

AGENDA
BOARD OF DIRECTORS
WEDNESDAY, MARCH 16, 2016
6:30 p.m. – 9:30 p.m.
1290 Broadway
First Floor Independence Pass Conference Room

1. 6:30 Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of New Members and Alternates
4. *Move to Approve Agenda
5. 6:35 Report of the Chair
 - Report on Regional Transportation Committee
 - Report on Structure and Governance Group
 - Appointment of a member and alternate to represent DRCOG on the State Transportation Advisory Committee
 - Appointment of a member and alternate to represent DRCOG on the E-470 Authority Board
6. 6:45 Report of the Executive Director
(Attachment A)
7. 6:50 Public Comment

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

***Motion Requested**

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

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



CONSENT AGENDA

8. 7:10 *Move to Approve Consent Agenda
- Minutes of February 17, 2016
(Attachment B)

ACTION AGENDA

9. 7:15 *Discussion of 2015 Cycle 2 amendments to the 2040 Fiscally Constrained Regional Transportation Plan, along with the 2015 Cycle 2 Amendments to the Denver Southern Subarea 8-hour Ozone Conformity Determination and the 2015 Cycle 2 Amendments to the CO and PM10 Conformity Determination, concurrently
(Attachment C) Jacob Riger, Long Range Planning Coordinator, Transportation Planning & Operations
This action requires an affirmative majority (29) of the total participating membership
10. 7:25 *Discussion of amendments to the 2016-2021 Transportation Improvement Program
(Attachment D) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
11. 7:30 *Discussion of Denver Regional Mobility and Accessibility Council
(Attachment E) Jacob Riger, Long Range Planning Coordinator, Transportation Planning & Operations
12. 7:40 *Discussion of participation in the Urban Sustainability Accelerator Program
(Attachment F) Douglas W. Rex. Director, Transportation Planning & Operations
13. 7:50 *Discussion of State Legislative Issues
- A. Bills on Which Positions Have Previously Been Taken
(Attachment G) Presentation by Rich Mauro, Senior Legislative Analyst
Rich Mauro will respond to questions and current status, if requested. These bills require no additional action by the Board unless individual bills are pulled from the package for reconsideration of the Board-adopted position. **To change the Board's position on specific legislative bills requires affirmative action by 2/3 of those present and voting.**
- B. New Bills for Consideration and Action
(Attachment H) Presentation by Rich Mauro, Senior Legislative Analyst (if necessary)
Rich Mauro will present a recommended position on any 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. **Positions on specific legislative bills require affirmative action by 2/3 of those present and voting.**

***Motion Requested**

ACTION AGENDA (cont.)

14. 8:00 *Discussion of Changes to Nominating Committee
(Attachment I) Jerry Stigall, Director, Organizational Development
15. 8:15 *Discussion of amendments to the Articles of Association
(Attachment J) Jerry Stigall, Director, Organizational Development
This action requires an affirmative majority (29) of the total participating membership
16. 8:30 *Select members to the Nominating Committee
(Attachment K) Jerry Stigall, Director, Organizational Development
17. 8:45 *Solicitation of interest to serve on new committees
(Sign-up sheets will be available at the meeting)
Jerry Stigall, Director, Organizational Development

INFORMATIONAL BRIEFINGS

18. 9:00 Presentation on staff research regarding Alternative Fuels Programs
(Attachment L) Steve Cook, MPO Planning Manager, Transportation Planning & Operations
19. 9:15 Committee Reports
The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG
 - A. Report on State Transportation Advisory Committee – Elise Jones
 - B. Report from Metro Mayors Caucus – Herb Atchison
 - C. Report from Metro Area County Commissioners– Don Rosier
 - D. Report from Advisory Committee on Aging – Jayla Sanchez-Warren
 - E. Report from Regional Air Quality Council – Jackie Millet
 - F. Report on E-470 Authority – Ron Rakowsky
 - G. Report on FasTracks – Bill Van Meter

INFORMATIONAL ITEMS

20. DRAFT Summary of February 17, 2016 Administrative Committee Meeting
(Attachment M)
21. Relevant clippings and other communications of interest
(Attachment N)
Included in this section of the agenda packet are news clippings which specifically mention DRCOG. Also included are selected communications that have been received about DRCOG staff members.

***Motion requested**

ADMINISTRATIVE ITEMS

- 22. **Next Meeting – April 20, 2016**
- 23. Other Matters by Members
- 24. 9:30 Adjournment

SPECIAL DATES TO NOTE

Metro Vision Awards Banquet

April 27, 2016

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

CALENDAR OF FUTURE MEETINGS

March 2016

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

April 2016

6	Board Work Session	4:00 p.m.
15	Advisory Committee on Aging	Noon – 3 p.m.
19	Regional Transportation Committee	8:30 a.m.
20	Administrative Committee	6:00 p.m.
	Board of Directors	6:30 p.m.
25	Transportation Advisory Committee	1:30 p.m.

May 2016

4	Board Work Session	4:00 p.m.
17	Regional Transportation Committee	8:30 a.m.
18	Administrative Committee	6:00 p.m.
	Board of Directors	6:30 p.m.
20	Advisory Committee on Aging	Noon – 3 p.m.
23	Transportation Advisory Committee	1:30 p.m.

Acronym List

* Denotes DRCOG Program, Committee or Report

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



Executive Director Monthly Report

February 2016

Executive Office Scorecard/Executive Director Monthly Report Overview

Introduction Section

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

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

Scoring of Scorecard Components

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

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

Terms Used in this Report

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

Composite measure— a set of measures that roll up into a single score.

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

Performance measure – various types of measures (leading, lagging) developed for objectives. Types of performance measures used in most scorecards include: input, process, output, and outcome. Measures

in scorecards can be 'scored' or 'unscored' which determines whether or not a measure affects the overall scorecard.

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

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

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

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

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


Reviewing Performance Data in the report

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

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

Explanation of Report Format

- **Overview Section**

<p>Description: NEW/EXPANDED PRODUCTS, SERVICES, AND INNOVATION</p> <p>Outcome #1: Create new and expanded partnerships, funding and other support to stretch our resources further and improve service delivery.</p> <p>Initiative #1: Build business acumen of AAA</p>	<p>This Period's Performance</p>  <p>Score:</p>
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The **overview section** of each page provides key information about the objective, measure, etc. that's being reported. As noted below, this section also contains the speedometer for scored components.

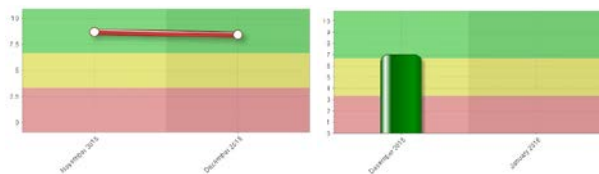
- **Speedometers**



Score:

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

- **Bar Charts/ Line Graphs**



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

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

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

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

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

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

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

Notes

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

Executive Office Scorecard - February 2016

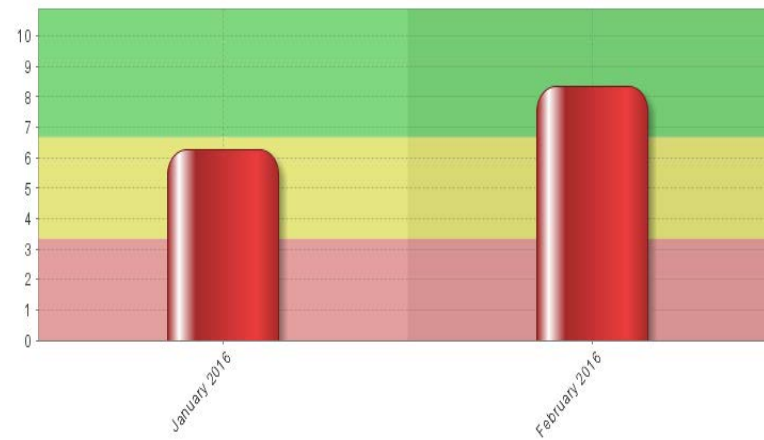
Description: This is the DRCOG Executive Office Scorecard. It includes operational aspects of the Executive Office and specific areas of emphasis for DRCOG's Executive Director.

This Period's Performance



Score: 8.333

Historical Performance



Series Color	Scorecard Object	Organization	Series	Jan 2016	Feb 2016
	Executive Office Scorecard	Executive Office Scorecard	Score	6.25	8.333

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


Name	Type	Weight	Score
Board Directors	Perspective	31.25%	
Business Operations	Perspective	18.75%	8.333*
Financial Stewardship	Perspective	31.25%	
Skilled Workforce	Perspective	18.75%	

Related Items

Name	Organization	Type
☰ Board Orientation/On-Boarding Program	DRCOG Scorecard	Strategic Initiative
☰ Board Annual Open House	DRCOG Scorecard	Strategic Initiative
☰ Board Member One on Ones	Executive Office Scorecard	Strategic Initiative
☰ New Board Member/Alternate On-Boarding Program	Executive Office Scorecard	Strategic Initiative
☰ Business Acumen Initiative - AAA	Executive Office Scorecard	Strategic Initiative

* The score for Business Operations in the data table on the above page is generated by a single measure value (Board Director/Alternate One-on-Ones) under the Increase Board Director Engagement objective.

Increase Member Value and Satisfaction - February 2016

<p>Description: NEW/EXPANDED PRODUCTS, SERVICES, AND INNOVATION</p> <p>Initiative #2: Improve/expand service delivery to member governments through partnerships and innovative funding.</p> <p>Type: Objective</p>	<p>This Period's Performance</p>  <p>Score:</p>
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Series Color	Scorecard Object	Organization	Series	Feb 2016
	Increase Member Value and Satisfaction	Executive Office Scorecard	Score	

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


Name	Type	Weight	Actual Value	Score
Member ROI	Performance Measure	0%		
Member Satisfaction Score	Performance Measure	100%		

Notes

Participants (to date - 19) in GrantFinder: DRCOG, Lyons, Louisville, Aurora , Mead, Centennial, JeffCo, Lone Tree, Dacono, Englewood, Arvada, Larkspur, Cherry Hills Village, Georgetown, Longmont, Clear Creek Co, Nederland, Gilpin County, Boulder Co.

February 12, DRCOG staff toured Greenwood Village’s traffic operations center, where the Village assures systems are working together to safely and actively manage traffic in the community.

Improve and Expand Service Delivery – February 2016

<p>Description: NEW/EXPANDED PRODUCTS, SERVICES, AND INNOVATION</p> <p>Outcome #1: Create new and expanded partnerships, funding and other support to stretch our resources further and improve service delivery.</p> <p>Initiative #1: Build business acumen of AAA</p> <p>Initiative #2: Improve/expand service delivery to member governments through partnerships and innovative funding.</p> <p>Initiative #3: Expand outreach in support of DRCOG’s mission and vision.</p>	<p>This Period's Performance</p>  <p>Score:</p>
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Series Color	Scorecard Object	Organization	Series	Feb 2016
	Improve and Expand Service Delivery	Executive Office Scorecard	Score	

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

Name	Type	Weight	Actual Value	Score
Member Service Investments	Performance Measure	27.273%		
New Service/Product Offerings	Performance Measure	36.364%		
Programmatic Leadership Score	Performance Measure	36.364%		

Notes

Feb 17 and 19 DRCOG have hosted two of 4 scheduled workshops on DRVR, Denver Regional Visual Resources, targeting GIS professionals to demonstrate how they can share and use DRCOG’s data resources. The evaluation scores were very positive. Overall rating for the 2 workshops was 3.30 (4-pt scale, 4 = high, 1 = low).

The following workshops (with their target audience noted) are planned for DRVR:

- 2/17 – GIS Professionals - completed
- 2/19 – Attendees of Mile High Data Day - completed
- 3/9 – Public Information Officers
- 4/6 – Local government planners

Hosted Idea Exchange Feb 24; 35 attendees to discuss concept of resilience and Colorado initiatives to prepare for natural hazards and other stresses like economic downturns.

Board Director One-on-Ones - February 2016

Performance Measure Info

Description: 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.

This measure reports the number of one on one Board member meeting conducted by the Executive Director.

This measure is associated with Outcome #1, Good relationships with Board members, and is associated with the Strengthen Partnering & Communication objective. Member outreach is key to continuing successful relationships with Board members while providing a forum to discuss challenges and opportunities.

This Period's Performance



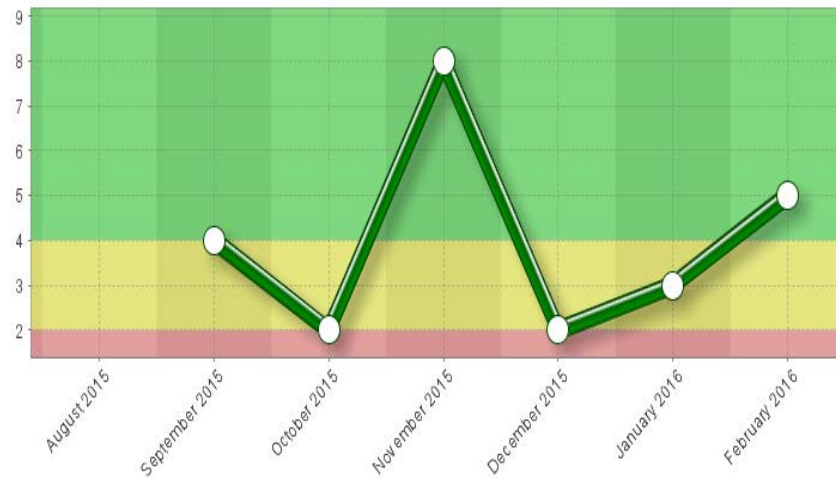
Actual Value: 5

Score: 8.333

Red Flag: 2

Goal: 4

Historical Performance



Series Color	Scorecard Object	Organization	Aug 2015	Sep 2015	Oct 2015	Nov 2015	Dec 2015	Jan 2016	Feb 2016
Green	Board Director One-on-Ones	Executive Office Scorecard		4	2	8	2	3	5

Notes

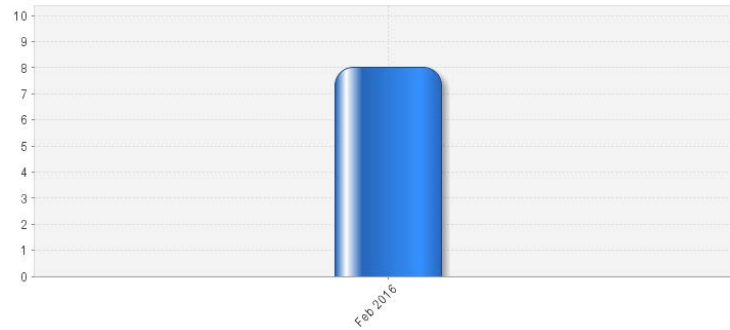
1:1 meetings with members-Matkowsky – Thornton, Dick – Federal Heights, Brockett – Boulder

Other 1:1 meetings conducted by staff include: Gilpin County Board of County Commissioners – Gail Watson (DRCOG Board Director), and Linda Isenhart, and Buddy Schmalz, Clear Creek County – Tom Hayden

New Board Director/Alternate On-Boarding - Feb 2016

<p>Performance Measure Info Description: This measure reports the number of new Board members and/or alternates attending the On-Boarding Program.</p>	<p>This Period's Performance Actual Value: 8</p>
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Historical Performance




Series Color	Scorecard Object	Organization	Series	Feb 2016
	New Board Director/Alternate On-Boarding	Executive Office Scorecard	Actual Value	8

Notes

Board member orientation Feb 25 – 4 Board Directors, 4 Board alternates, and 2 other elected officials attended.

Improve Legislation - February 2016

<p>Description: REPORTING, COMMUNICATION & OUTREACH</p> <p>Initiative #3: Expand outreach in support of DRCOG’s mission and vision.</p> <p>This objective focuses on improving existing legislation that is outdated or detrimental to residents of the DRCOG region. It includes changes to transportation and the Older American's Act, Air Quality standards legislation in addition to others that may be adversely affecting the region or the state as a whole.</p>	<p>This Period's Performance</p>  <p>Score:</p>
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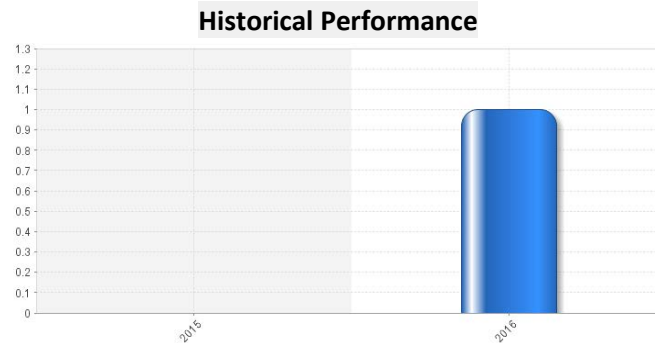
Series Color	Scorecard Object	Organization	Series	Feb 2016
	Improve Legislation	Executive Office Scorecard	Score	

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

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

***Supported Bill Success - 2016**

Performance Measure Info Description: This measure reports the number of bills supported by DRCOG that pass.	This Period's Performance Actual Value: 1
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Notes

Action Alert emailed to advocates statewide requesting support of joint memorial at legislature related to urging Congress to treat all seniors equitably in the Older Americans Act. The Senate passed the DRCOG’s joint memorial with 1 no vote and the House passed it out unanimously with all members signing on as cosponsors.

Washington, DC – OAA - Former Board Chair Millet, AAA Director Sanchez-Warren, Director Schaufele and DRCOG’s lobbyist traveled to DC in February to attend the policy conference of the National Association of Regional Councils (NARC), meet with the executive director of the National Association of Area Agencies on Aging (N4A) and members of Colorado’s Congressional delegation to discuss reauthorization of the Older Americans Act. We distributed maps showing how 62% of to remove the offending language and slightly raise the funds in the OAA to provide equity to older Americans across the country.

DRCOG staff are working on additional data analysis of the bills and potential new bill and developing visualization techniques to help tell the story of the OAA funding problems. This information is electronic and interactive and will be forwarded to peer AAAs, COGs, and Congressional delegations across the country to build the support needed to address the equity issue.

ATTACH B

MINUTES
BOARD OF DIRECTORS
WEDNESDAY, FEBRUARY 17, 2016

Members/Alternates Present

Jackie Millet, Chair	Lone Tree
Eva Henry	Adams County
Elise Jones	Boulder County
David Beacom	City & County of Broomfield
Tom Hayden	Clear Creek County
Crissy Fanganello	City & County of Denver
Roger Partridge	Douglas County
Don Rosier	Jefferson County
Bob Fifer	City of Arvada
Bob Roth	City of Aurora
Aaron Brockett	City of Boulder
Anne Justen	Town of Bow Mar
Lynn Baca	City of Brighton
Cathy Noon	City of Centennial
Laura Christman	City of Cherry Hills Village
Richard Champion (Alternate)	Town of Columbine Valley
Rick Teter	City of Commerce City
Steve Conklin	City of Edgewater
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
John Diak	Town of Parker
Sally Daigle	City of Sheridan
Rita Dozal	Town of Superior
Adam Matkowsky	City of Thornton
Herb Atchison	City of Westminster
Joyce Jay	City of Wheat Ridge
Gary Sanford	Denver Metro Homeless Initiative
Debra Perkins-Smith	Colorado Department of Transportation
Bill Van Meter	Regional Transportation District

Others Present: Jennifer Schaufele, Executive Director, Connie Garcia, Executive Assistant/Board Coordinator, DRCOG; Jeanne Shreve, Adams County; Bryan Weimer, Arapahoe County; Mac Callison, Aurora; George Gerstle, Boulder County; Joe Fowler, Douglas County; Steve Yates, Englewood; Dana Gutwein, Lakewood; Kent Moorman,

Thornton; Tim Kirby, Danny Herrmann, CDOT; Jennifer Cassell, George Dibble, Tomlinson & Associates; Trish Champion, Citizen; and DRCOG staff.

Chair Jackie Millet called the meeting to order at 6:34 p.m. Roll was called and a quorum was present.

Move to Approve Agenda

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

Report of the Chair

- Chair Jackie Millet reported the Regional Transportation Committee did not meet. She noted a special meeting was held to take action on the Longmont TIP amendment.
- Chair Millet noted that Elise Jones and Bob Fifer will be leading discussion of the Structure and Governance items on the agenda.
- Chair Millet reported she and Executive Director Schaufele made a visit to Washington DC to attend the National Association of Regional Councils conference. They also made hill visits to discuss inequities in the Older American's Act reauthorization bill with legislators. Bipartisan support has been received from all of Colorado's legislators. Information developed by DRCOG will be shared with other AAAs and COGs nationally.
- New alternates were recognized: Rex Bell, Brighton; Carrie Penaloza, Centennial; John Hamlin, Federal Heights; and Stephanie Walton, Lafayette. The Chair also recognized Dana Gutwein, the alternate from Lakewood.
- Chair Millet thanked members for their support during her time as Chair.
- It was noted that members of the Board will now be referred to as "Director."

Report of the Executive Director

- Executive Director Schaufele directed member's attention to handouts at the table; the annual awards event, an upcoming Board orientation session, a Metro Vision Idea Exchange, and an updated Board roster.
- Ms. Schaufele noted a Benefits and Value brochure has been mailed to all members. If there are questions, please contact her.
- DRCOG held a program at the Colorado History museum about homelessness among seniors.
- Ms. Schaufele reported she and Jayla Sanchez-Warren made an appearance on KEZW's No Copay Radio to discuss the Strategic Action Planning Group on Aging and the Older American's Act reauthorization.
- AARP national headquarters is interested in convening groups such as DRCOG to share ideas. Several agencies have agreed to participate.
- Ms Schaufele noted the materials DRCOG put together on the OAA reauthorization will be made available for those who are interested.

