridors Expansion Project	2012-102	TCSP Discretionary	\$438,616	Yes	\$550,000	\$440,000	\$0

Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
CDOT Region 4	Region 4 RAMP Project Pool	2012-109	RAMP (Federal Funding Obligations)	\$45,476	No	\$14,646,000	\$0	\$0
CDOT Region 4	Region 4 2013 Flood-Related Projects Pool	2012-116	Federal Emergency	\$2,135,304	No	\$129,512,000	\$51,208,000	\$51,208,000
Commerce City	Commerce City to Denver CBD Regional Bus Service	2012-088	CMAQ	\$148,000	No	\$555,000	\$444,000	\$0
Denver	Federal Blvd: Alameda Ave to 6th Ave Widening	2001-169	STP Metro	\$297,323	Yes	\$29,352,000	\$4,045,000	\$0
Denver	Bear Creek Trail: Fenton Street to Lamar Street	2007-017	STP Enhancement/TAP	\$20,220	Yes	\$863,000	\$475,000	\$0
Denver	Colorado Center Bike/Ped Bridge: Colorado Center to Jewell & Bellaire	2008-001	STP Enhancement/TAP	\$2,667,097	Yes	\$8,000,000	\$4,000,000	\$0
Denver	Confluence Bike/Ped Ramps Upgrade: South Platte Greenway	2012-003	STP Enhancement/TAP	\$149,467	Yes	\$3,457,000	\$2,765,000	\$0
Denver	Denver Traffic Signal System Upgrade: Citywide	2012-011	CMAQ	\$784,674	No	\$7,185,000	\$4,800,000	\$0
Denver	Peoria St/Smith Rd RR Grade Separation	2012-044	STP Metro	\$3,674,229	Yes	\$57,187,000	\$32,187,000	\$0
Douglas County	Quebec St/C-470 Bike/Ped Bridge: County Line Rd to Park Meadows Dr	2012-059	CMAQ	\$412,496	Yes	\$850,000	\$500,000	\$0
Douglas County	I-25: Ridgeway Pkwy to County Line Rd Lane Balancing and Widening	2012-096	Faster Safety (Federal Funding Obligations)	\$2,389,184	Yes	\$32,000,000	\$10,400,000	\$0
Douglas County	I-25: Ridgeway Pkwy to County Line Rd Lane Balancing and Widening	2012-096	STP Metro	\$10,150,000	Yes	\$32,000,000	\$10,400,000	\$0
DRCOG	Regional Traffic Signal System Improvement Program	1997-045	CMAQ	\$2,135,466	No	\$68,895,000	\$15,550,000	\$0
DRCOG	Regional Transportation Demand Management (TDM) Program Pool	1999-097	CMAQ	\$1,156,102	No	\$8,318,000	\$6,654,000	\$6,654,000
DRCOG	Regional Intelligent Transportation System Pool	2005-026	CMAQ	\$356,332	No	\$13,078,000	\$3,550,000	\$0
DRCOG	Station Area Master Plan/Urban Center Studies Pool	2007-089	CMAQ	\$880,000	No	\$3,200,000	\$2,400,000	\$2,400,000
DRCOG	Regional TDM Program: Way to Go	2012-064	CMAQ	\$1,438,076	No	\$7,652,000	\$7,200,000	\$7,200,000
Federal Heights	US-287 (Federal)/92nd Ave Intersection Operations Improvements	2012-072	STP Metro	\$5,540	No	\$5,671,000	\$3,970,000	\$0
Golden	Golden Circulator Bus: West Corridor end of line to Downtown Golden	2012-015	CMAQ	\$446,000	No	\$1,847,000	\$1,237,000	\$0

Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
HPTE	US-36: Boulder to I-25 Managed Lanes/BRT	2008-114	STP Metro	\$8,954	Yes	\$725,300,000	\$0	\$0
Lakewood	Wadsworth Roadway Capacity Project: 10th Ave to 14th Ave	2012-036	STP Metro	\$5,398,320	Yes	\$7,801,000	\$6,240,000	\$0
Lyons	US-36 - Lyons Streetscape: Stone Canyon Rd to 3rd Ave	2012-009	STP Enhancement/TAP	\$216,509	Yes	\$2,228,000	\$1,781,000	\$0
Parker	SH-83: Lincoln Avenue Intersection Improvements	2008-020	STP Metro	\$19,603	Yes	\$398,000	\$280,000	\$0
RAQC	New Energy Fleets Collaborative	2008-004	CMAQ	\$143,614	No	\$5,323,000	\$4,169,000	\$0
RAQC	Advanced Fleet Technology Project	2012-012	CMAQ	\$993,837	No	\$7,652,000	\$6,121,000	\$0
RAQC	Ozone Aware	2012-013	CMAQ	\$437,520	No	\$2,080,000	\$1,663,000	\$0
RTD	RTD Preventive Maintenance: Transit Vehicle Overhaul and Maintenance	1997-084	Section 5307	\$37,706,630	No	\$409,123,000	\$340,883,000	\$340,883,000
RTD	State of Good Repair	1999-052	Section 5337 State of Good Repair	\$7,594,603	No	\$81,000,000	\$66,000,000	\$66,000,000
RTD	FasTracks Projects: DRCOG First Commitment Pool	2007-044	CMAQ	\$5,950,000	No	\$75,000,000	\$32,000,000	\$8,000,000
RTD	RTD New Freedom Pool	2007-065	Section 5317 New Freedom	\$97,924	No	\$5,427,000	\$1,250,000	\$0
RTD	FasTracks Eagle P-3 Corridors (Gold and East Line)	2008-111	Section 5309 New Start	\$150,000,000	No	\$1,913,005,000	\$364,600,000	\$364,600,000
RTD	FasTracks Eagle P-3 Corridors (Gold and East Line)	2008-111	STP Metro	\$4,584,000	No	\$1,913,005,000	\$364,600,000	\$364,600,000
RTD	RTD Regional Workforce Initiative Now (WIN)	2012-068	Workforce Initiative Now	\$663,256	No	\$1,558,000	\$974,000	\$176,000
RTD	RTD Capital Improvements: Bus and Facilities Funding	2012-108	Section 5339	\$4,497,304	No	\$38,273,000	\$31,894,000	\$31,894,000
RTD	Colfax Transit Priority	2012-120	Section 5309 New Start	\$4,999,000	Yes	\$6,699,000	\$4,999,000	\$0
Wheat Ridge	Wadsworth Blvd Widening: W 35th Ave to W 46th Ave PEL Study	2012-094	STP Metro	\$622,645	No	\$1,200,000	\$636,000	\$0

Grand Total of Obligations

\$305,773,045



Denver Regional Council of Governments
1290 Broadway, Suite 700
Denver, CO 80203-5606

www.drcog.org - 303-455-1000

ATTACH R

Expanded FLEX bus service into Boulder begins Jan. 18

Boulder Daily Camera

By John Fryar

December 4, 2015

What: People can get details about the FLEX express bus service that will connect Boulder with Fort Collins with trips through Loveland and Longmont, at either of two informational meetings next week.

Longmont: 6 to 8 p.m. Wednesday, during the City of Longmont's Envision Longmont meeting at the Longmont Public Library, 409 Fourth Ave.

Boulder: 5:30 to 7 p.m. Thursday in the east wing of the Boulder County Courthouse, 2025 14th St., Boulder.

Further information about current Fort Collins-Longmont FLEX service and the expanded service to Boulder that begins Jan. 18: ridetransfort.com/FLEX

FLEX regional bus service between Fort Collins and Longmont will be expanded and extended from Longmont to points in Boulder starting Jan. 18.

The government-subsidized bus service, operated by Transfort, Fort Collins' city transit department, will provide weekday trips from Fort Collins to Boulder and back, with stops in Loveland and Longmont.

The one-way fare for a FLEX ride will be \$1.25, with a discounted 60-cent fares for seniors and disabled passengers. There will be five southbound trips and five northbound trips during peak commuting hours each weekday.