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 include:

- Minutes of January 16, 2016
- Approval of Federal Legislative Policy

Discussion of election of Officers and Administrative Committee members

Director Rakowsky presented a report on behalf of the Nominating Committee.

Laura Christman **moved** to elect Officers and appoint Administrative Committee members as recommended by the Nominating Committee. The motion was **seconded**. The Chair asked if there were nominations from the floor. No nominations were made from the floor. After discussion, the motion **passed** unanimously.

Discussion of changes to committee structure

Elise Jones reported on the Structure and Governance group. She noted the reasons for recommending changes to the committee structure include increasing Board engagement in the organization, increasing the depth of member engagement; increasing efficiency; and increasing fiduciary oversight of the organization. Director Jones noted the following changes are proposed:

- Formalize the Board Officer group as an Executive Committee. Responsibilities would include agenda setting, conflict resolution, process guidance, and receiving updates from newly-formed committees.
- Split the existing Administrative Committee into 2 committees.
 - Finance and Budget committee – focused on budget, receiving financial updates, reviewing audit reports, and reviewing and approving contracts. The Treasurer would chair this committee. The committee will be populated in a similar manner to the current Administrative Committee. One proposed change is to have appointments made for 2 years, staggered. The first year half the members would be appointed for one year, with the other half appointed for two years.
 - Performance and Engagement Committee – tasked with performing the annual evaluation of the Executive Director, engaging new members through onboarding, planning the Board workshop, and selecting award recipients for the annual awards event. This committee would meet at least quarterly. The DRCOG Secretary would chair this committee. Members will be selected in the same manner as for the Finance and Budget committee.
- Nominating Committee – member selection is proposed to change. A standing seat for the Immediate Past Chair and one for the City of Denver are proposed. Four additional members will be nominated by the Finance and Budget Committee and the Performance and Engagement Committee. Since those committees do not yet exist, an Ad Hoc Nominating Committee will be seated at the March Board meeting to recommend appointments for the two new committees. A call for interest will be

initiated for the two new committees, with members being selected in April, and the new committees commencing in May.

If this structure is approved, DRCOG counsel will be asked to draft the required amendments to the Articles of Association.

Some members expressed concern that Denver will have a permanent seat on the Nominating Committee. Crissy Fanganello noted that Denver is the capital city and doesn't have multiple cities within the county to represent them. She noted that the conversations at the Structure and Governance group have been well thought out and thoroughly discussed; members of the group are in agreement with the proposals.

Chair Millet noted the Structure/Governance group is asking for approval in concept for creating these new committees.

Ashley Stolzmann expressed concern with formalizing the Board Officers into an Executive Committee. She said this should be considered further, as there are numerous implications that come with formalizing the group as a public body. Ron Rakowsky noted the Executive Director could be considered Ex-Officio, and staff would not be included the same as elected officials.

Phil Cernanec **moved** to approve in concept the committee structure as proposed by the Structure and Governance group except for the Denver seat on the Nominating Committee. The motion was **seconded**. There was discussion.

It was noted a decision on the Nominating Committee does not have to occur at this time. It was noted that Counsel will be directed to proceed with drafting all necessary revisions to the *Articles of Association* at this time. If an agreement on the Nominating Committee issue is not reached at the next meeting, then that item can be pulled.

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

Discussion of Statement of Understanding

Members discussed updates made to the Statement of Understanding since the last meeting. Some members expressed concern with being asked to sign the statement, and asked if there is a consequence for members who do not wish to sign it. Some members noted they liked this revised version better.

Bob Fifer **moved** to include the Statement of Understanding in the onboarding materials. The motion was **seconded**. There was discussion. It was noted that new and existing members of the Board should be asked to sign the statement of understanding. A question was asked what happens if a Board Director refuses to sign the statement. A suggestion was made that perhaps acknowledgement of a Board member's role and responsibilities should be submitted to DRCOG as part of the letter appointing members and alternates, rather than having a separate piece of paper.

After discussion, the motion **passed** with 17 in favor and 15 opposed.

A suggestion was made that perhaps the Structure and Governance group should have a look at including the statement without a signature.

Herb Atchison **moved** to reconsider agenda item #11. The motion was **seconded**. The motion to reconsider **passed** with 29 in favor and 4 opposed.

Elise Jones **moved** to adopt the Statement of Understanding without a signature. The motion was **seconded** and **passed** with 1 opposed.

Discussion of the 2016 2021 TIP Review White Paper prepared by the TIP Review Work Group and possible further direction by the Board

Doug Rex provided an overview of the TIP Review white paper. The report included five recommendations: Develop a project selection process purpose statement for the TIP; further explore the regional/subregional dual project selection model; create a project selection process that places more emphasis on project benefits, overall value and return on investment; explore opportunities to exchange CDOT state funds with DRCOG federal funds; and evaluate off-the-top programs and projects.

Herb Atchison **moved** to accept the 2016-2021 TIP Review White Paper and direct staff to continue with the five recommendations. The motion was **seconded** and **passed** unanimously.

Discussion of participation in the Urban Sustainability Accelerator Program

Doug Rex updated members on the program, and outlined what Denver is being asked to do with regard to participation. Staff recommends having additional discussions with Mr. Liberty and the group to explore a proposed scope for future work. A question was asked if additional staff would be needed to participate in this program. Executive Director Schaufele reported that a need for additional staff is not anticipated. Members discussed the merits of participating in the program. Concern was expressed with DRCOG participating in this effort. A comment was made that if DRCOG goes down this path, it will be important to emphasize the suburban and rural areas of our region.

Elise Jones **moved** to direct staff to bring back to the Board. The motion was **seconded** and **passed** with 6 opposed.

Discussion of state legislative issues

Rich Mauro provided a status update on bills previously acted on, and discussed bills introduced since the last meeting. Members discussed each bill.

Mr. Mauro noted that the bills DRCOG supported last month are still moving through the process. SB 16-11 has been killed. Herb Atchison noted that he will testify in committee tomorrow on HB 16-1008.

HB 16-1161 – Allocate Senior Property Tax Exemption Money. Staff recommends a position of monitor for this bill.

Herb Atchison **moved** to monitor HB 16-116. The motion was **seconded** and **passed** unanimously.

HB 16-1175 – Senior Property Tax Exemption Administration. Staff recommends a position of monitor for this bill.

Ron Rakowsky **moved** to monitor HB 16-1175. The motion was **seconded** and **passed** unanimously.

HB 16-1187 – Sales and Use Tax Exemption Retirement Community Food. Staff recommends a position of support with amendment.

Phil Cernanec **moved** to support HB 16-1187 with amendment. The motion was **seconded** and **passed** unanimously.

HB 16-1242 – Supplemental appropriations Department of Human Services. Staff recommends a position of support.

Phil Cernanec **moved** to support HB 16-1242. The motion was **seconded** and **passed** unanimously.

Mr. Mauro distributed copies of the Joint House/Senate Memorial on the reauthorization of the Older Americans Act that eliminates the “hold harmless” provision. Staff asked for support of the Joint Memorial.

Phil Cernanec **moved** to support the Joint Memorial. The motion was **seconded** and **passed** unanimously.

HB 16-1138 – General fund transfers for State infrastructure. Staff is asking for Board Direction. Director Partridge noted perhaps this bill will not progress.

Elise Jones **moved** to monitor HB 16-1138. The motion was **seconded** and **passed** unanimously.

HB 16-1169 – Ute Representatives for the State Transportation Advisory Committee. Staff recommends a position of support.

Elise Jones **moved** to support HB 16-1169. The motion was **seconded** and **passed** unanimously.

SB 16-123 – Free access to High Occupancy Vehicle lanes. Staff requested Board direction.

Tom Hayden **moved** to oppose SB 16-123. The motion was **seconded** and **passed** with 24 in favor and 3 opposed.

Ron Rakowsky **moved** to ask Director Atchison to testify in opposition to SB 16-123. The motion was **seconded** and **passed** with 24 in favor and 3 opposed.

Committee Reports

State Transportation Advisory Committee – Elise Jones reported the Freight Advisory Council continues to meet. The Committee received a detailed description of the FAST bill; and reports on CDOT’s 10-year development plan, SB 228 funding forecast, and the federal lands access program.

Metro Mayors Caucus – Cathy Noon reported the Metro Mayors received legislative updates, an update on CML’s work on the simplified sales tax, a report on statewide transportation polling for a possible ballot initiative, and they formed a public safety committee.

Metro Area County Commissioners – Elise Jones reported the MACC held an organizational meeting to set the Commissioner’s agenda for the year.

Advisory Committee on Aging – No report was provided.

Regional Air Quality Council – Jackie Millet noted the 3 subcommittees continue to meet on State Implementation Plan development. The Council approved a contract for the Ozone Aware outreach and education program.

E-470 Authority – Ron Rakowsky reported the E-470 Authority has a new Board Chair, Josh Martin from Parker. The Authority has a new Executive Director, Tim Stewart, former Executive Director of the Oklahoma Turnpike Commission.

Report on FasTracks – Bill Van Meter noted the RTD Board took action to change the FasTracks Citizens Advisory Committee’s charter from a focus on FasTracks to agency-wide issues. They received a report on the North Metro operations and maintenance and a preview of service plans for the B (Westminster) and G (Gold) lines.

Next meeting – **March 16, 2016**

Other matters by members

No other matters were discussed.

Adjournment

The meeting adjourned at 9:20 p.m.

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

ATTEST:

Jennifer Schaufele, Executive Director

ATTACH C

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
March 16, 2016	Action	9

SUBJECT

This action concerns adoption of amendments to the [2040 Fiscally Constrained Regional Transportation Plan \(2040 FC-RTP\)](#).

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the 2015 Cycle 2 amendments to the 2040 FC-RTP; the amended RTP meets federal fiscal constraint and air quality conformity requirements.

ACTION BY OTHERS

March 15, 2016 – RTC will be acting on a recommendation.

[February 22, 2016](#) – TAC recommended approval of proposed 2015 Cycle 2 amendments.

SUMMARY

The 2040 FC-RTP 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 FC-RTP up to twice a year if requested by project sponsors. The following proposed amendments were received in the current RTP amendment cycle (2015 Cycle 2):

C-470 new managed toll express lanes	Advance the construction timeframe of eastbound segment from Wadsworth Blvd. to Platte Canyon Rd.
I-70 East reconstruction & new managed lanes	Change project scope to 1 managed lane in each direction. Reflect "Phase I" segment from I-25 to Chambers Rd.
Pena Blvd./Tower Rd.	Construct missing on-ramp to westbound Pena Blvd.
Tower Rd.	Adjust timeframes of widening segments (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 1) further describes the proposed 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 companion air quality conformity documents.

A public hearing on the proposed amendments to the 2040 FC-RTP was held before the DRCOG Board on January 20, 2016. Oral testimony and accompanying written materials were provided by one speaker opposed to the I-70 East reconstruction and widening project. Attachment 2 is a summary of the public hearing testimony received. Finally, the state Air Quality Control Commission (AQCC) approved the air quality conformity determinations associated with the proposed amendments at its February 18, 2016 meeting.

PREVIOUS DISCUSSIONS/ACTIONS

[October 21, 2015](#) – Board approved inclusion of all proposed 2015 Cycle 2 projects in air quality conformity modeling networks.

PROPOSED MOTION

Move to adopt a resolution approving the 2015 Cycle 2 Amendments to the *2040 Fiscally Constrained Regional Transportation Plan*, along with the *2015 Cycle 2 Amendments to the Denver Southern Subarea 8-hour Ozone Conformity Determination* and the *2015 Cycle 2 Amendments to the CO and PM10 Conformity Determination*, concurrently.

ATTACHMENTS

1. Draft Summary Report of the 2015 Cycle 2 Amendments to *2040 Fiscally Constrained Regional Transportation Plan*
2. Summary of Written and Oral Testimony Received for the 2015 Cycle 2 Amendments to the *2040 Fiscally Constrained Regional Transportation Plan*
3. Draft resolution
4. Staff presentation

Links:

[DRCOG CO and PM10 Conformity Determination](#)

[Denver Southern Subarea 8-hour Ozone Conformity Determination](#)

ADDITIONAL INFORMATION

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

ATTACHMENT 1

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

Draft: February 16, 2016

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 several projects from one air quality conformity staging period to another. As with roadway capacity amendments, these requests are to reflect current project

ATTACHMENT 1

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 (E-470 Authority): 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 (Wheat Ridge): 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,

ATTACHMENT 1

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.

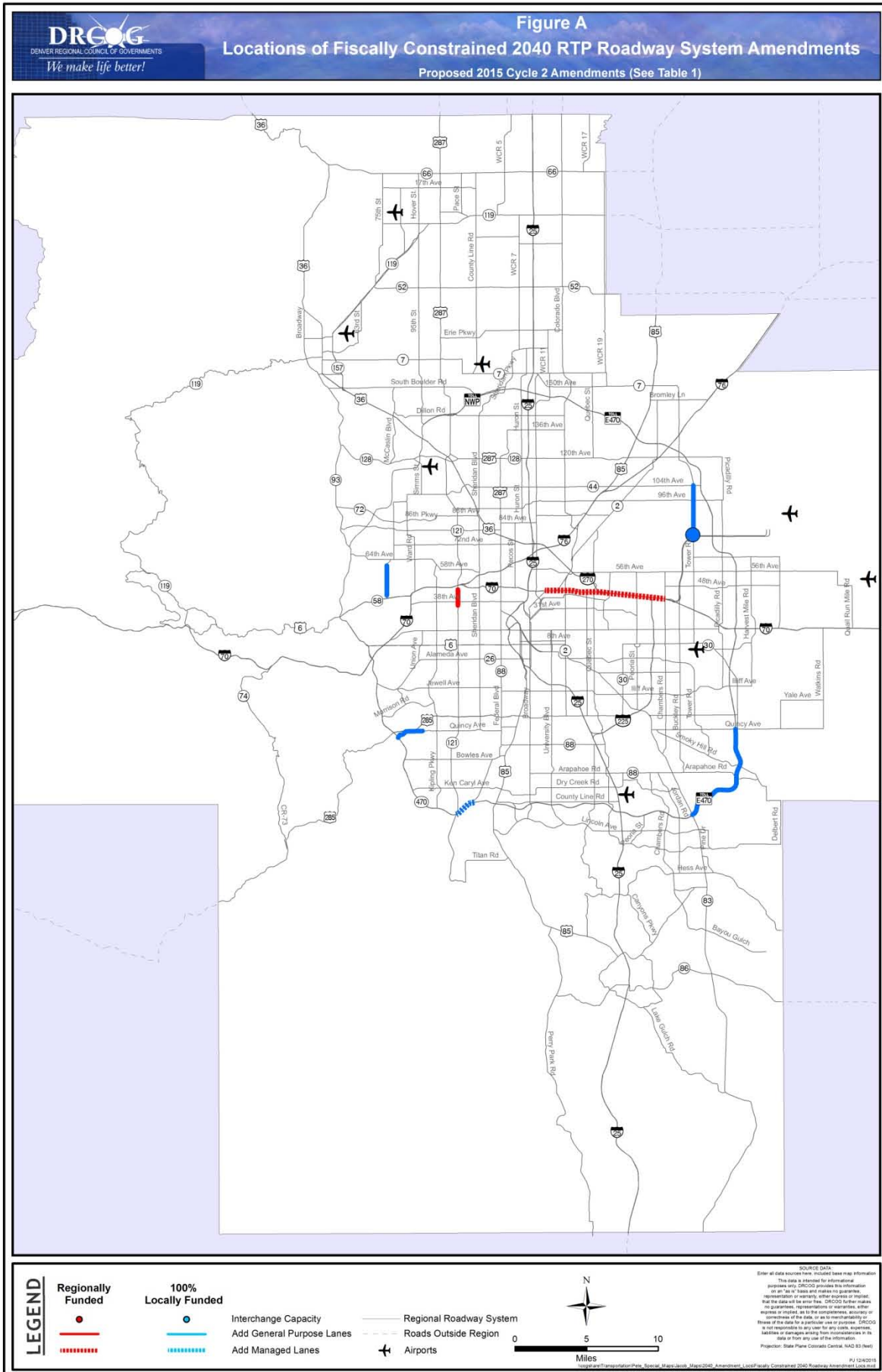
ATTACHMENT 1

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

ATTACHMENT 1



ATTACHMENT 2

2015 Cycle 2 Amendments to the 2040 Fiscally Constrained Regional Transportation Plan Summary of Written and Oral Testimony Received (During the Public Comment Period from December 22, 2015 to January 20, 2016 Hearing)

This document summarizes the written (letters, emails, online submittals) and oral testimony received by the Denver Regional Council of Governments (DRCOG) regarding the proposed amendments. No testimony was received prior to the public hearing. One person provided the following oral and written testimony at the hearing:

Oral Testimony

Becky English of the Sierra Club presented documents and testified that the I-70 East Final Environmental Impact Statement (FEIS – January 2016) does not adequately address public health and pollution impacts, alternatives, or mitigation measures for the neighborhoods surrounding the project. She asked that DRCOG investigate the relationship between the emissions from the I-70 project and health impacts in the surrounding neighborhoods (Globeville, Elyria, and Swansea). She asked DRCOG to protect the residents of these neighborhoods by removing truck emissions from the I-70 segments where the FEIS modeling shows exposure to particulate matter emitted from the highway will be greatest.

Materials provided by Ms. English in conjunction with her public hearing testimony:

- [Sierra Club Comments on Amendment to DRCOG Regional Transportation Plan for the Proposed Addition of the Revised I-70 Project](#) (January 20, 2016)
- [Sierra Club Comments on the Addition of the Proposed I-70 Expansion Project to the Denver Regional Transportation Plan and Transportation Improvement Program](#)
- [Amendments to Federal Transportation Planning Law Require Regional Transportation Plans to 'Minimize Fuel Consumption' and 'Air Pollution'](#)
- Article: [Trends of Non-Accidental, Cardiovascular, Stroke and Lung Cancer Mortality in Arkansas are Associated with Ambient PM-2.5 Reductions](#) (International Journal of Environmental Research and Public Health)
- Article: [Associations of Mortality with Long-Term Exposures to Fine and Ultrafine Particles, Species and Sources: Results from the California Teachers Study Cohort](#) (Environmental Health Perspectives)
- Article: [Near-Roadway Air Pollution and Coronary Heart Disease: Burden of Disease and Potential Impact of a Greenhouse Gas Reduction Strategy in Southern California](#) (Environmental Health Perspectives)

DRCOG staff response

Staff has documented the concerns expressed regarding the I-70 East project (as defined in the FEIS). A component of the FEIS project was originally approved for inclusion in the 2040 FC-RTP adopted in February 2015. CDOT's proposed amendment adjusts the project's fiscally constrained eastern end point to Chambers Road. The 2040 FC-RTP, as amended, remains fiscally constrained per federal requirements, and will not violate federal air quality conformity standards as demonstrated in the two companion air quality conformity documents.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____, 2016

A RESOLUTION TO ADOPT THE 2015 CYCLE 2 AMENDMENTS TO THE 2040 FISCALLY CONSTRAINED REGIONAL TRANSPORTATION PLAN AND THE ASSOCIATED 2015 CYCLE 2 AMENDMENTS CO AND PM-10 CONFORMITY DETERMINATION AND THE 2015 CYCLE 2 AMENDMENTS DENVER SOUTHERN SUBAREA 8-HOUR OZONE CONFORMITY DETERMINATION, CONCURRENTLY.

WHEREAS, the Denver Regional Council of Governments, as the Metropolitan Planning Organization, is responsible for the operation and maintenance of the continuing planning process designed to prepare and adopt transportation plans and programs; and

WHEREAS, the transportation planning process within the Denver region is carried out by the Denver Regional Council of Governments through a cooperative agreement with the Regional Transportation District and the Colorado Department of Transportation; and

WHEREAS, state and federal statutes require the Denver Regional Council of Governments to adopt and obtain federal certification for its Regional Transportation Plan every four years; and

WHEREAS, the *2040 Fiscally Constrained Regional Transportation Plan* was prepared by the Denver Regional Council of Governments in cooperation with the Regional Transportation District and the Colorado Department of Transportation and adopted on February 18, 2015; and

WHEREAS, Section 176(c) of the federal Clean Air Act as amended requires that the Metropolitan Planning Organization not give its approval to a transportation plan or program unless such plan or program conforms to an approved or promulgated implementation plan for air quality; and

WHEREAS, the amendments to the *2040 Fiscally Constrained Regional Transportation Plan* reflect changes to the regional transportation network maps, including highway and transit facilities that can reasonably be provided over a 20-year time horizon; and

WHEREAS, the updated financial plan of the *2040 Fiscally Constrained Regional Transportation Plan* meets fiscal constraint based on a reasonable estimate of funds available from 2016 to 2040; and

WHEREAS, an air quality analysis of the amended *2040 Fiscally Constrained Regional Transportation Plan* has been prepared consistent with the requirements of the Clean Air Act as amended, and regulations promulgated by the U. S. Environmental Protection Agency, which indicates that the amended *2040 Fiscally Constrained Regional Transportation Plan* and *2012-2017 Transportation Improvement Program* conform to the State Implementation Plan for Air Quality; and

A RESOLUTION TO ADOPT THE 2015 CYCLE 2 AMENDMENTS TO THE 2040 FISCALLY CONSTRAINED REGIONAL TRANSPORTATION PLAN AND THE ASSOCIATED 2015 CYCLE 2 AMENDMENTS CO AND PM-10 CONFORMITY DETERMINATION AND THE 2015 CYCLE 2 AMENDMENTS DENVER SOUTHERN SUBAREA 8-HOUR OZONE CONFORMITY DETERMINATION, CONCURRENTLY.