Longmont stops on the new express route are to include an area on the west side of Coffman between Eighth and Ninth Avenue and on Hover Street near the west entrance to the Village at the Peaks shopping center. There are to be three Boulder pickup and drop-off points: one at Boulder Junction and Pearl Parkway, a second at the downtown Boulder Transit Center at 14th and Walnut streets, and the third at the University of Colorado campus at 18th Street and Euclid Avenue.

Boulder County residents who may be interested in using the expanded FLEX service can get more information about the not-yet-final routes and timetables being proposed, during meetings in Longmont on Wednesday night and Boulder on Thursday night.

"The extension to Boulder makes sense," said Longmont city transportation planner Phil Greenwald, because southbound FLEX passengers, for example, now have to change to Regional Transportation District buses in Longmont if their final destination is Boulder.

"This will be the first-ever one-seat bus ride between Fort Collins and Boulder" where a passenger can stay on the same bus and sit in the same seat for the entire trip, said senior Boulder County transportation planner Jared Hall.

Local transportation officials have said the new stretch of FLEX service will make it easier for students, faculty and university staffers to travel between Colorado State University in Fort Collins and the University of Colorado in Boulder — as well as people commuting to and from jobs, medical appointments, shopping, or other destinations in cities — without having to transfer to or from Regional Transportation District buses in Longmont, which is now the farthest south those coaches go.

Timothy Wilder, Transfort's service development manager, said, "We have heard a lot of support and a lot of excitement" for the new service.

Wilder and Hall said the new service's bus trips will be in addition to — and won't replace — FLEX's existing route that already serves points in Fort Collins, Loveland, Berthoud and Longmont and will continue to do so. The new separate express route, however, won't have a Berthoud stop.

Wilder said the new express buses "will be a very good option" for people traveling between those Larimer and Boulder County destinations on its route. He said the trip will take "not much more time" than driving one's own vehicle.

The FLEX buses have free WiFi, so people can work while they commute and "use that time productively," Wilder said.

Extending FLEX bus service beyond Longmont was made possible by a \$1.5 million **Denver Regional Council of Governments** grant to Boulder County — money that is being matched by about \$290,000 from such local governments as Boulder County and the city of Boulder — to cover the projected costs of providing that service for three years, Wilder said.

New tolled express lanes near Denver nearing construction

Land Line

By Tyson Fisher

December 11, 2015

Plans for new toll lanes are moving along for a nearly 14-mile stretch of State Highway 470 (C-470) near Denver. The Colorado Department of Transportation and the Federal Highway Administration have found “no significant impact” in the latest environmental assessment.

The proposed action includes one tolled express lane on C-470 in each direction between Kipling Parkway and Interstate 25 in the southern portion of the Denver metro area, according to the report. Additional tolled express lanes will be built westbound from I-25 to Lucent Boulevard and eastbound from Broadway to I-25.

Estimated to cost nearly \$400 million, construction is expected to begin in mid-2016 and to be completed by early-2019, CDOT Project Director Jerome Estes confirmed to *Land Line*.

According to the assessment, traffic congestion on C-470 has been a concern for more than a decade. Data from 2013 revealed average speeds on the highway during peak evening times were 24 mph. Posted speeds in the area are 65 mph. Installing express lanes would maintain speeds in excess of 55 mph 90 percent of the time, with relatively slower speeds during peak travel times.

The *Denver Regional Council of Governm*ents estimated that delays on C-470 will increase from 6,650 hours (2006 data) of vehicle delay daily to 41,940 daily hours of delay by 2035. If no action is taken, the report estimates that travel time will increase to 32-33 minutes from the current 13 minutes.

Toll rates have not been established. However, CDOT indicated an anticipated cost of \$4-6 during peak periods. Transponders and license plate cameras are expected to be used for automated billing.

The initial environmental assessment was approved in 2006. However, CDOT and FHWA did not move forward because of several factors, including a lack of funding. Approximately five years later, the C-470 Corridor Coalition was established by cities and counties in affected areas.

Think traffic is bad around the Denver area? Just wait a decade or two

Front Range traffic faces enormous challenges, with projected funding falling tens of billions of dollars short

The Denver Post

By Jon Murray

December 20, 2015

The fast-growing Denver area bet big in the last two decades on giant, galvanizing transportation projects that still win praise from regional planners but have left many areas susceptible to serious delays. By most accounts, the region faces future demands that, if left unresolved, could drown the highway system with longer periods of unrelenting traffic.