Resolution No. _____

Page 2

WHEREAS, a public hearing before the Denver Regional Council of Governments was held on January 20, 2016 and comments received on the amendments to the *2040 Fiscally Constrained Regional Transportation Plan* were addressed; and

WHEREAS, the Transportation Advisory Committee and the Regional Transportation Committee have recommended that the Board of Directors adopt the proposed amendments to the *2040 Fiscally Constrained Regional Transportation Plan* and accompanying air quality conformity determinations.

NOW, THEREFORE, BE IT RESOLVED that, pursuant to its *Articles of Association*, and the authority granted under sections 30-28-106 and 43-1-1101 through 1105 of the Colorado Revised Statutes, as the Metropolitan Planning Organization for the Denver Region, the Denver Regional Council of Governments hereby adopts the amendments to the *2040 Fiscally Constrained Regional Transportation Plan* as described in the document titled *Summary Document of the 2015 Cycle 2 Amendments to the 2040 Fiscally Constrained Regional Transportation Plan*. This plan, as amended herein, supersedes any Regional Transportation Plan previously adopted by the Denver Regional Council of Governments.

BE IT FURTHER RESOLVED that the Board of Directors of the Denver Regional Council of Governments, and as the Metropolitan Planning Organization, hereby determines that the amended *2040 Fiscally Constrained Regional Transportation Plan* conforms to the applicable implementation plans approved or promulgated under the Clean Air Act, as amended, by virtue of the demonstrations incorporated in the 2015 Cycle 2 Amendments *CO and PM-10 Conformity Determination*, and the 2015 Cycle 2 Amendments *Denver Southern Subarea 8-Hour Ozone Conformity Determination*, concurrently.

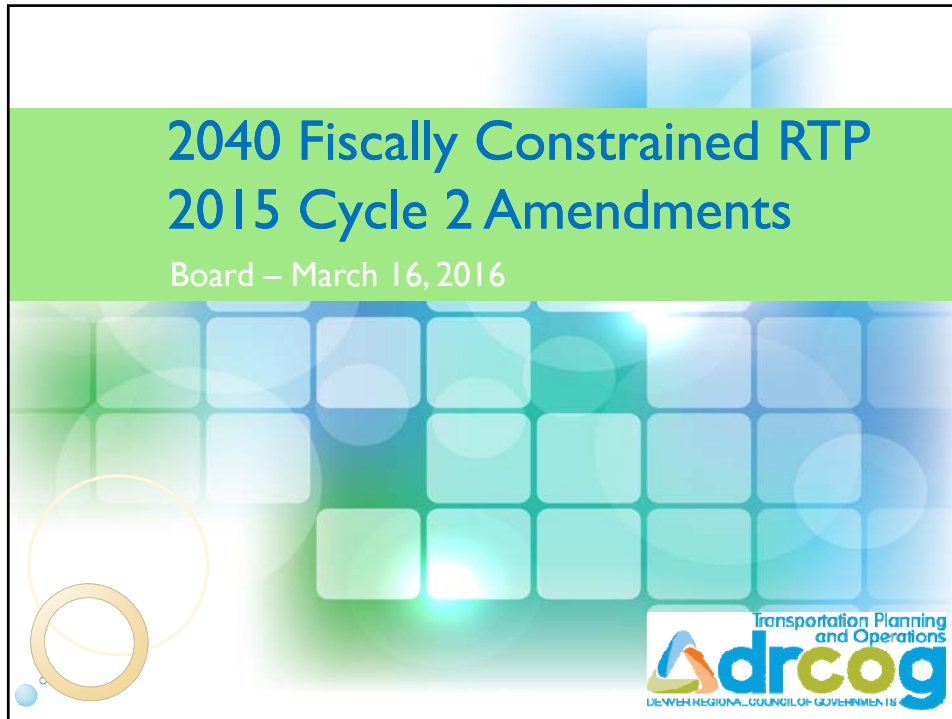
BE IT FURTHER RESOLVED that the Chair of the Denver Regional Council of Governments is hereby authorized to certify copies of the plan amendments to all counties and municipalities lying wholly or partly in the Denver region.

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

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



ATTEST:

Jennifer Schaufele, Executive Director

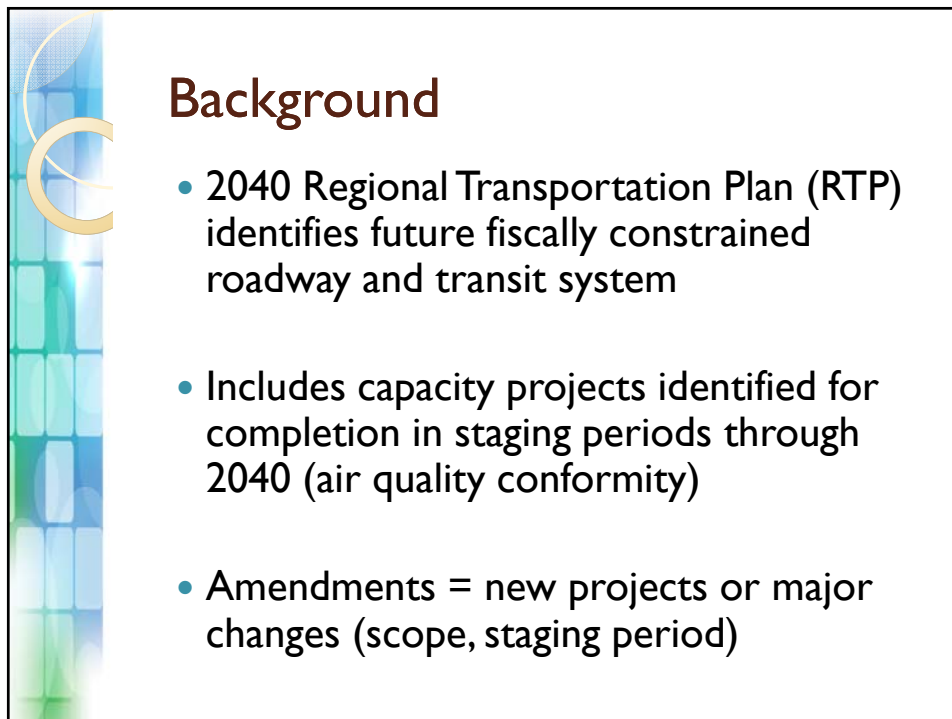


2040 Fiscally Constrained RTP 2015 Cycle 2 Amendments

Board – March 16, 2016



Transportation Planning
and Operations
drcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS



Background

- 2040 Regional Transportation Plan (RTP) identifies future fiscally constrained roadway and transit system
- Includes capacity projects identified for completion in staging periods through 2040 (air quality conformity)
- Amendments = new projects or major changes (scope, staging period)

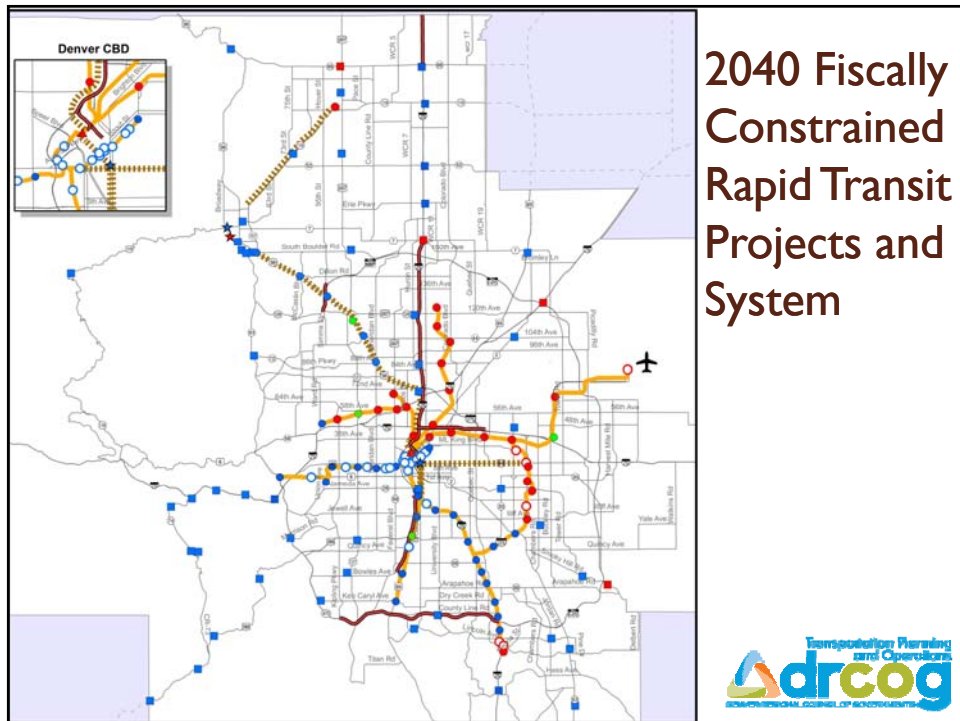
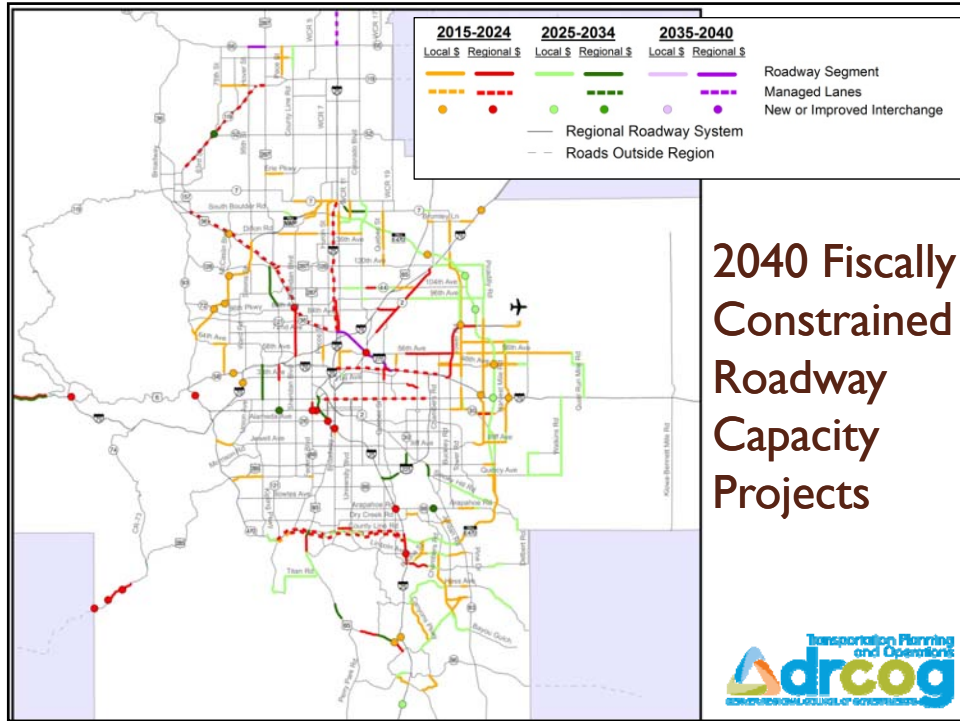
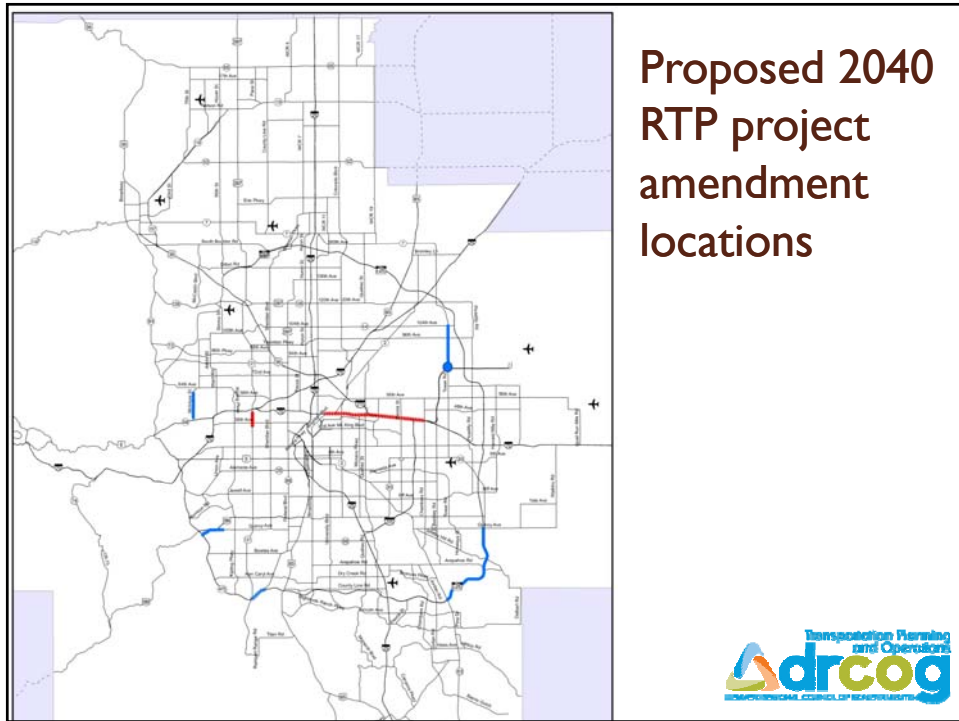


Table 1
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Sponsor	Project Location	Current RTP Project Description	Type of Change to the FC-2035-RTP	Model Network Staging Period
CDOT	<u>C-470 (New Managed Toll Express Lanes):</u> • EB: Wadsworth Blvd. to I-25	Advance eastbound segment (1 new lane 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





Public Input

- 30 day public comment period
 - Notification: website, email blast, postcards, newspaper, etc.
 - Public comment encouraged at TAC, RTC
- Public hearing
 - Capstone of public comment period
 - Usually held one month before Board action



Air Quality Conformity

- 2040 RTP must address ozone and other pollutants (carbon monoxide, PM-10)
- Proposed amendments included in the regional model transportation networks
 - Conformity process takes several months
- Amended 2040 RTP passed pollutant emission tests for regional air quality conformity

Proposed Motion

Move to adopt a resolution approving the 2015 Cycle 2 Amendments to the 2040 *Fiscally Constrained Regional Transportation Plan*, along with the 2015 Cycle 2 Amendments to the Denver Southern Subarea 8-hour Ozone Conformity Determination and the 2015 Cycle 2 Amendments to the CO and PM10 Conformity Determination, concurrently.

2040 Fiscally Constrained RTP 2015 Cycle 2 Amendments

Board – March 16, 2016



ATTACH D

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
March 16, 2016	Action	10

SUBJECT

DRCOG's transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program (TIP), taking place on an as-needed basis. Typically, these amendments involve the deletion 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

March 15, 2016 – RTC will act on a recommendation.
[February 22, 2016](#) – TAC recommended approval.

SUMMARY

Projects to be amended are shown below and listed in the attachment. Highlighted items in the attachment 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.

- **2012-043: I-25/Arapahoe Rd Interchange Reconstruction – move project into the current TIP and add funds.**
CDOT has requested this project be moved from the 2012-2017 TIP to the 2016-2021 TIP in order to accurately reflect funds for the project in FY 2016 and FY 2017. Prior funding was also adjusted to reflect funds spent to date. This is a requirement to bring the project into the construction phase.
- **2012-087: Arapahoe Rd and Yosemite St Intersection Operational Improvements – move project into current TIP.**
This is a companion project to the project noted above (2012-043). Due to its proximity, CDOT is constructing both projects at the same time and has requested it be moved from the 2012-2017 TIP to the 2016-2021 TIP.
- **New Project: RoadX Pool – create pool to fund projects in the CDOT RoadX program.**
The purpose of the CDOT RoadX program is to support technologically innovative transportation projects for the next generation of Colorado's roads.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

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

ATTACHMENTS

1. Proposed TIP Amendments
2. Draft resolution

ADDITIONAL INFORMATION

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

2012-043: Move project from the 2012-2017 TIP to the 2016-2021 TIP, add funding type and funding. The Prior Funding column in the Revised Funding Table accurately reflects funds spent on the project from 2012 to 2015.

Existing (In 2012-2017 TIP)

Title: **I-25/Arapahoe Rd Interchange Reconstruction**

Project Type: **Roadway Capacity**

TIP-ID: **2012-043**

STIP-ID: **SDR6745.041**

Open to Public:

Sponsor: **Arapahoe County**

Project Scope

Reconstruction of I-25 and Arapahoe Rd Interchange and ancillary improvements outlined in the FONSI, including operational characteristics and improved accessibility of the Arapahoe Rd LRT Station.

STP-Metro funds are being used for the design of the EA/FONSI recommended alternative.

State funding was added per the RAMP program.



Affected Municipality(ies)	Affected County(ies)	Project Phases	
Centennial	Arapahoe	Year	Phase
		2013	Initiate Design

Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
Federal (STP-M)		\$0	\$4,200	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
State (R P P)		\$0	\$0	\$0	\$2,400	\$48,000		
Local		\$0	\$1,800	\$0	\$600	\$12,000		
Total	\$0	\$0	\$6,000	\$0	\$3,000	\$60,000	\$0	\$69,000

Revised Funding Table (for the 2016-2021 TIP)

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
Federal (STP-M)		\$0	\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
State (R P P)		\$0	\$0	\$0	\$0	\$0		
State (RMP)		\$20,000	\$25,200	\$0	\$0	\$0		
Local		\$5,700	\$8,000	\$0	\$0	\$0		
Total	\$17,300	\$25,700	\$33,200	\$0	\$0	\$0	\$0	\$76,200

2012-087: Move project from the 2012-2017 TIP to the 2016-2021 TIP in conjunction with TIP ID 2012-043 for construction.

Existing (In 2012-2017 TIP)

Title: **Arapahoe Rd and Yosemite St Intersection Operational Improvements** Project Type: **Roadway Operational Improvements**

TIP-ID: **2012-087**

STIP-ID: **SDR6745.033**

Open to Public:

Sponsor: **Arapahoe County**

Project Scope

Project's improvements are comprised of the following: 1. A second northbound left-turn lane on Yosemite St at Arapahoe Rd. 2. Widening of the north and south legs of Yosemite St at Arapahoe Rd for lane alignment. 3. Northbound right-turn lane on Yosemite St at the Yosemite Ct signalized intersection. 4. Raised median with curb and gutter on Yosemite St for 500 feet north and south of Arapahoe Rd. 5. Noise barrier along the west side of Yosemite St south of Arapahoe Rd. Noise barrier will be at back property line of residences, extending approximately 500 feet south of the corner businesses, and will be eight to eleven feet high.



Affected Municipality(ies)	Affected County(ies)	Project Phases	
Centennial	Arapahoe	Year	Phase
Greenwood Village		2014	Initiate Design
		2015	Initiate Construction

Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
Federal (STP-M)		\$0	\$0	\$500	\$2,500	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$333	\$1,667	\$0		
Total	\$0	\$0	\$0	\$833	\$4,167	\$0	\$0	\$5,000

Revised Funding Table (for the 2016-2021 TIP)

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (STP-M)		\$0	\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Total	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000

Request: Create new pool to fund CDOT RoadX program.

New Project

Title: **RoadX Pool**

Project Type:

TIP-ID: **Request**

STIP-ID:

Open to Public:

Sponsor: **CDOT**

Project Scope

Pool will contain projects designed to improve operations, maintenance and safety of the highway system by utilizing the latest technology.

Projects include:

- I-25 Managed Motorway, which will enhance ramp meters to improve traffic flow on I-25
- I-70 Connected Vehicles, which will utilize Dedicated Short-Range Communications and cell phone technology to improve data collection, allowing better informed and more timely delivery of ITS and other roadway management alternatives.



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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
I-25 Managed Motorway Pilot	Ridgegate to Broadway	\$7,600	I-70 Connected Vehicles Pilot	Summit County to C-470	\$11,200			
Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
State (TCC)		\$5,300	\$5,300	\$5,300	\$2,900	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Total		\$0	\$5,300	\$5,300	\$5,300	\$2,900	\$0	\$18,800

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.

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

ATTEST:

Jennifer Schaufele, Executive Director

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 #
March 16, 2016	Action	11

SUBJECT

Discussion concerning integrating the [Denver Regional Mobility & Access Council \(DRMAC\)](#) into DRCOG.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends Board approval to proceed with integrating DRMAC into DRCOG.

ACTION BY OTHERS

N/A

SUMMARY

At its November 2015 meeting, the DRCOG Board approved staff proceeding with due diligence to explore integrating DRMAC into DRCOG. DRMAC was established in 2005 (with DRCOG as a founding member) to improve transportation for mobility challenged populations throughout the Denver region through coordination, education, and information. The DRMAC Board requested the due diligence evaluation recognizing the overlap in services, service area, and benefits achieved in economies of scale – and with an intention of improving taxpayer investment and service delivery to each agency's existing and future clients.

Based on the findings of the due diligence, staff determined integrating DRMAC into DRCOG is financially and operationally feasible. The due diligence included DRCOG's attorney, auditors, insurance agents, and staff reviewing DRMAC's finances, contracts, and other documents. DRCOG staff also consulted with DRMAC's Board, fiscal sponsor (Colorado Non-Profit Development Center) and primary funder (CDOT). These stakeholders support DRMAC integrating into DRCOG, and have ensured DRMAC's grant revenue contracts can be transferred to DRCOG.

Based on the due diligence work described above, staff believes there are no financial or legal barriers to integrating DRMAC into DRCOG and, there is meaningful opportunity for funding and service efficiencies which can be used to fund increased transportation for vulnerable populations in our region, especially older adults and individuals with disabilities.

Staff recommends the Board approve the integration of DRMAC into DRCOG. Upon adoption, staff will proceed with DRMAC to complete the integration. Due to the complexity of the process, staff anticipates completing the integration prior the end of 2016.

PREVIOUS DISCUSSIONS/ACTIONS

[November 18, 2015 Board Meeting](#)

PROPOSED MOTION

Move to adopt a resolution approving the integration of DRMAC into DRCOG.

ATTACHMENTS

1. Draft resolution

Link: [DRMAC website](#)

ADDITIONAL INFORMATION

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____, 2016

A RESOLUTION APPROVING THE INTEGRATION OF THE DENVER REGIONAL MOBILITY & ACCESS COUNCIL INTO THE DENVER REGIONAL COUNCIL OF GOVERNMENTS.

WHEREAS, the Denver Regional Mobility & Access Council was established in 2005 to improve transportation for mobility challenged populations throughout the Denver region through coordination, education, and information; and

WHEREAS, the Denver Regional Council of Governments is a founding member of the Denver Regional Mobility & Access Council and, as the region's federally-designated Metropolitan Planning Organization, is responsible for regional coordination and selecting federally-funded transportation projects; and

WHEREAS, the Denver Regional Council of Governments' Area Agency on Aging is responsible for funding transportation services for older adults, persons of all ages residing in nursing homes and assisted living facilities, individuals with disabilities, and veterans; and

WHEREAS, recognizing the overlap in services, service area, and potential benefits in economies of scale to improve taxpayer investment and service delivery to both agencies' clients, the Board of the Denver Regional Mobility & Access Council asked the Denver Regional Council of Governments to conduct due diligence to explore integrating the Denver Regional Mobility & Access Council into the Denver Regional Council of Governments; and

WHEREAS, based on the due diligence findings, the Denver Regional Council of Governments has determined that integrating the Denver Regional Mobility & Access Council into the Denver Regional Council of Governments is financially and operationally feasible.

NOW, THEREFORE, BE IT RESOLVED that the Denver Regional Council of Governments hereby approves integrating the Denver Regional Mobility & Access Council into the Denver Regional Council of Governments.

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

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

ATTEST:

Jennifer Schaufele, Executive Director

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 #
March 16, 2016	Action	12

SUBJECT

Participation in the Urban Sustainability Accelerator program to explore improving transportation investment decision-making.

PROPOSED ACTION/RECOMMENDATIONS

Staff requests direction on participating in the Urban Sustainability Accelerator program.

ACTION BY OTHERS

NA

SUMMARY

In late 2015, representatives of the Urban Sustainability Accelerator (USA) program at Portland State University contacted DRCOG about possible participation in a peer group focusing on transportation investment decision-making. At its February meeting, the Board discussed the merits of participating in the USA program and directed staff to coordinate with USA in the development of a proposed scope of work for the Board's consideration.

USA has provided the following information (attached):

- A cover letter addressing many of the questions raised by Board members at February's meeting, such as: value of participating for DRCOG; relationship to the Mobility Choice Blueprint; partnerships; etc.
- Scope of Work: specifics about the work to be performed by USA over the term of the project and the desired outcomes. Information about the USA leadership team is also provided. The USA program would provide facilitation, process, and technical assistance to help DRCOG improve the TIP process and outcomes.

DRCOG staff recommends participating in the program contingent on the participation of peer MPOs in order to receive the best possible value. Staff believes the program addresses the Board's desire to take a fresh look at the TIP allocation process. Program participation will also augment the TIP Review Work Group's discussion over the next year to further explore the recommendations of the 2016-2021 TIP Review White Paper.

Staff acknowledges the proposed arrangement with USA is not a traditional consulting services contract and may appear to be somewhat ambiguous at this time. If the Board decides to proceed, staff will carefully manage time and resources to ensure DRCOG's participation is meaningful and leads to the successful implementation of outcomes.

PREVIOUS BOARD DISCUSSIONS/ACTIONS

[February 17, 2016](#)

PROPOSED MOTION

Move to direct staff regarding participation in the Urban Sustainability Accelerator program.

ATTACHMENTS

1. Cover letter
2. USA Scope of Work/Description of Program
3. Staff Presentation

ADDITIONAL INFORMATION

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

College of Urban and Public Affairs

Nohad A. Toulan School of Urban Studies and Planning

Urban Sustainability Accelerator

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Ms. Jennifer Schaufele, Executive Director
Mr. Doug Rex, Transportation Planning and Operations Director
Denver Regional Council of Governments
1290 Broadway, Suite 100
Denver, CO 80203-5606

March 6, 2016

Dear Jennifer and Doug,

Accompanying this cover letter is a description of and outline for our proposed assistance to the Denver Regional Council of Governments and its project partners. Our goal is to help you make important improvements to the Transportation Improvement Program for the region.

The document addresses the questions posed by some of your Board members at your last Board meeting. However, I want to respond to some of these questions more directly and succinctly in this letter.

How much of DRCOG's staff time will this project require?

The core of this project is helping you to devise and implement improvements to the Transportation Improvement Program process, including recommendations made in the February 2016 White Paper on the TIP process. In that sense we assume it is not a new task but a part of your regular agency efforts. The degree to which this project requires additional staff and Board time is something DRCOG decides and controls. It is also important to note that this project will probably entail significant time contributions to your effort by people and organizations outside DRCOG, a supplement rather than a subtraction to your staff resources.

What do we get for our \$50,000? Do we get good value for our money?

The cost and value of what DRCOG will receive will be significantly greater than the \$50,000 participation fee because the program receives third-party funding from the Institute for Sustainable Solutions at Portland State University and The Summit Foundation. Once the cohort is confirmed, USA will seek additional foundation funding. DRCOG will also benefit from donated professional services from USA's roster of over 100 expert advisers. Finally, there will be no charge for our organizational services and visits provided before July 1. How much is the

additional support worth? An indication is provided by the value of the assistance received by Mid-Michigan's Tri-County Regional Planning Commission during the current year. TCRPC paid a \$30,000 participation fee. As of January 2016 TCRPC had received about \$53,000 in services and expense support, with another five months of assistance yet to be provided.

What is the relationship of this project with the regional Mobility Choice Blueprint project proposed by former Colorado Department of Transportation Director Don Hunt?

The Mobility Choice Blueprint project addresses issues that seem to overlap with DRCOG's TIP process and its effort to improve that process. It is entirely possible that this USA project could complement and supplement the Regional Mobility Vision. USA's leadership can work with DRCOG to explore the possibilities for collaboration with Mr. Hunt and his team.

Will it involve working with Colorado DOT and the Denver Regional Transportation District?

USA would welcome those agencies' participation in the project, but whether and how they participate is a decision for DRCOG.

Who will be providing direction and assistance from the Urban Sustainability Accelerator?

USA's transportation investment improvements project has a three-person leadership team:

Robert Liberty - former elected Metro Councilor (Portland, Oregon MPO and regional service government), with 35 years of experience with state and metropolitan transportation and land use plan implementation, current Director of the Urban Sustainability Accelerator and Institute for Sustainable Solutions at Portland State University.

Lynn Peterson - former Secretary (CEO) of Transportation for Washington State, former transportation policy adviser to the Governor of Oregon, former County Commission Chair, transit system strategic policy adviser, and transportation forecaster, with three degrees in civil engineering and urban and regional planning.

Sam Seskin - has more than 40 years of experience with regional, state, national and international projects and plans that integrate transportation and sustainable development. He led the development of Mosaic, Oregon's innovative system- and project-planning method, and INVEST, FHWA's national guidance document on sustainable roadway planning, development, operations and maintenance.

The project will also draw on USA's [expert advisers in transportation](#) including people with decades of experience in:

- integrating land use and transportation
- traffic engineering and contextual roadway design
- active transportation
- transportation modeling
- transit system policies, design and operations

- NEPA compliance
- transportation cost-benefit analysis

USA's full [roster of expert advisers includes other people with experience directly relevant to this project](#), including experts in:

- Economic development and its relationships to transportation investments
- Transit supportive development
- Transportation and regional planning governance
- Public opinion research about issues of transportation investments and policies
- Infill and redevelopment
- Strategies and stages for arterial corridor redevelopment
- MPO Board members and senior staff who understand the challenges of change in regional governments

Who will the other members of this cohort be? (DRCOG's involvement will be part of an effort that involves similar agencies and projects from other states.)

USA's goal is to launch the project with a cohort of three to five MPOs or regional planning agencies working on similar issues and preferably of roughly comparable sizes. The other regions with which the USA leadership team is discussing participation in the cohort are the Wasatch Front Regional Council, the Puget Sound Regional Council of Governments and the Centralina (Charlotte, NC region) Council of Governments. We have also had conversations with representatives from the South Carolina State Infrastructure Bank, the city and MPO of Anchorage, and other agencies.

We welcome any additional questions you or your Board members or potential partners have about the value of participation in our Urban Sustainability Accelerator transportation investment improvements program.

Sincerely,

A handwritten signature in blue ink that reads "Robert Liberty". The signature is fluid and cursive, with a long horizontal line extending to the right from the end of the name.

Robert Liberty, Director

ATTACHMENT 2

Proposed Denver Region TIP Improvement Assistance Program Urban Sustainability Accelerator

March 6, 2016

A. Summary

The Urban Sustainability Accelerator (USA) at Portland State University, with its history of creating and working with partnerships to help urban areas implement their sustainability plans and policies (including economic and social as well as environmental sustainability), offers the Denver Regional Council of Governments and its partners the opportunity for expert assistance in improving regional transportation investment decisions.

The purpose of the assistance is to help DRCOG, working with its partners, to explore, develop, and implement an improved Transportation Improvement Program (TIP) that addresses the region's transportation goals and needs, including, importantly, the implementation of DRCOG's Metro Vision. This assistance will supplement and augment the scheduled work of the TIP Review Work Group.

USA proposes to do this by working with DRCOG and its partners to, as a first step, assemble an implementation team made up of the people and organizations necessary to the success of the effort. That implementation team will include DRCOG Board members, DRCOG senior staff, and, as DRCOG's leadership determines, senior leadership from other transportation agencies, business leadership, nonprofit organization leaders and research institutions.

It may include coordination with, or joint assistance to, the Regional Mobility Blueprint project, assuming that effort is consistent with and supports DRCOG's and its team's TIP improvement goals.

USA will organize a highly experienced and committed team of senior experts to support the work of the implementation team over the course of a year and provide for learning from and with peer organizations facing similar issues.

The result will be to help build general support in the region behind specific enhancements and changes to DRCOG's TIP process - support that will endure even as DRCOG's Board changes through the election cycles.

This assistance program can address many aspects of the TIP, including, for example:

- Project evaluation criteria
- Performance evaluation
- Inter-agency coordination
- Political processes used to select or prioritize projects

DRCOG and its partners can also draw on USA's experts to help with important related issues, including:

- Problem definition
- Establishing project performance goals and measuring results
- Redefining solutions in terms of outcomes or benefits
- Procedures for selection and use of contract experts
- Choices and applications of transportation and land use models
- Project performance review

Through a collaborative scoping process, we will agree upon the aspects that the implementation team, organized by DRCOG, desires to address.

USA is unlike many organizations because it provides services at a lower cost, receives independent supplementary funding, and takes advantage of volunteered or discounted professional expertise. We tailor our assistance to your needs by recruiting relevant expertise, regardless of where it comes from. We aim to achieve mutual confidence and agreement among decision-makers on the actions needed to reach the outcomes you desire.

B. Plan of Work and Desired Outcomes

1. Project Definition, Team Formation and Work Plan Outline: March – July, 2016

USA's assistance will address the following recommendations on pages 12-13 of the February 17, 2016 "2016-2021 TIP Review White Paper":

- *Develop a project selection process purpose statement for the TIP [unless the Board will have adopted the committee's recommendation.]*
- *Create a project selection process that places more emphasis on project benefits, overall value, and return on investment.*

That assistance will take into account and reconcile this task with the other recommendations of the White Paper:

- *Further explore the Regional/Subregional dual project selection model.*
- *Explore opportunities to exchange CDOT state funds with DRCOG federal funds.*
- *Evaluate off-the-top programs and projects.*

Your TIP Improvement implementation team should include participants needed to produce – and implement – the improved TIP. These may include elected officials and staff, representatives of other transportation agencies, members of the business

community, nonprofit leaders, and other community leaders who are in agreement with the project outcomes.

Two or three members of the USA transportation project leadership team will spend time in Denver to discuss the project with DRCOG staff and Board members and meet with potential team participants. (Brief bios of the USA transportation project leadership team and links to USA's roster of experts are included at the end of this proposal.)

The work products from this meeting will be:

- a) a preliminary list of TIP Improvement Project Team members including partner transportation agencies;
- b) a refined team project description, with goals and deliverables; and
- c) a draft schedule and work plan.

USA representatives will offer the following potential areas of improvement for consideration by the DRCOG team:

- clear transportation problem definitions
- appropriate geographical scale for the analyses of alternatives
- quantified performance goals to be used for the evaluation of alternatives
- cost-benefit analysis techniques
- a full range of social, economic and environmental costs and benefits
- project performance evaluation and monitoring

2. Review of Previous TIP Process(es) and Existing Policy and Analytic Frameworks: May – August, 2016

DRCOG staff will assemble an electronic file of information about the most recent TIP and previous TIPs as appropriate for review by USA's experts. USA experts will use this information to clarify the desired outcomes and suggest various types of improvements to the TIP process as well as other potentially useful improvements to the transportation investment decision-making process, comparing and introducing information from our experiences.

3. Team Formation; Convening and Consultation Sessions; and Adoption or Refinement of Work Plan: July 13-16, 2016, Portland, Oregon

Between the middle of March and the middle of May DRCOG's Board and staff will designate a TIP improvement team. That implementation team will include DRCOG Board members, DRCOG senior staff, and, as DRCOG's leadership determines, senior leadership from other transportation agencies, business leadership, nonprofit organization leaders and research institutions, including local university faculty with expertise in transportation investments. It may include staff or board members from the Mobility Choice Blueprint project. The team can choose to organize itself into task or theme committees and to have a leadership group.

A subset of three to ten members of the TIP improvement team will be chosen by the team and DRCOG board and staff to participate in a convening of a cohort of peer communities, in July in Portland. The convening serves three purposes:

- Enabling team members from the Denver region and other regions to confer in small groups with carefully selected transportation investment and policy experts who can advise and inspire them on their efforts to improve their investment decisions.
- Building shared knowledge and developing working relationships between team members that will be useful to final implementation of the TIP allocation improvements developed by the team.
- Making contacts and developing relationships with members of teams from other participating regions or states.

At the end of the convening, team members will confirm or revise their work plans, including identifying specific types of assistance they wish to request from USA. USA's assistance can include:

- Consultation sessions with experts on particular topics
- Review and critiques of proposed new or modified tools, analytic frameworks or decision practices
- Educational events (workshops, seminars) for key constituencies
- Tours or site visits
- Financial support for educational activities/professional development for team members
- Preparation of explanatory materials and presentations

4. First Stage of Work Plan Execution: August 2016 – January 2017

In August the DRCOG team will begin to carry out its implementation work plan, which you have developed and refined at the convening, *based on DRCOG's desired and available resources* as well as the help of USA. The USA program incorporates monthly check-in discussions with the TIP improvement team.

5. Midyear Gathering for Assessment and Modification of Work Plan: Early February 2017

In late January or early February, 2017, a subset of three DRCOG TIP Improvement Project Team members will convene for three days to report on progress and challenges, exchange information with other teams, and consult with USA experts.

6. Second Stage of Work Plan Execution: February – July 2017

After the midyear gathering, the DRCOG TIP Improvement Project Team, including participants and host organizations outside DRCOG, will continue to carry out the various parts of its work plan, *based on DRCOG's desired and available resources* as well as the help of USA. Monthly check-in teleconferences will help to keep the project on course and receive continuing guidance from USA.

7. Team Representatives' Reconvening and Assessment: July 2017

In mid-July of 2017, a subset of members of the participating teams will meet again in Portland for the purposes of:

- Reporting what they have accomplished and learned.
- Evaluating the USA transportation improvement program.
- Welcoming and helping prepare the representatives from the next cohort.

8. Continuing Assistance: July 2017 and beyond

USA offers former program participants the opportunity to take advantage of current educational activities at low or no cost. For example, former team members or their host organizations are welcome to attend consultation sessions during future summer convenings, as well as any relevant webinars, and may be sent resources and reports that may help their ongoing efforts.

C. Benefits

USA's aim is to assist and enhance DRCOG's capacity to improve the TIP process, including achieving the stated goals of the TIP Review Work Group:

- Develop a project selection process purpose statement for the TIP,
- Further explore the Regional/Subregional dual project selection model,
- Create a project selection process that places more emphasis on project benefits, overall value, and return on investment,
- Explore opportunities to exchange CDOT state funds with DRCOG federal funds, and
- Evaluate off-the-top programs and projects.

DRCOG will benefit from working with USA in these specific ways:

- You will have access to national expertise in an affordable fashion.
- The Denver region's TIP improvement team members will have a chance to meet and learn from peers from elsewhere in the country
- DRCOG staff will have the opportunity to learn from and adapt best practices nationally and internationally,
- You will benefit from USA's experience in helping regions implement sustainable solutions in ways that are collaborative, transparent and successful.

D. Fee and Costs

The fee to participate in USA's program as described above is \$50,000.

This is substantially less than the cost and value of the assistance to be provided to DRCOG's implementation team.

Those additional costs will be covered by third-party funding from the Institute for Sustainable Solutions at Portland State University, The Summit Foundation, possibly other foundation support, and by donated expert assistance.

The fee, combined with these additional sources, will cover all costs and services of the USA program through July of 2017, as defined in the work plan.

The fee also includes airfare, lodging and most meals for three or four team members to attend the first convening in Portland in July 2016, and three to attend the second, in February 2017. Double that number of participants can be accommodated within the budget if DRCOG or others cover airfares to and from Portland, Oregon.

It also includes airfare, lodging and most meals for three or four team members to attend the reconvening in July 2017, or double that number if participating team members or their agencies pay for air transportation.

If USA is successful in securing additional third-party funding, the full travel costs for a larger team delegation may be covered.

E. USA Leadership Team and Expert Advisers

Robert Liberty

Robert Liberty has 35 years of experience with the implementation of state, regional and local land use and transportation plans in the U.S., and advising on those subjects in China and other countries. In 2004 he was elected to the Portland, Oregon Metro Council (an MPO) and he was re-elected in 2008, where he served as

chair or co-chair of major transportation investment project committees and as liaison to the transit oriented development investment committee. He conceived the Land Use, Transportation, Air Quality (LUTRAQ) project (carried out by Keith Bartholomew now at the University of Utah and Sam Seskin.) He served as Senior Counsel to Congressman Earl Blumenauer and Director of 1000 Friends of Oregon. Today he directs the Urban Sustainability Accelerator and Institute for Sustainable Solutions at Portland State University and serves on the Columbia River Gorge National Scenic Area Commission. He is a graduate of the University of Oregon, Oxford University, and Harvard Law School, and was a Loeb Fellow at the Harvard Design School.

Lynn Peterson

Lynn Peterson served as Secretary of Transportation for Washington State for three years, from 2013 to 2016. As Transportation Secretary, Peterson was the leader for an agency with a biennial budget of \$6 billion and responsibility for 20,000 lane-miles of roadway, nearly 3,000 vehicular bridges, a state ferry system, rail lines, transit and demand management programs and state airports. Previously she was Sustainable Communities and Transportation adviser to the Governor of Oregon, after being elected as the Chair of the Clackamas County Commission. Her prior experience includes serving on the Lake Oswego city council, as Strategic Planning Manager for TriMet, the Portland metropolitan regional transit agency, and as a regional travel forecaster. She worked as a transportation engineer for the Wisconsin Department of Transportation for five years. She has a B.S. degree in Civil and Environmental Engineering from the University of Wisconsin Madison and a Masters degree in civil engineering and urban planning from Portland State University.

Sam Seskin

For over 40 years Sam Seskin has worked with state and local, national and international organizations on projects and plans that integrate transportation, smart growth and sustainable development. He won an Award for Excellence for his leadership of the development of Greenroads, a global rating system for sustainable roadway design and construction. Sam led the development of Mosaic, Oregon's innovative system- and project-planning method, and INVEST, FHWA's national guidance document on sustainable roadway planning, development, operations and maintenance. He played a central role in the Land Use, Transportation, Air Quality (LUTRAQ) project that was used to develop a multi-solution alternative to a proposed beltway highway, an alternative that was chosen and implemented. LUTRAQ won national awards from the US EPA and American Planning Association for its pioneering integration of land use and transportation planning, which was a major contributor to the development of multi-spectrum scenario planning. He was also a senior advisor on the European Union's framework for transportation sustainability.

Other Expert Advisers on Transportation and Other Relevant Subjects

The Urban Sustainability Accelerator has a lengthy roster of transportation experts and other experts who have offered to share their expertise with USA participants.