A recent regional congestion report predicts that in coming decades, the volume of vehicles may grow so much that "the period from 2 to 4 p.m. in 2040 (will) have as much traffic as from 4 to 6 p.m. today." Meanwhile, that later period will worsen.

And the normal midday lull? By 2040, that period could seem as bad as today's morning rush hour, according to the October annual congestion report from the *Denver Regional Council of Governments*.

An added risk, DRCOG's analysts say, is that early-afternoon crashes, if not cleared more quickly than they are now, will cause backups that snowball for hours, making the evening commute even more miserable.

Denver-area transportation planners largely have kept up with the region's growth of the past 20 years and are preparing for more to come, The Denver Post found in a review of planning documents going back to the late 1990s and dozens of major projects that have unfolded. The Post also interviewed current and former metro planning officials, advocates and Colorado Department of Transportation leaders.

Those projects over two decades totaled more than \$11 billion and were dominated by big-ticket items that observers agree have improved commutes for many, including the massive T-REX project on southeast Interstates 25 and 225 as well as the rapid expansion of the light-rail and commuter-rail system.

But well-intentioned plans drawn up years ago for other traffic-choked corridors — such as I-25 through the north metro area — have been hamstrung by harsh financial realities that, as in most of the country, have kept badly needed projects from launching.

The same recurring budget pressures, as well as the long-standing lack of political will to buck anti-tax sentiment and raise the money needed at the state and federal levels, could restrain the region for decades to come.

And so planners are faced with the prospect of spending most of the dwindling money available to maintain a system that can grind to a halt anytime there's a traffic accident or mildly inclement weather.

After big projects such as T-REX, "the challenge is that a lot of these improvements in a typical state would have fixed the problem," said Shailen Bhatt, CDOT's executive director since February. "The challenge is that Colorado is not a typical state. We're a growth state, and we've been growing and we're going to continue to grow."

DRCOG, the main planning group for 56 local governments from Castle Rock to Longmont, this year adopted its latest 25-year transportation plan.

Its planning region has grown from about 2.2 million people in 1996 to an estimated 3.1 million now, an increase of about 45 percent.

By 2040, its projections estimate, the same area will be home to 4.3 million — an additional 38 percent increase — and a continuation of the 4,000 to 5,000 monthly net influx into metro Denver in recent years.

Douglas Rex, DRCOG's transportation planning director, compares the coming growth to absorbing the population of the Oklahoma City area.

In that same 25-year period, the plan estimates the state and region will be able to gather enough money from all sources to pay for \$106 billion of road and transit projects.

But the metro area needs \$153 billion in projects to keep up with all maintenance needs and deliver congestion relief, DRCOG's planners say.

Commutes getting worse

In metro Denver, national studies show that commutes are getting worse. That's especially true in some places — such as in the southwest and northern suburbs — where well-vetted plans drawn up by CDOT and others have collected dust because of local fights or funding shortfalls.

"My commute is long, and traffic is terrible," said Mike Lloyd, a software engineer who fights traffic along West 120th Avenue in Thornton to catch an express bus to Union Station, a trip that sometimes takes an hour or more. "I-25 is almost always at a crawl, north and south; 120th is immensely congested. I wish they would widen it."

Advocates have pushed for a north I-25 version of T-REX, the nearly \$1.7 billion multiyear makeover of I-25 and I-225, finished in 2006, that installed new traffic lanes along 17 miles and

laid new light-rail tracks to smooth the commute — or at least improve it most days — from the southeast suburbs through central Denver.

Other giant projects have included two toll roads — E-470 and the Northwest Parkway — that suburban cities and counties pursued through farms and pastures by forming separate toll authorities to finish most of the metro area beltway, at a cost of more than \$2 billion in today's dollars.

And the Regional Transportation District is nearing the finish line on most pieces of the \$5.3 billion-and-counting FasTracks rail system, offering more metro commuters an exit from the freeway grind.