USA's [expert advisers in transportation](#) include people with decades of experience in:

- integrating land use and transportation
- traffic engineering, and contextual roadway design
- active transportation
- transportation modeling
- transit system policies, design and operations
- NEPA compliance
- transportation cost benefit analysis

USA's [roster of expert advisers includes other people with experience directly relevant to this project](#), including:

- Economists who understand economic development and its relationships to transportation investments
- Transit supportive development experts
- Experts on transportation and regional planning governance
- Public opinion research experts with data about issues of transportation investments and transportation policies
- Developers specializing in infill and redevelopment
- Experts on strategies and stages for arterial corridor redevelopment
- MPO Board members and senior staff who understand the challenges of change in regional governments



Overview

- 12-14 month program
- USA will work with DRCOG and its partners
 - Provide facilitation and technical assistance to help improve the TIP process
- Program engages a cohort of peer communities
 - Possible:
 - Puget Sound Regional Council
 - Wasatch Front Regional Council
 - Centralina Council of Governments
- Participation cost: \$50,000

The slide has a vertical decorative bar on the left side with a blue and green grid pattern and a large gold circle. The text is in a dark blue font.

Possible Pros/Cons


- Pros

- Consistent with the Board's desire to take a fresh look at the TIP process
- Participation would augment the work the TIP Review Work Group will be doing over the next year to further explore the recommendations of the 2016-2021 TIP Review White Paper
 - *Create a project selection process that places more emphasis on project benefits, overall value, and return on investment*
- There is value in having outside third-party assistance: new thinking, perspective/validation/constructive input
- Customizable menu of potential assistance – can be tailored to our needs – not boilerplate, rigid assistance
- Offers the opportunity to work with peer MPOs (PSRC and Wasatch Front)

Possible Pros/Cons (cont.)

- Cons

- Customized facilitation does not allow every specific initiative to be identified going into the process
 - i.e., What are we truly getting for our money? Could the funds be better spent elsewhere? Is it possible to replicate the effort at less cost?
- Difficult to predict the level of staff time
- Requires ongoing oversight and coordination to avoid redundancy with the efforts of the TIP Review Work Group



Recommendations

- DRCOG staff recommends participating in the program contingent on the participation of peer MPOs in order to receive the best possible value.



QUESTIONS/COMMENTS



ATTACH G

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
March 16, 2016	Action	13

SUBJECT

This item concerns updates to the status of bills previously acted on by the Board.

PROPOSED ACTION/RECOMMENDATIONS

No specific action requested. This item updates members on the status of bills.

ACTION BY OTHERS

N/A

SUMMARY

The attached matrix updates the status of all bills previously acted upon by the Board as of March 9.

Staff can provide more detailed updates on the bills as requested by the Board.

PREVIOUS DISCUSSIONS/ACTIONS

The Board took positions on these bills presented by the DRCOG staff at previous Board meetings.

PROPOSED MOTION

N/A

ATTACHMENT

Status of Bills—2016 Session

ADDITIONAL INFORMATION

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2016 SESSION

As of 3-9-16

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2016 SESSION

As of 3-9-16

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
HB16-1161	<p>Allocate Senior Property Tax Exemption Money - The bill amends current law, which provides that the amount by which the total estimated amount specified in the annual general appropriation act (Long Bill) for the costs of providing property tax exemptions to qualifying seniors and disabled veterans exceeds the total amount of all warrants issued by the State Treasurer to reimburse local governmental entities for the amount of property tax revenues lost as a result of the application of the exemption, shall be transferred to the Senior Services Account in the Older Coloradans Cash Fund. It specifies transfers of 95% to the Senior Services Account; and 5% to the Veterans Assistance Grant Program Cash Fund.</p>	Young/Lambert	Awaiting Governor's Signature	Monitor	<p>DRCOG was instrumental in getting passed the statutory provision this bill amends (HB12-1326). For FY 2011-12 through FY 2013-14, the amount estimated in the Long Bill was less than the actual amount paid to local governments, so no transfers occurred. For FY 2014-15, the Long Bill amount exceeded the amount paid to local governments, and about \$1.5 million was transferred and now veterans assistance. This money will be allocated to the Area Agencies on Aging. This bill is the result of a JBC staff recommendation that since the exemption also applies to disabled veterans, a portion of the transfer also should.</p>	<p>DRCOG supports increased funding for programs providing services to older adults, persons with disabilities, and their caregivers, especially services that support individuals continuing to live independently in their homes and communities.</p>
HB16-1175	<p>Senior Property Tax Exemption Administration - Legislative Audit Committee. During the 2015 legislative interim, the Office of the State Auditor presented an audit of the Senior and Disabled Veteran Property Tax Exemption program to the legislative audit committee. The audit identified several statutory and administrative process deficiencies that have made it difficult for the state to prevent individual seniors and disabled veterans and married couples from claiming and being allowed multiple exemptions and from claiming and receiving exemptions for residences other than owner-occupied primary residences. The bill implements audit recommendations.</p>	Primavera & Nordberg/Jahn & T. Neville	House Appropriations	Monitor	<p>The bill reflects the Audit Committee's concern that the fundamental design of the Senior and Disabled Veteran Property Tax Exemption program does not sufficiently protect the state from reimbursing counties for non-qualifying exemptions and, within the current program design, the Department of Local Affairs lacks authority and processes to ensure that only qualifying applicants are approved. The bill requires improved processes and coordination among entities administering the tax exemption.</p>	<p>DRCOG supports increased funding for programs providing services to older adults, persons with disabilities, and their caregivers, especially services that support individuals continuing to live independently in their homes and communities.</p>

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2016 SESSION

As of 3-9-16

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
HB16-1187	Sales & Use Tax Exemption Retirement Community Food - The bill creates a sales and use tax exemption for the sale, storage, use, or consumption of food, food products, snacks, beverages, and meals (food products) on the premises of a retirement community.	Kraft-Tharp/ Holbert	House Finance	Support w/ amendment	Under the bill, a "retirement community" means: an assisted living residence, an independent living facility or a skilled nursing care facility. Also, the bill needs to be amended to clarify the exemption is only for food and beverages that are part of a resident's meal plan.	DRCOG supports increases in the quality of care and consumer protections for older adults and their caregivers and, in particular, legislation strengthening the role of the long-term care ombudsman as a resident/consumer advocate. DRCOG urges the state, when making decisions regarding funding for long-term care communities, to structure such funding to protect the quality of care for residents.
HB16-1242	Supplemental Appropriations Department Of Human Services - The bill makes supplemental appropriations to the Department of Human Services for FY 2015-16.	Hamner/ Lambert	Awaiting Governor's Signature	Support	This bill appropriates the funds described in HB 1161 above. DRCOG staff and lobbyists were instrumental in getting CDHS to request spending authority for the money and to include rollover spending authority into the next fiscal year.	DRCOG supports increased funding for programs providing services to older adults, persons with disabilities, and their caregivers, especially services that support individuals continuing to live independently in their homes and communities.
SB16-078	Assisted Living Administrator Competency Requirement - The bill requires an operator of an assisted living facility to ensure that the administrator of the facility completes 30 credits of continuing competency every 2 years. The operator must maintain records on the facility premises as proof of the fulfillment of the competency requirements. The department of public health and environment is required to promulgate rules concerning the competency requirements.	Martinez Humenick / Primavera	Senate Business, Labor & Technology	Staff Discretion to Oppose	Although staff believes there should be additional competency requirements for Assisted Living Administrators, staff is concerned this bill preempts work be done currently by the Assisted Living Working Group at the state Department of Public Health & the Environment. DRCOG did oppose a similar bill last year.	DRCOG supports increases in the quality of care and consumer protections for older adults and their caregivers.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2016 SESSION

As of 3-9-16

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2016 SESSION

As of 3-9-16

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
HB16-1031	<p>Modify Transportation Commission Membership - Transportation Legislation Review Committee. The bill requires the TLRC to study current statutory Transportation Commission districts during the 2016 interim to determine whether the number and boundaries of the districts should be modified. To assist the TLRC in its work, by August 1, 2016, Legislative Council Staff (LCS), with the cooperation of CDOT, must present a research study to the TLRC that documents changes in the current 11 districts since the last time the General Assembly modified the districts, to include population, number of lane miles, and annual vehicle miles traveled. In doing so, LCS must take into account existing county and municipal boundaries, regional transportation areas and districts, and transportation planning regions. The TLRC must hold public hearings in major geographical regions of the state regarding potential district modifications. The TLRC may recommend legislation to modify the districts.</p>	Carver/	House Appropriations	Actively Monitor	<p>Transportation Commission members are appointed from 11 statutorily defined Transportation Commission districts and the General Assembly has not modified the number or boundaries of the districts since 1991. An early draft of this bill proposed to change the Transportation Commission districts and representation to reflect the 15 transportation planning region districts. This would have meant that the DRCOG region would have had just one representative on the Transportation Commission. Currently the DRCOG region is represented by four of the eleven districts.</p>	<p>DRCOG supports:</p> <ul style="list-style-type: none"> • Legislation to ensure that representation on the Transportation Commission reflects approximately equal populations based on the most recent population census. • Transportation planning that is coordinated between DRCOG, CDOT, RTD and affected local communities, with each participating transportation agency's plan recognizing the region's priorities in the context of statewide transportation priorities. • A strong role for MPOs placing MPOs on equal footing with CDOT in selecting projects to be funded to ensure that local, regional and state transportation needs are met in a coordinated and cooperative manner. • Legislation that reinforces collaboration between state and regional transportation agencies and recognizes their respective roles, responsibilities and interests.
HB16-1039	<p>Interstate 70 Motor Vehicle Traction Equipment - Transportation Legislation Review Committee. The bill broadens current law to require the traction equipment to be carried on I-70 between Milepost 133 (Dotsero) and milepost 259 (Morrison) when icy or snow-packed conditions are present. The bill also requires that this traction control equipment be used when icy or snowy conditions are present.</p>	Mitsch-Bush & Rankin/ Todd & Donovan	Senate Transportation	Support with Amendment	<p>Currently, a person is required to use certain traction control equipment, such as chains or snow-rated tires, when the CDOT restricts road use due to a winter storm. The Board has directed staff to support an amendment to the bill to set the eastern end of the bill's application to the Evergreen Exit. The bill was amended in the House to specify the restriction is effective from October 1 to May 15.</p>	<p>DRCOG supports approaches that make use of the roadways and transit facilities more efficient, including programs for incident management and Intelligent Transportation Systems. DRCOG supports efforts that improve or expand real-time traveler information.</p>

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2016 SESSION

As of 3-9-16

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
HB16-1061	<p>Military Installation Transportation Needs Planning - The bill requires the comprehensive Statewide Transportation Plan prepared by CDOT to include an emphasis on coordination with federal military installations in the state to identify the transportation infrastructure needs of the installations and ensure that those needs are given full consideration during the formation of the plan.</p>	Nordberg & Carver/	Senate Transportation	Monitor	This is a new idea and DRCOG staff needs time to research the implications of the bill.	DRCOG supports regional and statewide efforts at such consensus building and will work to pursue multimodal transportation solutions. DRCOG supports using the regional and statewide transportation planning processes to explore and identify transportation solutions and will evaluate state legislative and administrative actions for consistency with this policy.
HB16-1067	<p>Regional Transportation Authority Mill Levy - Current law authorizes a regional transportation authority (RTA) to impose a uniform mill levy of up to 5 mills on all taxable property within its territory, but the authorization is scheduled to repeal on January 1, 2019. The bill extends the authorization until January 1, 2029.</p>	Mitsch-Bush/Donovan	Senate Transportation	Support	Existing RTA's, such as the Roaring Fork Transportation Authority and the Pikes Peak Rural Transportation Authority, have proposed this legislation because the mill levy is an important tool for them to fund local transportation infrastructure projects. DRCOG supported the RTA legislation.	DRCOG supports increased funding for transportation to preserve the system, address congestion and safety, and provide multimodal options for people of all ages, incomes and abilities.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2016 SESSION

As of 3-9-16

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
HB16-1138	General Fund Transfers For State Infrastructure - For each state fiscal year that the SB 09-228 required transfers are reduced or eliminated, the bill adds on another year of transfers to the Capital Construction Fund and the Highway Users Tax Fund (HUTF). Therefore, there will be five fiscal years with the full statutory transfers to the funds, regardless of the number of fiscal years that it takes to do so. Section 2 specifies that the moneys in the State Highway Fund allocated from any of the statutorily required transfers to the HUTF may be used for general highway operations and maintenance.	Brown/	Postponed Indefinitely House State, Veterans, & Military Affairs	Monitor	Because the five-year block of transfers in current law will expire after FY 2019-20, new transfers from the General Fund to the HUTF and the CCF could be required beginning in FY 2020-21. This bill lengthens the five-year block of statutory transfers in the event that one or more year(s) of transfers are reduced or not made because of a TABOR revenue surplus. The bill also allows up to 90 percent of the transfers to be spent on highway construction, reconstruction, repair, improvement, and maintenance, in addition to the current law requirement, which is restricted to infrastructure projects identified in the Strategic Transportation Project Investment Program.	DRCOG supports increased funding for transportation to preserve the system, address congestion and safety, and provide multimodal options for people of all ages, incomes and abilities.
HB16-1169	Ute Representatives for Transportation Advisory Committee - The bill expands the membership of the Statewide Transportation Advisory Committee (STAC) to include one representative from each of the tribes as a full-fledged voting member and expresses the intent of the General Assembly that these representatives replace the nonvoting representatives.	Coram/	Senate Transportation	Support	Current law specifies that the STAC, which advises the CDOT regarding the needs of transportation systems in the state and reviews and comments on the regional transportation plans submitted for the 15 state Transportation Planning regions (TPRs), consists of one representative from each TPR. CDOT rules also allow the Southern Ute and Ute Mountain Ute tribes to each appoint one nonvoting representative to the STAC.	DRCOG supports legislation that reinforces collaboration between state and regional transportation agencies and recognizes their respective roles, responsibilities and interests.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2016 SESSION

As of 3-9-16

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
SB16-011	Terminate Use of FASTER Fee Revenue for Transit - Repeals the statutory provisions that require transit-related uses of the Faster fee revenue. As a result, the revenue must be used only for road safety projects, as defined by FASTER.	T. Neville/ P. Neville	Postponed Indefinitely House Transportation & Energy	Oppose	DRCOG supported FASTER (SB09-108), including the transit provisions. Under current law, \$15 million per year of revenue from the road safety surcharge, daily vehicle rental fee, supplemental oversize and overweight vehicle surcharge, supplemental unregistered vehicle fine, and late vehicle registration fee imposed pursuant to FASTER is used for transit-related projects as follows: • \$10 million is used by the department of transportation (CDOT) for the planning, designing, engineering, acquisition, installation, construction, repair, reconstruction, maintenance, operation, or administration of such projects; and • \$5 million is credited to the state transit and rail fund and used by the transit and rail division of CDOT to provide grants to local governments for local transit projects.	DRCOG supports increased funding for transportation to preserve the system, address congestion and safety, and provide multimodal options for people of all ages, incomes and abilities.
SB16-123	Free Access to High Occupancy Vehicle Lanes -The bill prohibits the Department of Transportation or the High-Performance Transportation Enterprise from requiring a vehicle owner to use a switchable transponder or other device in order to travel in a high occupancy vehicle on either a high occupancy vehicle lane or a high occupancy toll lane on a toll-free basis.	Singer/ Lundberg	Senate Floor	Oppose	CDOT would have to develop a different way to monitor toll lane use. The bill has been amended to include motorcycles in the exception.	DRCOG supports legislation that promotes efforts to create and fund a multimodal transportation system. DRCOG supports funding for programs that provide transportation for “access to jobs” for low-income workers who cannot afford to live near where they work, and for safe routes to schools.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2016 SESSION

As of 3-9-16

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Staff Comments	Legislative Policy
OTHER BILLS						
SB16-057	<p>Mobile Home Owners Leasing Space Mobile Home Parks - The bill grants new powers to the Division of Housing within the Department of Local Affairs in connection with the promotion of the mutual interests of landlords and home owners within mobile home parks, pursuant to its statutory authority and subject to available appropriations; requires the division to maintain for public dissemination a list of local government agencies and community-based nonprofit organizations that are created and empowered to mediate disputes between or among landlords, management, and home owners within mobile home parks; requires the management of a mobile home park to adopt reasonable written rules and regulations concerning all home owners' use and occupancy of the premises; and requires the parties to a dispute to submit to alternative dispute resolution.</p>	Kefalas/Ginal & Tyler	Postponed Indefinitely Senate State Affairs	Actively Monitor	The bill is an attempt to support the viability of mobile home parks as an affordable housing option in the state. There is a lot of detail in the bill that staff has not had time to fully analyze but this is an issue the board has considered in the past and we wanted to bring it to your attention again.	<p>DRCOG supports the following principles pertaining to the quality, quantity and affordability of housing in the Denver metro area:</p> <ul style="list-style-type: none"> • Regional approaches to addressing the affordable housing issue that incentivize local efforts, particularly as they relate to preservation of existing affordable housing stock. • An adequate supply of permanently affordable housing located near job and transit hubs and continued public- and private sector support for such an effort. • Increased state financial support for loan and grant programs for low- and moderate-income housing. • Collaboration among public and private entities, including efforts to develop loan programs and address the jobs-housing connections. • Actions to provide more accessible and obtainable housing options for seniors.

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 #
March 16, 2016	Action Item	13

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

Motion to adopt positions on bills presented.

ACTION BY OTHERS

N/A

SUMMARY

The attachment summarizes the bills introduced since the February Board meeting relative to the Board adopted Policy Statement on State Legislative Issues.

The bills are presented with staff comments and staff recommended positions.

Any bills of interest introduced after March 9 will be emailed to Board members by the Monday before the meeting with staff recommendations for review at the meeting (per current Board policy).

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

New Bills—2016 Session

ADDITIONAL INFORMATION

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS

NEW BILLS--2016 SESSION

As of 2-10-16

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recommended Position	Staff Comments	Legislative Policy
TRANSPORTATION BILL						
HB16-1304	<p>Transportation Priorities Community Conversations - The bill requires the CDOT to hold at least one community conversation in each transportation planning region (TPR) no later than October 1, 2016, in order to allow members of the public to testify and be questioned regarding their top priorities for transportation funding and their preferred means of raising the revenue needed to fund those priorities. No later than November 1, 2016, the representative of the TPR who convened the community conversations must develop and submit to CDOT a report that ranks both the top transportation priorities for the TPR and the preferred means of raising the revenue needed to fund those priorities. CDOT must compile the regional reports into a statewide report that ranks the top transportation priorities for the state and the preferred means of raising the revenue to fund those priorities. CDOT must present the report during its SMART Act presentation made before the 2017 regular legislative session.</p>	Tyler/	House Transportation & Energy	Board Direction Requested	<p>To ensure maximum public participation for each community conversation, CDOT and the Colorado Office of Economic Development must provide extensive public notice of each community conversation and hold them at a time outside of regular business hours or most convenient to the local community and at a location convenient for as much of the population as feasible and allow remote testimony. The representative of the TPR on the Statewide Transportation Advisory Committee must convene an open house meeting or panel of experts in transportation and economic development to interact with and receive testimony from the public. The meeting or panel must include any member of the Transportation Commission and any Regional Transportation Director for CDOT whose district includes any portion of the TPR and a representative of any economic development district that includes any portion of the TPR.</p>	<p>DRCOG supports increased funding for transportation to preserve the system, address congestion and safety, and provide multimodal options for people of all ages, incomes and abilities.</p>

DENVER REGIONAL COUNCIL OF GOVERNMENTS

NEW BILLS--2016 SESSION

As of 2-10-16

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recommended Position	Staff Comments	Legislative Policy
OTHER BILLS						
SB16-1313	<p>Auth Local Gov Master Plan Include Water Plan Goal - The bill authorizes local government master plans to include goals specified in the state water plan and to include policies that condition development approvals on implementation of those goals. This authorization is located in section 30-28-106 , C.R.S., which includes plans adopted by municipalities, counties and regional planning commissions.</p>	Arndt & Coram/	House Agriculture, Livestock, & Natural Resources	Board Direction Requested	The master plan may consider and incorporate the goals specified in the state water plan adopted pursuant to section 37-60-106 (1) (u), C.R.S., and may include policies to implement water conservation and other state water plan goals as a condition of development approvals, including subdivisions, planned unit developments, special use permits, and zoning changes.	DRCOG supports the development of a Colorado Water Plan that emphasizes conservation, storage, drought mitigation and streamlining of the regulatory processes, aligns the state's various water efforts, and provides a benchmark for future collaboration in addressing Colorado's water supply needs.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

NEW BILLS--2016 SESSION

As of 2-10-16

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recommended Position	Staff Comments	Legislative Policy
SB16-1334	<p>Inclusionary Zoning in County Unincorporated Areas - The bill authorizes the board of county commissioners of any county, by duly enacted ordinances, resolutions, or other forms of binding law, to establish and create a program that implements inclusionary zoning within an unincorporated area of the county. The bill defines "inclusionary zoning program" to mean a program adopted by a county government that encourages or requires a given share of the housing units in a proposed development to be priced in a way that is affordable for low- and moderate-income households. Nothing in the bill is intended to challenge or to affect the legal status of any such program implemented and in effect prior to the effective date of the bill.</p>	Winter/	House Local Government	Board Direction Requested	<p>The bill defines, "inclusionary zoning program" as a program adopted by a county government that encourages or requires a given share of the housing units in a proposed development to be priced in a way that is affordable for low- and moderate-income households. Inclusionary zoning program components may include, but are not limited to, requiring a developer to set aside a set percentage of units within the proposed development that are priced as affordable for persons in low- and moderate-income households, offering the developer different forms of incentives to compensate the developer for pricing certain housing units in a way that promotes affordable housing, targeting a particular income range as the beneficiary of such programs, and specifying a time period for which affected housing units are required to stay affordable.</p>	<p>DRCOG supports the following principles pertaining to the quality, quantity and affordability of housing in the Denver metro area:</p> <ul style="list-style-type: none"> • Regional approaches to addressing the affordable housing issue that incentivize local efforts, particularly as they relate to preservation of existing affordable housing stock. • An adequate supply of permanently affordable housing located near job and transit hubs and continued public- and private sector support for such an effort. • Increased state financial support for loan and grant programs for low- and moderate-income housing. • Collaboration among public and private entities, including efforts to develop loan programs and address the jobs-housing connections. • Actions to provide more accessible and obtainable housing options for seniors.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

NEW BILLS--2016 SESSION

As of 2-10-16

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

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 #
March 16, 2016	Action	14

SUBJECT

This action is related to work by the Structure/Governance group on the Board Nominating Committee.

PROPOSED ACTION/RECOMMENDATIONS

The Structure/Governance group recommends approval of changes to the Nominating Committee structure.

ACTION BY OTHERS

N/A

SUMMARY

At the January 2016 Board of Directors' meeting, members saw information on the potential structural changes to the Nominating Committee. The attachments provide the detail on the recommendation.

The Nominating Committee is established each year (typically in November) and will stand until the new Nominating Committee is formed the following year.

As recommended by the Structure/Governance group, the Nominating Committee shall be composed of six members: the immediate past board chair (or the Vice Chair if there is no immediate past board chair); a board member representing the City and County of Denver; one member selected by the Performance & Evaluation Committee; one member selected by the Budget & Finance Committee; one member selected by the Board of Directors; and one member selected by the Board Chair.

These structural changes require revisions to the Articles of Association and other administrative documents. Revisions to the Articles and other relevant documents have been provided by DRCOG legal counsel along with an official effective date to ensure continuity for standing and/or new committees and the uninterrupted operation of DRCOG.

The projected schedule of events follows:

- February Board Meeting – approved committee structure concept
- March Board Meeting – vote on revised Articles of Association and new structure
- April Board Meeting – vote on appointments to the two new committees Finance and Budget, Performance and Engagement
- May Board Meeting – all changes become effective

PREVIOUS DISCUSSIONS/ACTIONS

At the February Board of Directors meeting, the Structure and Governance group members previewed the changes and were given approval to proceed with revisions to the Articles of Association to bring recommendations back for discussion.

PROPOSED MOTION

Move to approve the Board Nominating Committee structural changes recommended by the Structure/Governance group.

ATTACHMENT

1. Nominating Committee Guidelines
2. Structure change timeline

ADDITIONAL INFORMATION

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

NOMINATING COMMITTEE (existing)

Type: Standing Committee

RESPONSIBILITIES

The Nominating Committee is the primary committee that makes recommendations regarding nominations to board leadership and committee membership positions. Specifically, each year (typically in the fall) it will submit to the Board its recommendations for the slate of board officers, including Secretary, Treasurer and Vice Chair; and the members for the Performance & Evaluation and Budget & Finance Committees, after taking into account member preferences for particular committee assignments. The Committee will also make recommendations for filling committee and board officer vacancies that occur during the year.

The Nominating Committee:

- Recommends board officers
- Recommends members for the Performance & Evaluation and Budget & Finance Committees

MEMBERSHIP

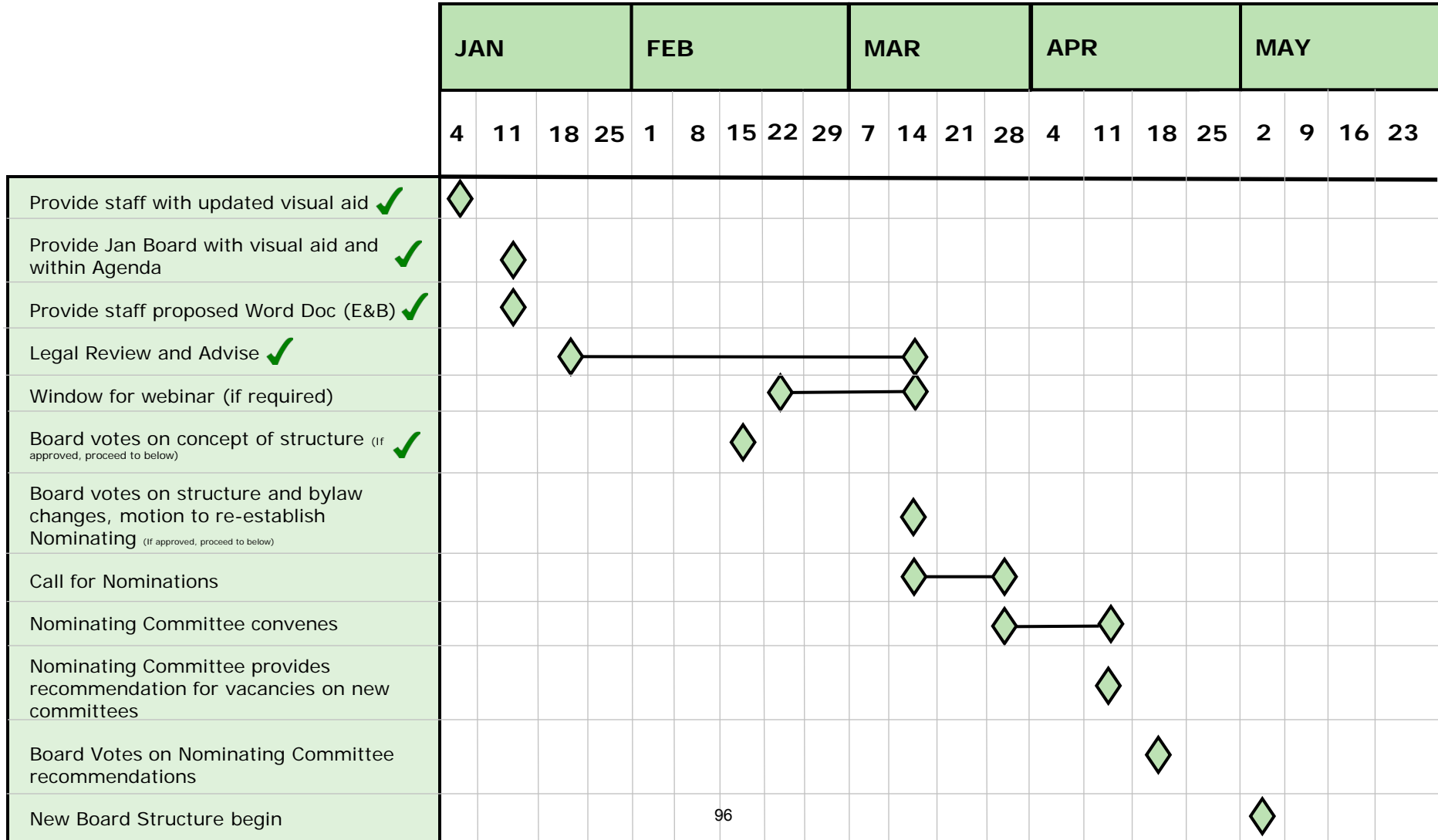
The Nominating Committee is established each year (typically in November) and will stand until the new Nominating Committee is formed the following year. The Nominating Committee shall be composed of six members: the immediate past board chair (or the Vice Chair if there is no immediate past board chair); a board member representing the City and County of Denver; one member selected by the Performance & Evaluation Committee; one member selected by the Budget & Finance Committee; one member selected by the Board of Directors; and one member selected by the Board Chair.

- Members must have served for at least one year on the Board before being eligible to serve on the Nominating Committee.
- No more than one Board Officer and one member from Denver may serve on the Nominating Committee.
- Care will be taken to ensure appointees represent a broad cross-section of the DRCOG Board of Directors, taking into account community size, geographic location, the rate of growth, county and municipality, rural, suburban, rural, etc.
- If there is a vacancy on the Nominating Committee, the DRCOG entity that selected the departing member will choose a replacement.

Remote Participation Guidelines for Board Work Sessions and Committee Meetings

In-person attendance is important for meaningful communication. Board Directors may participate in meetings via telephone if the Board Director cannot attend in person due to: emergencies related to illness or accident, vacations scheduled well in advance of a meeting, last minute family obligations, or weather conditions making travel to the meeting hazardous. Remote participation shall not be used where the Director's absence is due to attendance at other meetings or functions unless the Director's attendance at such meeting or function was requested by DRCOG. Directors should contact the DRCOG Board Coordinator via email in advance of the meeting to receive calling instructions.

New Structure Timeline



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 #
March 16, 2016	Action	15

SUBJECT

This action relates to amending the *Articles of Association* to address recommendations from the Structure and Governance group related to committees.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends adopting the proposed amendment to the *Articles of Association*.

ACTION BY OTHERS

N/A

SUMMARY

The Structure and Governance group proposed changes to the committee structure. The Board agreed to the changes in concept, and directed staff to revise the *Articles of Association* to reflect the recommended changes for Board approval.

Draft language is attached for the Board's consideration.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to adopt a resolution amending the *Articles of Association* as proposed.

ATTACHMENTS

Draft amendments to the *Articles of Association*

ADDITIONAL INFORMATION

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

1 ARTICLES OF ASSOCIATION

2 OF

3
4 THE DENVER REGIONAL COUNCIL OF GOVERNMENTS

5
6
7 As Amended ~~July 16, 2014~~, 2016

8
9 ARTICLE I. Organization.

10
11 These Articles of Association, hereinafter referred to as the “Articles,” shall constitute the
12 bylaws of the Denver Regional Council of Governments and shall regulate and govern the
13 affairs of the nonprofit corporation organized pursuant to the Colorado revised Nonprofit
14 Corporation Act, Articles 121-137 of Title 7, C.R.S., as amended, as a regional planning
15 commission pursuant to Section 30-28-105, C.R.S., as amended, and an association of
16 political subdivisions subject to Section 29-1-401 et seq., C.R.S., as amended, with the
17 authority granted pursuant to intergovernmental contracting statutes at Section 29-1-201 et
18 seq., C.R.S., as amended, known as the Denver Regional Council of Governments,
19 hereinafter referred to as the “Council.”

20
21 ARTICLE II. Purpose of the Council.

22
23 The Council shall promote regional cooperation and coordination among local governments
24 and between levels of governments, and shall perform regional activities, services and
25 functions for the Region as authorized by statute. The Council shall serve as a forum where
26 local officials work together to address the Region’s challenges. The Council shall serve as
27 an advisory coordinating agency for investigations and studies for improvement of
28 government and services in the Region, shall disseminate information regarding
29 comprehensive plans and proposals for the improvement of the Region, and shall promote
30 general public support for such plans and programs as the Council may endorse.

31
32 ARTICLE III. Definitions.

- 33
34 A. “Chair” means the incumbent holding the position of president of the Council.
35 “Vice Chair” means the incumbent holding the position as vice president of the
36 Council.
- 37
38 B. “Council” means the nonprofit corporation of the Denver Regional Council of
39 Governments, with the duties and responsibilities specified by statute, which
40 are to be carried out by the Board of Directors in accordance with the statutory
41 authority.
- 42
43 C. “Board of Directors” hereinafter referred to as “Board,” means the body of
44 designated individual member representatives of municipalities, counties and
45 city and counties maintaining membership in the Council.
- 46
47 D. “Member” means a participating county, municipality, or city and county that
48 meets the requirements for membership in the Council as specified in Article VI.
49

- 1 E. "Member Representative" means the local elected official, or local elected
2 official alternate, designated in writing by the chief elected official or the
3 governing body of a member county, municipality, or city and county to
4 represent that member on the Board as a voting representative.
5
- 6 F. "Plan" means a regional plan or a comprehensive master plan for the Region as
7 defined by statute, which Plan is currently denoted as Metro Vision.
8
- 9 G. "Region" means the geographic area composed of the City & County of Denver,
10 City & County of Broomfield, and the counties of Adams, Arapahoe, Boulder,
11 Clear Creek, Douglas, Gilpin and Jefferson, and portions of Weld County, and
12 other counties as may be necessary in the State of Colorado.
13

14 ARTICLE IV. Declaration of Policy.
15

- 16 A. The Board finds and declares that the need for a Council of Governments is
17 based on the recognition that, wherever people live in a metropolitan area, they
18 form a single community and are bound together physically, economically and
19 socially. It is the policy of this Council of Governments, through its members,
20 staff, and programs, to provide local public officials with the means of reacting
21 more effectively to the local and regional challenges of this regional community.
22
- 23 B. The Board finds and declares that the need for a Council of Governments is
24 based on the recognition that:
25
 - 26 1. Plans and decisions made by each local government with respect to land
27 use, circulation patterns, capital improvements, and so forth, affect the
28 welfare of neighboring jurisdictions and therefore should be coordinated
29 on a voluntary basis; and
30
 - 31 2. It is imperative for the regional planning process to be directly related to
32 the elected local government decision and policymakers, the locally
33 elected public officials.
34
- 35 C. The Board further finds and declares that the people within the Region have a
36 fundamental interest in the orderly development of the Region.
37
- 38 D. The Board further finds and declares:
39
 - 40 1. That the members have a positive interest in the preparation and
41 maintenance of a Plan for the benefit of the Region and to serve as a
42 guide to the political subdivisions and other entities within the Region;
43
 - 44 2. That the continuing growth of the Region presents challenges that are
45 not confined to the boundaries of any single governmental jurisdiction;
46
 - 47 3. That the Region, by reason of its numerous governmental jurisdictions,
48 presents special challenges of development that can be dealt with best
49 by a regional council of governments that acts as an association of its

1 members and as a regional planning commission created under Section
2 30-28-105, C.R.S., as amended;

3
4 4. That the Region is well adapted to unified and coordinated consideration,
5 and;

6
7 5. That in order to assure, insofar as possible, the orderly and harmonious
8 development of the Region, and to provide for the needs of future
9 generations, it is necessary for the people of the Region to perform
10 regional activities and functions as defined by statute, and for the Council
11 to serve as an advisory coordinating agency to harmonize the activities
12 of federal, state, county and municipal agencies and special purpose
13 governments/districts concerned with the Region, and to render
14 assistance and service and create public interest and participation for the
15 benefit of the Region.
16

17 **ARTICLE V. Functions.**

18
19 A. The Council shall promote regional coordination and cooperation through
20 activities designed to:

- 21
22 1. Strengthen local governments and their individual capacities to deal with
23 local challenges;
24
25 2. Serve as a forum to identify, study, and resolve areawide challenges;
26
27 3. Develop and formalize regional policies involving areawide challenges;
28
29 4. Promote intergovernmental cooperation through such activities as
30 reciprocal furnishing of services, mutual aid, and parallel action as a
31 means to resolve local as well as regional challenges;
32
33 5. Provide the organizational framework to foster effective communication
34 and coordination among governmental bodies in the provision of
35 functions, services, and facilities serving the Region's local governments
36 or their residents;
37
38 6. Serve as a vehicle for the collection and exchange of information of
39 areawide interest;
40
41 7. Develop regional or master plans for the Region;
42
43 8. Serve as spokesperson for local governments on matters of regional and
44 mutual concern;
45
46 9. Encourage action and implementation of regional plans and policies by
47 local, state and federal agencies;
48

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- 10. Provide, if requested, mediation in resolving conflicts between members and between members and other parties; and
- 11. Provide technical and general assistance to members within its staff and financial capabilities. These services are inclusive of, but not limited to, assistance designed to:
 - a. Identify issues and needs that are regional and beyond the realistic scope of any one local government;
 - b. Compile and prepare, through staff and from members, necessary information concerning the issues and needs for Board discussion and decision;
 - c. Debate and concur in a cooperative and coordinated regional action to meet the need or issue;
 - d. Implement the details of the cooperative action among affected member governments, using such devices as intergovernmental contracts and agreements, parallel ordinances or codes, joint performance of services, transfers or consolidations of functions, or special operating agencies;
 - e. And, in general –
 - (1) arrange contracts among members on an intergovernmental basis;
 - (2) publish reports and current information of regional interest;
 - (3) provide advice and assistance on physical land use planning and other programs;
 - (4) sponsor regional training programs;
 - (5) sponsor, support, or oppose legislation on behalf of the Region and its members.

- B. The Council shall maintain a regional planning program and process. In conducting such activities and functions, the Council shall:
 - 1. Formulate goals and establish policies to guide regional planning;
 - 2. Be responsible for developing, approving, and implementing a regional Plan through member governments;
 - 3. Be the approving and contracting agent for all federal and state regional planning grants, as required;

- 1 4. Prepare and adopt a Plan and recommend policy for the development of
2 the Region and the provision of services in the region. The Plan shall be
3 based on careful and comprehensive surveys and studies of existing
4 conditions and probable future growth and service needs of the Region.
5 The Plan shall be made with the general purpose of guiding coordinated
6 and harmonious development that, considering present and future needs
7 and resources, will best promote the health, safety, and general welfare
8 of the inhabitants of the Region.
9
10 5. Perform all planning functions incident to the exercise of the powers and
11 duties set forth in Article ~~XII~~; all plans adopted by the Board in
12 connection therewith shall constitute portions of the Plan.
13
14 6. Exercise such other planning powers and functions as are authorized by
15 statutes and the members.
16

17 ARTICLE VI. Membership.

- 18
19 A. Members. Each municipality, county, and city and county in the Region shall be
20 eligible to be a member of the Denver Regional Council of Governments.
21 Membership shall be contingent upon the adoption of these Articles of
22 Association by the governing body of any such municipality, county, or city and
23 county, and upon the payment of an annual assessment as agreed upon by the
24 Board.
25
26 B. Member Assessment. Each member's annual assessment is determined by the
27 Board when adopting the annual budget.
28
29 1. Assessments will be billed as follows, and are due within ninety days of
30 billing date:
31
32 a. Minimum assessment – billed annually.
33
34 b. 10% or more of the Council's total assessment – billed quarterly.
35
36 c. All others – billed semi-annually.
37
38 2. Failure by any member to remit payment of an assessment within ninety
39 days following billing date shall be grounds for termination of
40 membership and such member shall be denied voting privileges and any
41 other rights and privileges granted to members.
42
43 a. Not less than fifteen days prior to the termination of membership,
44 written notice shall be sent by registered mail informing the
45 member of the pending termination and loss of privileges and
46 requesting payment by a date certain to avoid termination.
47
48 b. A member whose membership has been terminated pursuant to
49 Section 2 shall be reinstated at any time during the calendar year

1 in which their membership was terminated, by payment of all
2 assessments then currently due and owing.
3

- 4 C. Member Representatives. Except as provided herein, only a local elected
5 official of a member may be designated a member representative, and each
6 member representative may have a designated elected alternate, as follows:
7
- 8 1. One county commissioner and an alternate commissioner from each
9 county, designated by the board of county commissioners.
 - 10 2. The mayor or one member of the governing body, and a similarly elected
11 alternate, of each municipality and of the City and County of Broomfield,
12 designated by said mayor or governing body, and
13
 - 14 3. Two representatives of Denver:
 - 15 a. The mayor or, as the mayor's designee, any officer, elected or
16 appointed, of the City & County of Denver and an alternate
17 similarly designated, and
 - 18 b. One city council member of the City and County of Denver and an
19 alternate council member designated by said council or its
20 president.
- 21 D. Term of Office. Member representatives shall serve until replaced, but shall
22 hold such office and have Board privileges only during their terms as local
23 elected officials, or an appointed official, if applicable, in the case of the
24 alternate for the mayor of the City and County of Denver.
- 25 E. Non-voting Membership. The State of Colorado shall have three (3) non-voting
26 members on the Board, appointed by the Governor, one of which shall be a
27 representative of the Colorado Department of Transportation (either the
28 Executive Director or a member of senior management). The Regional
29 Transportation District shall have one non-voting member on the Board, to be
30 appointed by the General Manager of the organization. The General Manager
31 may appoint themselves to the Board, or they may designate a member of their
32 senior staff.
- 33 F. Vacancies. Any vacancy shall be filled in the same manner as is provided for
34 the original designation.
- 35 G. Receipt of Documents. Each member representative shall receive notice and
36 minutes of meetings, a copy of each report and any other information or
37 material issued by the Council.
- 38 H. Other Membership Categories. The Council may establish other categories of
39 membership appropriate to carrying out the provisions of this Article.
40
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1 ARTICLE VII. Board Officers.

2
3 A. Number and Title of Board Officers. The officers shall be Chair, Vice Chair,
4 Secretary, Treasurer, and Immediate Past Chair, all of whom shall be member
5 representatives, and the Executive Director.
6

7 B. Duties of Board Officers.

- 8
9 1. Chair. The Chair shall preside at all meetings of the Board and shall be
10 the chief officer of the Council in all matters acting as president. The
11 Chair shall serve as presiding officer of the Board of Directors meetings
12 and shall serve as a member of either the Finance & Budget Committee
13 or the Performance & Engagement Committee.
14
15 2. Vice Chair. The Vice Chair shall exercise the functions of the Chair in
16 the Chair's absence or incapacity acting in the capacity as vice
17 president. The Vice Chair shall serve as the presiding officer of all Board
18 work sessions and shall serve as a member of either the Finance &
19 Budget Committee or the Performance & Engagement Committee. If
20 there is no Immediate Past Chair, the Vice Chair shall serve on the
21 Nominating Committee.
22
23 3. Secretary. The Secretary shall exercise the functions of the Vice Chair
24 in the absence or incapacity of the Vice Chair and shall perform such
25 other duties as may be consistent with this office or as may be required
26 by the Chair. The Secretary shall serve as the chair of the Performance
27 & Engagement Committee.
28
29 4. Treasurer. The Treasurer shall exercise the functions of the Secretary
30 in the absence or incapacity of the Secretary and shall perform such
31 other duties as may be consistent with this office or as may be required
32 by the Chair. The Treasurer shall serve as the chair of the Finance &
33 Budget Committee.
34
35 5. Immediate Past Chair. The Immediate Past Chair, who shall be the most
36 recent past chair serving on the Board, shall exercise the duties of the
37 Chair in the absence or incapacity of the Chair, Vice Chair, Secretary,
38 and Treasurer. The Immediate Past Chair shall serve on the Nominating
39 Committee.
40
41 6. Executive Director. The Executive Director shall exercise the functions
42 of the Chief Administrative Officer of the Council and shall be
43 empowered to execute official instruments of the Council as authorized
44 by the Administrative Finance & Budget Committee or Board.
45

46 C. Election of Board Officers.

- 47
48 1. Officer and Terms. The Vice Chair, Secretary, and Treasurer shall be
49 elected by the Board at the February meeting of each year. Except as

1 provided in Article VII D.34, the incumbent holding the position of Vice
2 Chair shall automatically assume the position of Chair. However, if the
3 Vice Chair is unable to assume the position of Chair, the Board shall
4 elect a Chair at the applicable February meeting. A notice of election of
5 officers shall appear on the agenda. Each officer shall serve a one-year
6 term, or until the next election of officers and his/her successor is
7 elected, so long as the jurisdiction he/she represents is a member of the
8 Council, and he/she remains that member's official member
9 representative on the Board.