But rather than new projects scaled as large as T-REX, which required voter approval for borrowing, the best hope state transportation officials say they can offer rests on two things: new technology and managed toll lanes.

Developing technologies are expected to make more cars less prone to gridlock-causing accidents and are producing new systems that hold promise for reducing road congestion.

In the next year or so, CDOT plans to launch a pilot on a portion of I-25, from Broadway to Ridgeway Parkway in Douglas County, by upgrading the northbound on-ramps' metering system to a dynamic, computerized version. Drivers may wait longer to get on the highway at times, Bhatt says, but CDOT projects that the new system could improve I-25's traffic flow as much as 25 percent.

CDOT already is embracing managed toll lanes, which carry the benefit of helping to offset construction costs, on some congested corridors.

Sometimes shoehorned into highway shoulders, those lanes are free for buses and carpools but charge varying tolls for single-occupant cars. They appeal to drivers who are desperate enough to pay to escape the snarl, and CDOT says they will ease congestion across all lanes.

Such lanes just opened along U.S. 36 and on the shoulder of eastbound Interstate 70 along a 13-mile mountain stretch for return ski traffic. They also are at the center of coming plans to overhaul I-70 through northeast Denver and a long-delayed upgrade of the most congested parts of C-470 that will start next summer.

A new set on I-25 from U.S. 36 to 120th, connecting with existing toll lanes to the south, soon may quicken the bus portion of Lloyd's commute.

CDOT is making plans to extend managed lanes even farther north through the suburbs, rather than calling for a large-scale widening that many local leaders and commuters prefer.

Some transportation experts, though, say additional free-access lanes are more likely to fill up quickly by inducing drivers to switch back to peak times.

But Lloyd says he is holding out for RTD's under-construction North Metro Rail Line, which could jettison the unpredictable I-25 from his commute by 2018.

49 hours in traffic

The average commuter in the Denver metro area spent 49 hours sitting in traffic last year, according to the Texas Transportation Institute's Urban Mobility Scorecard. Denver ranked 19th among U.S. metro areas.

The annual report has improved its estimates in recent years by incorporating real-time speed data from a company called INRIX that is tracked from some drivers' Global Positioning System-enabled phones and devices.

The delay measurement is lower than the 52 hours that the institute estimates Denver-area drivers spent delayed by traffic in 2005, when the T-REX project was nearing its end. But after several years of reduced delays following that project's completion — and during the Great Recession — area commuters' delays have been inching upward again.

Twenty years ago, according to the institute's revised estimates, Denver-area drivers were delayed only 31 hours by traffic, ranking the region 40th for that year.

This year's national report ranked I-25 northbound between Colorado Boulevard and 84th Avenue as the 51st-worst-congested corridor last year, while the southbound side was ranked 147th. In another ranking by the American Highway Users Alliance, I-25 between Santa Fe Drive and Logan Street — a stretch near recent construction projects — was the 35th-worst bottleneck this year.

Even in the T-REX zone in the south suburbs, where I-25 now has five continuous lanes in each direction, traffic levels cause daily frustration for some drivers.

"My commute is only going to get worse, thanks to the construction around my office (in the Denver Tech Center) and now my home," said Brian Soucie, who lives off of Dry Creek Road and works for a financial investment firm. "The intersections and routes that I take are not capable of handling the amount of traffic that has been generated in the area."

Transportation planners, CDOT officials and some observers say freeways and some arterial streets through older parts of the Denver area have little room left for expansion.

And they point out that Denver's congestion rankings are comparable to its relative size as a metro area. In other words, traffic is a symptom of its success in attracting jobs and residents.

The average commute in most of the metro region, excluding Boulder, took about 27 minutes in 2013, according to U.S. Census estimates. That's slightly above the national average of 26 minutes.

In the Texas Transportation Institute's traffic-delay estimates, Denver ranks better than comparably sized — but notoriously snarled — Austin, Texas; Seattle; and Portland, Ore., while cities such as Chicago (61 hours of delay a year) and top-ranked Washington, D.C. (82 hours), have congestion that makes Denver traffic seem almost quaint.