10
11 2. Nominating Committee for Board Officers and Additional Administrative
12 Committee Representation.

13
14 a. ~~A nominating committee of six (6) member representatives shall~~
15 ~~be appointed in November of each year; the Administrative~~
16 ~~Committee shall appoint two (2), the Chair of the Board shall~~
17 ~~appoint two (2), and the Board shall appoint two (2).~~

18
19 b.a. At the January meeting of each year, the nominating
20 committee Nominating Committee shall present to the Board
21 nominations for Board officers ~~and for the three (3) additional~~
22 ~~Administrative Committee members provided for in Article VIII, A.4~~
23 to be elected at the February meeting.

24
25 e.b. ~~Nominations~~ Board officer nominations may be made from the
26 floor, provided that the consent of each nominee is obtained in
27 advance.

28
29 D. Board Officer Vacancies. If the Chair, Vice Chair, Secretary, or Treasurer, or
30 ~~any of the three (3) additional Administrative Committee members provided for~~
31 ~~in Article VIII, A.4.~~ resigns or ceases to be a member representative, a vacancy
32 shall exist and shall be filled for the remainder of the term by:

33
34 1. Appointment by a majority of the remaining Board officers of a member
35 representative to fill the vacancy; or

36
37 2. ~~Creation of a nominating committee~~ Referral of the vacancy to the
38 Nominating Committee to present to the Board at least one nominee to
39 fill the vacancy if called for by a majority of the remaining Board officers.
40 ~~The procedure for the creation and duties of the nominating committee~~
41 ~~shall be as follows:~~

42
43 a. ~~A nominating committee of six (6) member representatives shall~~
44 ~~be appointed as soon as practicable after the vacancy occurs; the~~
45 ~~Administrative Committee shall appoint two (2), the Chair of the~~
46 ~~Board shall appoint two (2), and the Board shall appoint two (2).~~

47
48 b.2. No later than the meeting held on the month following the month in which
49 the ~~nominating committee~~ Nominating Committee was ~~appointed, the~~

1 nominating committee referred the vacancy, the Nominating Committee
2 shall present to the Board at least one nominee for an officer to be
3 elected by the Board at that meeting to fill such vacancy.
4

5 ~~E.~~ 3. Nominations may be made from the floor, provided that the
6 consent of each nominee is obtained in advance.
7

8 ~~3.~~ 4. In the event the remaining Board officers appoint the incumbent
9 Vice Chair to fill a vacancy in the position of Chair pursuant to D.1 of this
10 Article VII, the Vice Chair so appointed shall serve the remainder of the
11 term for such vacancy and shall thereafter automatically retain the
12 position of Chair for an additional one-year term, subject to other
13 requirements for holding such position.
14

15 E. Executive Committee. The incumbent Board officers shall constitute the
16 Executive Committee of the Council. The Executive Committee shall be the
17 primary executive leadership of the Council, providing leadership to the Board
18 and guidance to the Executive Director. The Executive Committee has no policy
19 making authority. The Executive Committee helps set Board meeting agendas;
20 provides guidance on resolution of conflicts; provides process guidance, and
21 receives updates from and assures the progress of committees of the Council.
22

23 ARTICLE VIII. — Administrative Finance & Budget Committee.
24

25 ~~A.~~ Membership on the Administrative Finance & Budget Committee. The
26 administrative business of the Council concerning finances, contracts
27 and related matters shall be managed by ~~an Administrative Committee~~
28 ~~consisting of member representatives herein designated:~~
29

30 ~~1.~~ One member representative of each elected board of county
31 commissioners and each city council, provided each such county
32 and city contains a population of 120,000 or Finance & Budget
33 Committee. The Committee membership shall not exceed more
34 as estimated by than one-quarter of the U.S. Census, total
35 membership of the Council, or Board. Members of the State
36 Demographer.
37

38 ~~2.A.~~ The Mayor or, as the Mayor's designee, any elected or Finance & Budget
39 Committee shall be appointed officer of the City and County of Denver
40 who is designated as the member representative to the Board; and by
41 Board upon nomination of the Nominating Committee.
42

43 ~~3.~~ Finance & Budget Committee Officers. The Chair, Vice Chair,
44 Secretary, incumbent Treasurer and Immediate Past Chair of the
45 Board; ~~where the Chair, Vice Chair, Secretary, Treasurer, and~~
46 ~~Immediate Past Chair are previously included in (1) or (2) of this~~
47 ~~section, the Board~~ Council shall designate a member
48 representative of a county, municipality or city and county not
49 previously included in A.1. or A.2. of this Article VIII.

1
2 4. ~~Three additional member representatives elected by the Board to~~
3 serve ~~one year terms.~~

4
5 B. ~~Election of Administrative Committee Officers. The Chair and Vice Chair~~
6 ~~of the Administrative~~ as chair of the Finance & Budget Committee. The
7 vice chair of the Committee shall be elected by the ~~Administrative~~
8 Committee at its first meeting following election of Board officers and to
9 serve until the next election of officers.

10
11 C. Powers and Duties. The ~~power to~~ following powers and duties are
12 vested in the Finance & Budget Committee:

13
14 1. To review contracts, grants and expenditures and authorize the
15 expenditure of funds, ~~to enter and the entering~~ into contracts, ~~and~~
16 to within the parameters of the Council budget.

17
18 2. To execute official instruments ~~shall be vested in the~~
19 ~~Administrative Committee. The Administrative Committee shall~~
20 ~~have power and authority to~~ of the Council.

21
22 3. To review and recommend to the Board the budget as provided in
23 Article XV.

24
25 4. To review the Council's audited financial statements with the
26 Council's auditor, and to undertake, oversee and/or review other
27 organization audits.

28
29 5. To receive and review other financial reports and provide regular
30 updates to the Board.

31
32 ~~G.6. To compensate member representatives for expenses incurred in~~
33 ~~attending to the proper business of the Council. The~~
34 ~~Administrative Committee shall have such other powers, duties,~~
35 ~~and functions as may be authorized by the Board. The~~
36 ~~Administrative Committee shall exercise certain functions related~~
37 ~~to the staff and work program as described in Article XI, and shall~~
38 ~~be responsible for executing an employment contract with the~~
39 ~~Executive Director.~~

40
41 7. To be responsible for executing an employment contract with the
42 Executive Director.

43
44 8. To exercise such other powers, duties, and functions as may be
45 authorized by the Board.

46
47 D. Meetings of the Administrative ~~Finance & Budget Committee.~~ The
48 ~~Administrative~~ Finance & Budget Committee shall meet every month and
49 may hold special meetings at the call of its ~~Chair~~ chair or by request of at

1 | least three member representatives on the Administrative Finance &
2 | Budget Committee. The Chair Committee chair, in consultation with the
3 | Executive Director, may cancel a meeting if there are no action items for
4 | the Committee's consideration. Members of the Administrative Finance &
5 | Budget Committee may attend meetings of the Committee by telephone
6 | in accordance with written policies adopted by the Committee, which
7 | policies shall define the circumstances under which attendance by
8 | telephone shall be permitted.
9 |

10 | E. Quorum. A quorum for the transaction of Administrative Finance &
11 | Budget Committee business shall be one-third (1/3) of its members, plus
12 | one.
13 |

14 | F. Voting. A majority of those present and voting shall decide any question
15 | brought before the meeting. The Administrative Budget & Finance
16 | Committee Chair chair shall vote as a member of the Committee. A
17 | Committee member's designated alternate on the Board may attend
18 | meetings of the Committee and participate in deliberations, at the
19 | discretion of the chair, but may only vote in the absence of the member.
20 |

21 |
22 | ARTICLE IX. Performance & Engagement Committee.
23 |

24 | A. Membership on the Performance & Engagement Committee. The
25 | administrative business of the Council concerning the performance and
26 | evaluation of the Executive Director, the onboarding of new Board
27 | members and related matters shall be managed by a Performance &
28 | Engagement Committee. The Committee membership shall not exceed
29 | more than one-quarter of the total membership of the Board. Members
30 | of the Performance & Engagement Committee shall be appointed by the
31 | Board upon nomination of the Nominating Committee.
32 |

33 | B. Performance & Engagement Committee Officers. The incumbent
34 | Secretary of the Council shall serve as chair of the Performance &
35 | Engagement Committee. The vice chair of the Committee shall be
36 | elected by the Committee at its first meeting following election of Board
37 | officers and to serve until the next election of officers.
38 |

39 | C. Powers and Duties. The following powers and duties are vested in the
40 | Performance & Engagement Committee:
41 |

42 | 1. To recommend appointment of the Executive Director to the
43 | Board.
44 |

45 | 2. To develop the process for, and execute and document the
46 | annual performance evaluation for the Executive Director.
47 |

48 | 3. To hold quarterly meetings with the Executive Director.
49 |

1 4. To recommend to the Board as needed policies and procedures
2 for the effective administration of the Executive Director.

3
4 5. To oversee onboarding programs for new Board appointees.

5
6 6. To implement and review Board structure and governance
7 decisions.

8
9 7. To plan the annual Board workshop.

10
11 8. To receive and review reports related to the business of the
12 Committee and provide regular updates to the Board.

13
14 9. To exercise such other powers, duties, and functions as may be
15 authorized by the Board.

16
17 D. Meetings of the Performance & Engagement Committee. The
18 Performance & Engagement Committee shall meet every month and
19 may hold special meetings at the call of its chair or by request of at least
20 three member representatives on the Performance & Engagement
21 Committee. The Committee chair, in consultation with the Executive
22 Director, may cancel a meeting if there are no action items for the
23 Committee's consideration. Members of the Performance & Engagement
24 Committee may attend meetings of the Committee by telephone in
25 accordance with written policies adopted by the Committee, which
26 policies shall define the circumstances under which attendance by
27 telephone shall be permitted.

28
29 E. Quorum. A quorum for the transaction of Performance & Engagement
30 Committee business shall be one-third (1/3) of its members, plus one.

31
32 F. Voting. A majority of those present and voting shall decide any question
33 brought before the meeting. The Performance & Engagement
34 Committee chair shall vote as a member of the Committee. A
35 Committee member's designated alternate on the Board may attend
36 meetings of the Committee and participate in deliberations, at the
37 discretion of the chair, but may only vote in the absence of the member.

38
39 ARTICLE X. Nominating Committee.

40
41 A. Membership on the Nominating Committee. The Nominating Committee
42 shall be appointed in November of each year and consist of member
43 representatives herein designated:

44
45 1. The Immediate Past Chair of the Board (or the Vice Chair if there
46 is no Immediate Past Chair);

47
48 2. One Board member representing the City and County of Denver;
49

- 1 3. One member selected by the Performance & Engagement
2 Committee, except that in the initial establishment of the
3 Nominating Committee, such member shall be selected by the
4 Board;
- 5
- 6 4. One member selected by the Finance & Budget Committee,
7 except that in the initial establishment of the Nominating
8 Committee, such member shall be selected by the Board;
- 9
- 10 5. One member selected by the Board; and
- 11
- 12 6. One member selected by the Board Chair.
- 13

14 B. Member Qualifications.

- 15
- 16 1. Members of the Nominating Committee shall have served not less
17 than one year on the Board before being eligible to serve on the
18 Nominating Committee.
- 19
- 20 2. No more than one Board officer and no more than one member
21 from the City and County of Denver may serve on the Nominating
22 Committee.
- 23
- 24 3. A designated alternate may not serve on the Nominating
25 Committee.
- 26
- 27 4. In the appointment of the Nominating Committee, consideration
28 shall be given to providing representation of a broad cross-section
29 of the Board, taking into account community size, geographic
30 location, the rate of growth, county and municipality, rural and
31 suburban and other factors.
- 32
- 33 5. If a vacancy arises on the Nominating Committee, the person or
34 entity that selected the departing member shall select a
35 replacement.
- 36

37 C. Nominating Committee Officers. At its first meeting upon annual
38 appointment of its members, the Nominating Committee shall elect its
39 chair and vice chair.

40

41 D. Powers and Duties. The following powers and duties are vested in the
42 Nominating Committee:

- 43
- 44 1. To make recommendations regarding nominations for Board
45 officers and Board officer vacancies as provided in these Articles.
46 A Nominating Committee member may not be a nominee for
47 Board officer.
- 48

1 2. To nominate member representatives for appointment by the
2 Board to the Finance & Budget Committee and the Performance &
3 Engagement Committee. Such nominations and appointments
4 shall be made in accordance with the following procedures and
5 requirements:
6

7 a. The Nominating Committee shall make nominations for
8 such Committees from a pool of candidates that consists of
9 the following:
10

11 (1) One member representative who is designated as
12 the member representative to the Board of each
13 elected board of county commissioners and each
14 city council, provided each such county and city
15 contains a population of 120,000 or more as
16 estimated by the U.S. Census, the Council, or the
17 State Demographer.
18

19 (2) The Mayor or, as the Mayor's designee, any elected
20 or appointed officer of the City and County of Denver
21 who is designated as the member representative to
22 the Board.
23

24 (3) One Denver City Council member who is designated
25 as the member representative to the Board.
26

27 (4) The Immediate Past Chair of the Board.
28

29 (5) Five other member representatives to the Board not
30 previously included in (1), (2), (3) or (4) of this
31 section, selected by the Nominating Committee.
32

33 b. The Nominating Committee shall nominate one half of the
34 candidates in the pool to the Finance & Budget Committee
35 and one half to the Performance & Engagement
36 Committee. In the event the pool consists of an odd
37 number of potential appointees, the Nominating Committee
38 shall select and nominate a sixth member representative
39 pursuant to section D.2.a.(5) above.
40

41 c. Consideration shall be given to member representatives'
42 requests to be appointed to a particular Committee, and to
43 providing representation of a broad cross-section of the
44 Board, taking into account community size, geographic
45 location, the rate of growth, county and municipality, rural
46 and suburban and other factors.
47

48 d. The City and County of Denver shall have one
49 representative on each Committee.

1
2 e. Committee members shall be appointed to two-year terms,
3 except that in the initial establishment of the Committees
4 the Nominating Committee shall nominate and the Board
5 shall appoint one half of the members of each Committee
6 to an initial one-year term so as to achieve staggered
7 terms. Terms extend until Board appointment of
8 successors, provided no term is thereby shortened by more
9 than 30 days.

10
11 f. Committee members are eligible to serve so long as the
12 jurisdiction he/she represents is a member of the Council,
13 and he/she remains that member's official member
14 representative on the Board.

15
16 g. Membership on the Finance & Budget Committee and the
17 Performance & Engagement Committee shall be
18 designated to the member's jurisdiction. Therefore, if a
19 member appointed to a Committee is no longer able to
20 serve, membership on the Committee shall transfer to the
21 succeeding member representative of that jurisdiction on
22 the Board, for the remainder of the term of the Committee
23 appointment.

24
25 3. To make nominations to the Board for appointment to fill any
26 vacancy on the Finance & Budget Committee and the
27 Performance & Engagement Committee, which vacancy shall be
28 filled in accordance with the requirements herein.

29
30 E. Meetings of the Nominating Committee. The Nominating Committee shall
31 meet as needed to exercise the powers and duties vested herein in the
32 Committee. The Nominating Committee may hold meetings at the call of
33 its chair or by request of at least two of its members.

34
35 F. Quorum. A quorum for the transaction of Nominating Committee
36 business shall be all six (6) of its members.

37
38 G. Voting. A majority of those present and voting shall decide any question
39 brought before the meeting.

40
41 ARTICLE XI. Meetings of the Board.

42
43 A. Frequency. The Board shall meet at least quarterly and may hold
44 special meetings at the call of the Chair, or by request of at least three
45 member representatives.

46
47 B. Notice. Notice of meetings shall be given by E-mail, fax or telephone,
48 made at least two days in advance of the meeting, or by first class mail,
49 post-marked at least five days in advance of the meeting.

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- C. Agenda. Any member representative shall have the right to request of the officers the addition of any matter to the agenda of any Board meeting fifteen days in advance of the meeting, or by consent of a majority of the member representatives at the meeting.
 - D. Record of Meetings. The Board shall keep records of all its meetings. The meeting records shall be public records available for inspection by any interested person at reasonable times during regular office hours.
 - E. Open Meetings. All meetings of the Board and committees of the Council shall be open to the public, except as provided otherwise by state statutes.
 - F. General Board of Directors Procedural Provision.
 1. Quorum. A quorum for the transaction of Board business shall be one-third (1/3) of the member representatives.
 2. Voting.
 - a. Regular. Only member representatives or alternates shall have voting privileges. Such privileges shall be exercised personally and voting by proxy is not permitted. The vote of a majority of the member representatives present and voting shall decide any question except as otherwise provided in these Articles. The Chair shall vote as a member representative.
 - b. Weighted.
 - (1) Upon the specific request of any member representative, whether seconded or not, a weighted vote must be taken in compliance with the weighted vote resolution in effect at the time of the request.
 - (2) Denver Allotment. In any weighted vote, the Mayor of the City and County of Denver, or the Mayor's alternate, is authorized to cast two-thirds (2/3) of the total vote allotted to the City and County of Denver and the member representative designated by the City Council of the City and County of Denver or its President is authorized to cast one-third (1/3) of the total vote allotted to the City and County of Denver.
 - (3) Plans and Articles of Association. Adoption and amendment of plans pursuant to statute and amending the Articles of Association shall be

1 accomplished without the use of the weighted voting
2 system.

- 3
4 c. Plan Adoption and Amendment. An affirmative vote of a
5 majority of member representatives shall be required for
6 the adoption or amendment of the Plan, or portion thereof,
7 in accordance with Article ~~X~~XII.
8
9 d. Amendment of Articles of Association. An affirmative vote
10 of a majority of member representatives shall be required
11 for the amendment of these Articles, in accordance with
12 Article ~~XIV~~XVI.
13
14 e. Positions Taken ~~On~~ Ballot Measures ~~And~~and Legislative
15 Issues.
16
17 (1) An affirmative vote of a majority of member
18 representatives shall be required to adopt a
19 resolution taking a position on any ballot measure.
20
21 (2) An affirmative vote of two-thirds (2/3) of members
22 present and voting shall be required to take a
23 position on any legislative issue.
24
25 f. Mail Vote. The Chair shall, on the Chair's own initiative, or
26 when so directed by the Board, declare that action on any
27 motion or resolution, including plan adoption or amendment
28 and amendment of the Articles of Association, shall be
29 taken by certified mail vote of member representatives or
30 their alternates, or if neither has been appointed by a
31 member, its chief elected official may vote instead.
32 Certified mail votes shall be returned by the next regular
33 Board meeting, and any action becomes effective on the
34 date the Chair certifies the results to the Board.
35

36 | ~~23~~. Rules of Order. Except as otherwise required by these Articles,
37 the rules of order of the Council shall be in accordance with the
38 latest edition of Robert's Rules of Order, Revised.
39

40 | ARTICLE ~~X~~XII. Powers and Duties.

- 41
42 A. Regional Plan. The Council shall prepare, maintain and regularly review
43 and revise a Plan for the Region. In preparing, maintaining, reviewing
44 and revising the Plan, the Council shall seek to harmonize the master or
45 general comprehensive plans of municipalities, counties, cities and
46 counties, and other public and private agencies within or adjacent to the
47 Region. The Council shall seek the cooperation and advice of
48 municipalities, counties, cities and counties, state and federal agencies,
49 organizations and individuals interested in the functions of the Council.