"Our level of congestion, it is an issue," said Rex, DRCOG's transportation planning director. "But it seems to be on par with what our population is. Our economy is booming compared to many parts of the country, but we certainly can't rest on our laurels."

High marks from experts

The coming pace of the metro area's growth initially was underestimated by DRCOG in the late-1990s, but the organization's projections — by nature fraught with uncertainty — get high marks from transportation experts.

"DRCOG does a great job at projecting traffic levels," said Bruce N. Janson, a civil engineering professor at the University of Colorado Denver. "They're one of the most progressive metropolitan planning organizations in the country with regard to their traffic forecasting methodology."

But with the traffic trouble spots known well, it was up to state and local officials to prioritize projects, given limited funding.

That led to the huge T-REX project still excluding several miles of I-25 that was in need of a fix, from Broadway to the Sixth Avenue Freeway. Only recently was CDOT able to clear the bottleneck created thereby creating a fourth continuous lane to link to the end of the T-REX zone.

Other projects approached piecemeal over a decade or two included an extension of Interstate 270 from Interstate 76 to I-25, the complex remodeling of the "Mousetrap" interchange of I-25 and I-70, and widening of U.S. 285 into the foothills.

But some critics long have questioned transportation spending priorities, especially the FasTracks plan.

Randal O'Toole, a senior fellow at the libertarian Cato Institute who also is connected with Denver's Independence Institute, says the money could have been put to better uses, and at lower cost.

"Instead of building six new rail lines, they could've built 50 bus rapid transit lines around the region and served a lot more people than the six rail lines are ever going to do," said O'Toole, who lives in Oregon.

He also suggests that continuing funding gaps for transportation projects are due to politicians wanting glitzy projects to show off instead of what he considers more common-sense solutions.

O'Toole supports a recent Reason Foundation report on Denver's congestion problems that advocates for a \$52 billion plan that relies heavily on toll lanes added along most freeways and at some major surface street intersections as a form of congestion pricing. The plan, which would be much less costly than DRCOG's 25-year plan, also incorporates a heavy expansion of bus service.

Repeated road expansion

But Bill Vidal, who was a CDOT chief in the 1990s, said the development of the rail system was a credit to good planning that incorporated new thinking beyond repeated road expansion, instead focusing on how to move people better. He later served as director of DRCOG and then as Denver's public works director, retiring after a stint as interim mayor in 2011.

"As we started carrying big-city traffic, neighborhoods were affected by that traffic," said Vidal. "So people are noticing that just driving a car may not be a good idea — even if they might be driving a car 100 percent of the time themselves."

The transit lines also have been credited with spurring development near some stations, and Rex and others say they have helped people with more options to avoid driving in traffic than they had 20 years ago.

"Cities with congestion that do mobility well don't rely on a single mode to meet their transportation needs," Crissy Fanganello, Denver's director of transportation, wrote in an e-mail. "They have robust transit system (bus and rail), they have bike facilities, people walk and in recent years new services have emerged," such as Uber and bike-sharing.

Last year, RTD recorded nearly 104 million boardings, including 26.3 million light-rail passengers. In 1993, before the first light-rail line opened, its system ridership — entirely on buses — was 61.4 million.

Amid rising costs for 2004's voter-approved FasTracks plan, originally set at \$4.7 billion, RTD has put some components on hold, including most of the northwest rail line.

But next year will feature the opening of several lines that are nearing completion. Existing light-rail lines in central Denver and to the southwest, southeast and west will be joined by commuter-rail lines from Union Station to Wheat Ridge, Westminster and Denver International Airport, along with the completion of the I-225 light-rail line. And on Jan. 3, the Flatiron Flyer bus rapid-transit corridor will open on U.S. 36, using the newly constructed toll lanes.

For airport travel or suburb-to-suburb commutes, E-470 has become a popular alternative to freeways through Denver, with toll transactions increasing 71 percent from 2003, when the final section opened, through last year.

But the prospect of further large improvements to absorb more metro growth is daunting to planners, local officials and commuters alike.

There's also the added uncertainty about how emerging social trends, including the effect of the coming baby boomers' mass retirements and millennials' preference for getting out of cars, will affect road congestion in coming decades.

Transportation frustrations — which extend to other parts of the state, too — are at the heart of varying efforts to find ways to raise yet another infusion of money for projects, from Gov. John Hicklooper's office to the General Assembly to lobbying groups that have formed to push for additional lanes on I-25 even farther north, through Fort Collins. Without more money, CDOT says it can't get that job done until 2070.

But taxing and spending restrictions under the Taxpayer's Bill of Rights have long been a major hurdle, making borrowing a more attractive option in the past to raise infusions of cash for projects.

More recently, the state has raised vehicle-registration fees to pay for the FASTER program.

But it has been 22 years since both Colorado and the federal government last raised their gas taxes, a long-standing major source of transportation funding that has dwindled. Those taxes are a combined 40.4 cents per gallon.

Without new funding, CDOT says its current annual \$800 million funding gap — on a \$1.3 billion budget for its statewide mission — could grow to \$1 billion in coming years.

Jon Murray: 303-954-1405, jmurray@denverpost.com or @JonMurray

How we commute

A U.S. census report on commuting for 2013 estimated how residents in the Denver area (excluding Boulder) traveled to work and how long it took, on average:

- By car: 75.4 percent (26 minutes).
- By carpool: 8.9 percent (29 minutes).
- By public transit: 4.4 percent (47 minutes). Surveys by the Downtown Denver Partnership, while not scientific, suggest that far more downtown workers — roughly 40 percent in the 2015 survey — commute most days using public transit.
- Another way: 11.3 percent (no time given).

Things you can do

Avoiding traffic can be tough, but there are ways to reduce the time stuck in gridlock:

- Use Google Maps, Waze or other mapping apps for your phone that collect real-time information from other drivers with phones to recommend ways around bottlenecks, accidents and other tie-ups.
- If you drive to work, see if transit might offer an appealing alternative.
- If you live within a few miles of work, consider commuting, on warmer days, by bike or on foot.
- Check the Denver Regional Council of Governments' MyWaytoGo.org website. Enter your start point and destination, adjust the time for your commute and see comparisons of options, including the best bus or train routes and carpools registered along your route.
- Explore changes that might reduce time spent in traffic, including shifting your workday earlier or later, or working from home some days.

Villager Man & Woman of the Year: Mayors Ron Rakowsky & Cathy Noon

Rakowsky's Greenwood Village is a good place to be

The Villager

By Jan Wondra

January 6, 2016

The Villager's Man of the Year is a modest man. Ask Greenwood Village Mayor Ron Rakowsky what it means to him to have been so honored and he deflects the question.

“What it means to me is the recognition of what I represent,” he said. “Centennial Mayor Cathy Noon and I are representatives of all the councils, mayors and commissioners who are currently in office, an unheralded class of people who do the day-to-day work to keep our society going.”

Rakowsky assumed the role of mayor on Jan. 3, 2011, unanimously elected by City Council after former Mayor Nancy Sharpe stepped down. Five years into the job, he has earned broad admiration.

“Ron has a great passion for Greenwood Village,” City Manager Jim Sanderson said. “He’s really engaged with the community and appreciates the professionalism of the staff and City Council. We all know what the vision is.”

That city residents have taken their municipal government for granted in surveys is a good thing, according to Rakowsky.

“It means we’re doing our jobs,” he said. “If people were as upset with things at the local level, then we’re not doing a good job. When you look at the fact that in the Denver south area we’ve had no bankruptcies, no indictments, it’s a good thing. Are we perfect? No, but this is as good a collection of public servants as you’re going to find anywhere.”

Rakowsky points out that process is important to a well functioning government.

“We’ve moved forward on the important things almost unanimously. That speaks well to the group,” he said. “The council I inherited from Mayor Sharpe didn’t just suddenly just fall out of the sky. Like Newton, I build on the shoulders of the giants who went before me.”

Rakowsky ascribes credit to a positive economic environment that has provided funds for quality city services without raising taxes. “It goes back more than five years, but we’re in a wonderful position—no short-term debt, no long-term debt and no pension debt,” he said.

Rakowsky acknowledged that mayors set the tenor for a collaborative climate, but he credits his city manager for the professionalism of Greenwood Village government.

“He’s hired a blue-ribbon panel of department heads. I believe they feel supported by City Council,” the mayor said.

Rakowsky’s public service stretches beyond the city. He sits on the board of the Metro Mayors Caucus, two committees of the *Denver Regional Council of Governments*, the Denver South Economic Development Partnership and the Juvenile Assessment Center Board, which covers Arapahoe, Albert, Lincoln and Douglas counties and focuses on youth with minor criminal offenses.

As if that were not enough, Rakowsky has also served as chair of the Arapahoe County Justice Coordinating Committee. Among this quiet group’s projects have been recommending a county courthouse conversion, saving hundreds of thousands of dollars in construction costs.

“We’ve done a lot of preventative work with schools,” Rakowsky said. “It helps to work together outside of a crisis.”

The mayor and his wife have two grown children, and their public service runs deep.

“The foundation upon which my world rests is Margaret,” he said. “I couldn’t do what I do without her. She has a greater political history than I do, having served 14 years on the board of the South Metro Fire Rescue Authority.”

A Centennial leader for ‘Noon’ and night

By Peter Jones

No one is going to accuse Cathy Noon of slacking off as mayor of Centennial.

When the elected official is not leading those often-tedious City Council meetings or signing new ordinances into law, she is speaking to local Kiwanis clubs or dishing the changhua with a Taipei economic-development group.

Although Noon’s distinctly part-time salary might come close—on a good day—to reimbursing her gas money, the two-term mayor is nonetheless a constant presence, not just in Centennial, but virtually anywhere else a city ambassador might be called for.

“It’s all about time management,” she said with a slight chuckle. “What I always say is if you just give me enough notice, I can get my schedule worked out and I can get to everything. I’m probably a little bit of a Type A, and I have a very understanding and supportive husband.”

That dedication to public service and community involvement is what prompted *The Villager* to name Noon and neighboring Greenwood Village Mayor Ron Rakowsky as 2015’s Man and Woman of the Year. As anyone paying attention would notice, the two city leaders are a near-constant presence in the south metro world of civics, politics and community—often together as the two mayors partner on everything from transportation to homelessness.

Although Centennial and Greenwood Village entered the century as antagonists—the former city was created to stall the latter’s expansions—the two have since formed one of the strongest municipal partnerships in the metro area with Noon and Rakowsky forging a path set forth by their decidedly reconcilable predecessors.

“My day job happens to be in his city,” Noon said of the other mayor whom she bumps into on average once a week. “I always tease him that I pay a head tax to Greenwood Village for the privilege of working there.”

As it happens, Noon, 59, cannot get enough of local government. In her other part-time job for a firm called Community Resource Services, she manages a water district in Greenwood Village and a metro district in west Littleton, effectively putting her in the driver’s seat for three governments in Arapahoe County.

“If anybody gets local government, it’s me,” the mayor said.

This is quite an accomplishment for a woman who could not have told you what a “special district” was when she moved here from small-town Maryland a few decades ago. Since then, Noon has helped incorporate a city, co-write its home-rule charter and serve as 15-year-old Centennial’s second mayor.

“It’s been an amazing journey,” she said.

The ongoing voyage includes about four stopovers a week at events where the mayor is expected to speak or rub elbows. Those come on top of the weekly hours-long council meetings and summits at the Metro Mayors Caucus, the C-470 Executive Committee and the Denver Regional Council of Governments.

And lest we neglect mention of Noon’s official position as grandmother of three, her weekly school-pickup responsibilities and playing host to related sleepovers.

Meanwhile, Noon has babysat the long-awaited widening of Arapahoe Road between Waco and Himalaya streets. The largest public works project in city history is slated to get underway in late spring.

As term-limited Noon finishes up her last two years as mayor, she is unsure what the future holds—though she laughs when she notes that she will be old enough to serve on the Centennial Senior Commission by the time she leaves office.

The city of 100,000 is not all that has aged gracefully in Noon’s municipal tenure.

“I probably have thicker skin than I ever thought I would have,” she said. “I think it’s made me an even better listener. I can’t make everyone happy, but I try to make everyone feel they’ve been heard.”