1 The Plan may consist of such plans, elements and provisions as required
2 or authorized by statute or the members.
3

- 4 B. Plan Adoption. The Board may adopt the Plan or portions thereof, or
5 amendments or additions thereto, by a majority vote of member
6 representatives. Adoption of the Plan or portions thereof shall be
7 preceded by notice and public hearing as required by statute. Action by
8 the Board on the Plan or any amendments thereof shall be recorded in
9 the minutes of the Board meeting and as otherwise required by statute.
10
- 11 C. Certification of Plan. To the extent required by statute, the Council shall
12 certify copies of the adopted Plan, or portion thereof, or amendment or
13 addition thereto, to the board of county commissioners and planning
14 commission of each county and the governing body and planning
15 commission of each municipality lying wholly or partly within the Region.
16
- 17 D. Review of Local Plan Referrals. The Council shall review all matters
18 referred to it in accordance with law. The Council may review local laws,
19 procedures, policies, and developments, including any new or changed
20 land use plans, zoning codes, sign codes, urban renewal projects,
21 proposed public facilities, or other planning functions that clearly affect
22 two or more local governmental units, or that affect the Region as a
23 whole, or that are subjects of primary responsibility for the Council.
24 Within thirty days after receipt of any referred case, the Council shall
25 report to the concerned commission or body. An extension of time may
26 be mutually agreed upon.
27
- 28 E. Metropolitan Planning Organization. As may be authorized or required
29 by federal and state law, the Council shall serve as the metropolitan
30 planning agency (MPO) for the area and shall exercise such powers and
31 perform such functions as are required or authorized by statute in
32 connection therewith.
33
- 34 F. Area Agency on Aging. As may be authorized or required by federal and
35 state law, the Council shall serve as the Area Agency on Aging (AAA) for
36 such planning and service areas as are designated to it, and shall
37 exercise such powers and perform such functions as are required or
38 authorized by statute in connection therewith. The Council shall be the
39 approving and contracting agent for distribution of Older Americans Act
40 funds and other aging services federal and state funds and grants, as
41 authorized.
42
- 43 G. Other Activities, Services and Functions. The Council shall undertake
44 and perform such other activities, services or functions as are authorized
45 to it by its members or as are designated to it by federal or state law,
46 consistent with its purposes and in service and support of its member
47 governments.
48

1 H. Committees. ~~The Board may establish~~The standing committees of the
2 Council shall consist of the Executive Committee, the Nominating
3 Committee, the Finance & Budget Committee and the Performance &
4 Engagement Committee, as established in these Articles. The Board
5 may establish other committees of the Board and advisory committees to
6 the Board as necessary, and the Chair of the Board, except as otherwise
7 provided by the Board, shall appoint the membership of these
8 committees.

9
10 I. Cooperation with Others. The Council may promote and encourage
11 regional understanding and cooperation through sponsorship and
12 participation in public or private meetings, through publications, or
13 through any other medium. The Council may offer its facilities and
14 services to assist in the solution and mediation of issues involving two or
15 more political jurisdictions.

16
17 J. Functional Review. The Council may study and review the nature,
18 scope, and organization under which the functions of the Council may
19 best be carried on, and report to federal, state, and local jurisdictions,
20 and agencies thereof, on ways to improve proposals concerning
21 legislation, regulations, and other actions taken for the effectuation of the
22 provisions of these Articles.

23
24 K. Coordination of Research. The Council may make recommendations to
25 legislative bodies, planning commissions, and other organizations and
26 agencies within the Region for the coordination of research, collection of
27 data, improvement of standards, or any other matter related to the
28 activities of the Council.

29
30 L. Contracts. The Council may contract for any service necessary or
31 convenient for carrying out the purposes of the Council.

32
33 M. Real Property. As provided in the Council's Articles of Incorporation, the
34 Council shall have all the powers granted to nonprofit corporations by
35 Articles 121 through 137 of Title 7, C.R.S., as amended, but the Board
36 reserves final approval of the acquisition and disposition of real property.

37
38 | ARTICLE ~~XI~~XIII. Council Executive Director.

39
40 A. The Board after receiving a recommendation of the
41 ~~Administrative~~Performance & Engagement Committee and by the
42 affirmative vote of a majority of member representatives shall appoint an
43 Executive Director hereinafter referred to as the "Director," who shall serve
44 at the pleasure of the Board. The ~~Board~~Performance & Engagement
45 Committee shall ~~establish a~~develop the process for, and execute and
46 document an annual performance evaluation ~~process~~
47 Director.
48

1 B. The Director shall be the Chief Administrative Officer and authorized
2 recording officer of the Council. The Director shall administer and
3 execute all other functions and duties determined by the Board, including
4 but not limited to the following:

- 5
- 6 1. Appointment, removal, compensation and establishment of the
7 number and duties of the Council staff;
 - 8
 - 9 2. Establish and implement policies and procedures for the efficient
10 administration of personnel matters;
 - 11
 - 12 3. Serve, or designate personnel to serve, as recording secretary of
13 the Council and be responsible for preparing and maintaining all
14 records and information required by law to be kept by nonprofit
15 corporations, including those records required to be kept by
16 Section 7-136-101, C.R.S., and for authenticating the records of
17 the Council;
 - 18
 - 19 4. Designate personnel to provide staff services to committees; and
 - 20
 - 21 5. Serve as registered agent for the Council and register as such
22 with the Colorado Secretary of State.
- 23

24 | ARTICLE ~~XIII~~XIV. Filing of Local Reports.

25
26 To facilitate planning and development of the Region, all legislative bodies, planning
27 agencies, and others within the Region are requested to file with the Council all public plans,
28 maps, reports, regulations and other documents, as well as amendments and revisions
29 thereto, that clearly affect two or more local government units, or that affect the Region as a
30 whole, or that are subjects or primary responsibility for the Council.

31
32 | ARTICLE ~~XIII~~XV. Financial Provisions.

- 33
- 34 A. Budget Submission to the Administrative Finance & Budget Committee. Each
35 year, no later than the regular October meeting of the Administrative Finance &
36 Budget Committee, the Director shall submit an estimate of the budget required
37 for the operation of the Council during the ensuing calendar year.
 - 38
 - 39 B. Budget Approval by the Board. Each year, no later than the regular November
40 meeting of the Board, the budget approved recommended by the
41 Administrative Finance & Budget Committee shall be presented for approval by
42 the Board. The funds required from each member in the Region shall be
43 apportioned as determined by the Board in the approved budget.
 - 44
 - 45 C. Contract and Other Funds. The Council is specifically empowered to contract
46 or otherwise participate in and to accept grants, funds, gifts, or services from
47 any federal, state, or local government or its agencies or instrumentality thereof,
48 and from private and civic sources, and to expend funds received therefrom,

1 under provisions as may be required of and agreed on by the Council, in
2 connection with any program or purpose for which the Council exists.

- 3
4 D. Records and Audit. The Council shall arrange for a systematic and continuous
5 recordation of its financial affairs and transactions and shall obtain an annual
6 audit of its financial transactions and expenditures.
7

8
9 ARTICLE ~~XIV~~XVI. Adoption and Amendment of Articles of Association.

- 10
11 A. The Articles shall become effective upon their adoption by the boards of county
12 commissioners, and the governing body of any municipality or city and county
13 within or adjacent to the Region desiring to participate in the Council activities.
14
15 B. These Articles may be amended at any regular meeting of the Board by an
16 affirmative vote of a majority of the member representatives, provided that at
17 least one week's notice in writing be given to all member representatives setting
18 forth such amendment. These Articles may also be amended by an affirmative
19 vote of a majority of member representatives obtained through a certified mail
20 vote in accordance with Article ~~IX~~, ~~E~~XI, ~~F~~.2.~~ef~~ when so directed by the Board or
21 on the initiative of the Board Chair.

AMENDMENT HISTORY

- AMENDED July 19, 1966. Provided for local elected official representation.
- AMENDED April 18, 1967. General assembly representation added. Policy Advisory Committee created.
- AMENDED July 18, 1967. Quorum changed from 1/2 to 1/3.
- AMENDED April 15, 1968. (Effective July 1, 1968) Name changed to “Denver Regional Council of Governments”
- AMENDED December 17, 1968. Changed election date to first meeting in year. Added municipal representation of Executive Committee.
- AMENDED March 25, 1970. Provided for membership on Executive Committee by either the mayor of the City and County of Denver or the deputy mayor.
- EXTENSIVELY AMENDED February 16, 1972. Incorporated the changes of the Committee on Structure and Organization. See S & O Report.
- AMENDED November 15, 1972. (effective January 1, 1973) Provided for a weighted voting formula for the participating membership.
- AMENDED May 16, 1973. Incorporated a section regarding members which are delinquent in payment of annual assessments.
- AMENDED January 16, 1974. Included the Counties of Clear Creek, Douglas and Gilpin on the Executive Committee, provided each such county contained a population of 120,000 or more.
- AMENDED June 18, 1974. Clarified the section on officers and their election, and provided for a nominating committee for election of officers each year.
- AMENDED January 19, 1977. Added three non-voting members, to be named by the Governor, to the full Board as outlined in the Metropolitan Planning Organization Memorandum of Agreement.
- AMENDED August 3, 1977. (through mail ballot) Increase the membership on the DRCOG Executive Committee from 6 to 8 by adding the Vice Chairman and Secretary-Treasurer of the Board to the Executive Committee membership.
- AMENDED December 19, 1979. Made the Immediate Past Chairman of the Board an officer of the Board, and by virtue of being a Board officer, the Immediate Past

Chairman would also be a member of the Executive Committee. This increased the Board officers from 4 to 5 and the Executive Committee from 8 to 9.

- AMENDED December 16, 1981. Changed the name of the policymaking body from “Council” to “Board of Directors”; Provided definitions of Council, Board of Directors, member, and member representative; Provided for Executive Committee alternates; Provided clarification and modification of certain agency procedures; and made extensive editorial changes.
- AMENDED June 22, 1983. Changed the structure of DRCOG from an unincorporated association to a nonprofit corporation, designated officers of the corporation, and provided for Board approval of real property transactions.
- AMENDED March 19, 1986. Changed to provide for election of Executive Committee officers at the first meeting following election of Board officers.
- AMENDED February 15, 1989. Expanded Executive Committee membership from 9 to 12 members with the three new members elected by the Board; provided for Board designation of a member representative of a county or a municipality to the Executive Committee in instances where the officers of the Board are already included as members of that Committee.
- AMENDED July 17, 1991. Provided the Mayor of Denver with a designee and an alternate to the Board; added a process for filling Executive Committee vacancies; changed the Mayor of Denver’s alternate on the Executive Committee from the Deputy Mayor to the Mayor’s designated representative to the Board; clarified the powers and duties of the Executive Committee regarding personnel matters and the Executive Director; revised the process for certification of adopted plans; and made extensive editorial changes to conform to statutory language.
- AMENDED June 17, 1998. Made technical changes in accordance with the newly adopted Colorado Revised Nonprofit Corporation Act regarding notice of meetings, termination of membership, and responsibilities for record keeping.
- AMENDED July 21, 1999. Revised to provide membership on the Executive Committee for counties with 120,000 or more estimated by either the U.S. Census, the Council or the state demographer.
- AMENDED April 18, 2001. Revised to change the Executive Committee name to Administrative Committee and provide membership on the Administrative Committee for each county and city containing a population of 120,000 or more.
- AMENDED January 15, 2003. Revised to split the Board Officer position of Secretary-Treasurer, creating the positions of Secretary and Treasurer, thus expanding the Administrative Committee membership, and to recognize the City and County of Broomfield.

- AMENDED February 19, 2003. Revised Board and Administrative Committee officer terms and revised Administrative Committee quorum.
- AMENDED November 19, 2008. Added voting requirements for taking positions on ballot measures and legislative issues.
- AMENDED May 20, 2009. Editorial revisions addressing superfluous and/or outdated items, items requiring clarification and/or elaboration, and items requiring updating as a result of the inclusion of Southwest Weld County communities.
- AMENDED July 21, 2010. Amended Section VII.C.1., to revise the procedure for election of Chair, and VII.C.2, to revise the number of members of the nominating committee.
- AMENDED April 20, 2011. Amended Section X, to remove reference to Water Quality Planning and reorder following lettered sections. Amended Section XIII, to revise the month that the budget will be provided to the Administrative Committee and Board for approval.
- AMENDED January 18, 2012. Amended Article VIII D to add language related to telephonic participation at Administrative Committee meetings.
- AMENDED May 15, 2013. Amended Article VI.E, to stipulate that the State of Colorado shall have three (3) non-voting members on the Board, appointed by the Governor, one of which shall be a representative of the Colorado Department of Transportation (either the Executive Director or a member of senior management), and the Regional Transportation District shall have one non-voting member on the Board, to be appointed by the General Manager of the organization. The General Manager may appoint themselves to the Board, or they may designate a member of their senior staff.
- AMENDED July 16, 2014. Amended Article VII C.1 and add VII D.3 to address a vacancy at Chair created when a Chair resigns mid-term. The amendment allows the incumbent Vice Chair to be appointed to serve the remainder of the term vacated, as well as serving their own full-year term.
- AMENDED _____, 2016. Amended to reflect committee structure changes as recommended by the Structure and Governance group. Formalize the Board Officers as an Executive Committee; split the Administrative Committee into two new committees: Finance and Budget and Performance and Engagement; and revising the membership of the Nominating Committee to add two permanent members: Board Immediate Past Chair and a representative of the City and County of Denver, and defines how the remaining members of the Nominating Committee will be selected.

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 #
March 16, 2016	Action	16

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

In accordance with direction from the Board, staff recommends the Board of Directors select members to serve on an ad hoc Nominating Committee.

ACTION BY OTHERS

N/A

SUMMARY

The *Articles of Association* are on the March Board of Directors agenda for review and revision of language related to the establishment of new committees (Finance and Budget, Performance and Engagement). The ad hoc Nominating Committee will recommend members to serve on the Finance and Budget and Performance and Engagement committees.

Members will be asked to express interest in serving on an ad hoc Nominating Committee to recommend membership for the new committees. If more than enough members express interest, a ballot vote will be taken to select the Nominating Committee members.

The Nominating Committee must meet prior to April 11 to recommend membership on the new committees, in order to have recommendations ready for the April Board agenda.

PREVIOUS DISCUSSIONS/ACTIONS

February 17, 2016 – the Board of Directors approved in concept the recommendations of the Structure and Governance group related to committee structure.

PROPOSED MOTION

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

ATTACHMENTS

List of current Board Directors

ADDITIONAL INFORMATION

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

BOARD OF DIRECTORS
DENVER REGIONAL COUNCIL OF GOVERNMENTS
March 16, 2016

Officers

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

Jurisdiction

Member

Alternate

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CLEAR CREEK COUNTY	Tim Mauck Commissioner 410 Soda Creek Rd. Idaho Springs, CO 80452 (720) 425-7840 tim@timmauck.com	

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Jurisdiction

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Alternate

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Jurisdiction

Member

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* Administrative Committee member

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Jurisdiction
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City of

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Alternate

GOVERNOR'S THREE NON-VOTING APPOINTEES TO THE DRCOG BOARD:

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ATTACH L

To: Chair and Members of the Board of Directors
From: Jennifer Schaufele, Executive Director
303 480-6701 or jschaufele@drco.org

Meeting Date	Agenda Category	Agenda Item #
March 16, 2016	Informational Briefing	18

SUBJECT

Information regarding the Regional Air Quality Council and Colorado Energy Office's *ALT Fuels Colorado* and *Charge Ahead Colorado* programs.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is an informational briefing.

ACTION BY OTHERS

N/A

SUMMARY

On October 21, 2015, the DRCOG Board asked staff to compile additional information regarding two alternative fuel programs – *ALT Fuels Colorado* (AFC) and *Charge Ahead Colorado* (CAC) – both administered jointly by the Regional Air Quality Council (RAQC) and the Colorado Energy Office (CEO). (Link: [RAQC Presentation to DRCOG Board](#))

The DRCOG Board asked for specific information on two issues:

- 1) eligibility for transit vehicles through *ALT Fuels Colorado*.

Response: Attachment 1 from CDOT summarizes eligibility considerations of alternative fueled transit vehicles. It concludes that such transit vehicles can be eligible for future AFC calls for projects. The RAQC has confirmed both CNG and electric transit vehicles will be eligible.

It should be noted alternative fuel transit vehicles are also eligible through Federal Transit Administration (FTA) and the state FASTER Transit grant programs administered by CDOT's Division of Transit and Rail.

- 2) whether the eligibility rule for *ALT Fuels Colorado* requiring a electric vehicle (EV) charging station to be co-located with a compressed natural gas (CNG) station is working.

Response: In November 2013, the DRCOG Board recommended that CEO allow for funding of EV charging stations at new CNG stations through AFC. This recommendation was integrated into the AFC program and to date three of the fifteen funded CNG stations have been co-located with electric charging stations. AFC does not currently fund EV charging stations unless co-located with a new CNG station and it only funds station equipment, not installation costs. While it is difficult to assess the success of the co-location element, it is a valuable addition to the AFC program, providing flexibility to the applicant. However, staff believes applicants pursuing EV infrastructure are better served applying

through the *Charge Ahead Colorado* program, which focuses on electric infrastructure and funds both equipment and installation of EV charging stations.

Background

Attachment 2 from the RAQC provides additional details about the AFC and CAC programs, including information about the amount of funding distributed to different project types (CNG vehicles, CNG stations, propane vehicles, electric vehicles, and electric vehicle charging stations).

ALT Fuels Colorado

The AFC program was formed as a “start-up” program to help boost CNG vehicle use and establish a comprehensive, statewide infrastructure system. The program originated from the CEO’s 2013 *Natural Gas Vehicle Market Implementation Plan* and is funded primarily from a special one-time statewide allocation of \$30 million in federal Congestion Mitigation Air Quality (CMAQ) funds spread over a four-year period from fiscal year (FY) 2014-2017.

In November 2013, the DRCOG Board made four recommendations to the CEO regarding the *Natural Gas Vehicle Market Implementation Plan*:

- Do not fund removal of diesel fueled trucks manufactured after 2010, as they already meet higher air quality standards;
- Allow funding for co-location of EV fast-charging stations at new CNG stations;
- Make vehicle purchase subsidies available to other types of alternative fueled vehicles; and
- Do not continue the CMAQ funding for this program after FY 2017.

The first three recommendations have been incorporated in the AFC program since its inception. Transit vehicles are now eligible in the AFC program as discussed above. Other electric vehicles have always been eligible in both the CAC and AFC programs, though the CAC program focuses on light-duty vehicles and the AFC program focused on medium- and heavy-duty vehicles. The fourth recommendation, as noted above, is a special one-time statewide allocation of CMAQ funds.

There are two CMAQ components to the AFC program:

- 1) \$15 million for alternative-fueled **vehicles** (CNG, electric, and propane) within the air quality non-attainment and maintenance areas along the Front Range (administered by the RAQC); and
- 2) \$15 million for CNG fueling **stations and co-located electric charging stations** across the entire state (administered by the CEO).

Approximately \$7 million has been awarded through the AFC programs for vehicles in the air quality non-attainment/ maintenance areas along the Front Range. Nearly \$8 million has been awarded statewide for 15 CNG fueling stations (three with co-located electric charging). Through five rounds of funding, 45% of CNG station applications and 75% of vehicle applications have been awarded funding.

Charge Ahead Colorado

The CAC program provides grants for electric vehicles and the installation of electric vehicle charging stations. CAC's funding comes from a separate DRCOG CMAQ grant to the RAQC, and other sources. DRCOG has consistently allocated CMAQ funds to the RAQC for alternative fuel vehicles since 2003.

From FY 2013-15, approximately \$1.5 million has been awarded by the RAQC for 183 EV charging stations, and 45 electric vehicles within the Denver metro area. The new DRCOG TIP continues funding for an additional four years through FY 2019. Since 2013, through ten rounds of funding, about 70% of statewide CAC applications have been awarded funding. Further information is provided in the memo from the RAQC (Attachment 2).

Conclusion

AFC and CAC are complementary programs functioning together to bring a diverse, accessible alternative fuel market to the Denver region and Colorado. While AFC is a one time, large investment to develop a statewide network of CNG infrastructure (stations and vehicles), CAC is a long-term, ongoing program to fund electric charging stations and vehicles. While the average award for a CNG station is around \$500,000 for equipment only, the average award for the equipment and installation of an electric charging station is less than \$8,000. Over the life of the programs to date, AFC has awarded funding to 15 CNG stations while CAC has awarded funding to 183 charging stations. To date, AFC has funded 515 CNG and propane medium- and heavy-duty vehicles, while CAC has funded 45 public light-duty vehicles. DRCOG's member governments should take advantage of the funding available for fleet vehicles.

The information provided by the RAQC and CDOT verifies that the combined CAC and AFC programs provide significant funding for stations (CNG, propane, and electric charging) and vehicles (CNG, propane, and EV) within the DRCOG region and statewide.

PREVIOUS BOARD DISCUSSIONS/ACTIONS

[October 21, 2015](#)

PROPOSED MOTION

N/A

ATTACHMENTS

1. CDOT memo: Transit Eligibility Discussion for *ALT Fuels Colorado* Program (February 10, 2016)
2. RAQC memo: *Charge Ahead Colorado* and *ALT Fuels Colorado* programs (February 17, 2016)

Link: [RAQC Presentation to DRCOG Board](#) (October 21, 2015)

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303 480-6701 or jschaufele@drcoq.org; or Steve Cook, MPO Program Manager, Transportation Planning and Operations, at 303-480-6749 or scook@drcoq.org.

ATTACHMENT 1



COLORADO

Department of Transportation

Division of Transportation Development

Multimodal Planning Branch
4201 E. Arkansas Ave., Shumate Bldg.
Denver, CO 80222-3400

TO: Steve McCannon, RAQC Mobile Sources Program Director
Wes Maurer, CEO Transportation Program Manager

FROM: Jeffrey Sudmeier, CDOT Multimodal Planning Branch Manager
Michael King, CDOT Transportation Planner

DATE: February 10, 2016

SUBJECT: Transit Eligibility Discussion for Alt Fuels Colorado Program

On December 19th, 2013 the Transportation Commission of Colorado passed a resolution to establish the Alt Fuels Colorado (AFC) Program. AFC is a 4-year, statewide effort that dedicates \$30 million in federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds to foster the development of a sustainable alternative fuels market in Colorado, focused in particular on compressed natural gas (CNG) but also including propane and electric markets. The program targets two parts of the alternative fuels equation by dedicating \$15 million, administered by the Colorado Energy Office (CEO), to support the purchase of fueling equipment for new stations statewide and another \$15 million, administered by the Regional Air Quality Council (RAQC), to offset the incremental costs of alternative fuel fleet adoption on the part of private companies, government agencies, and nonprofits located within federally-designated ozone and carbon monoxide non-attainment areas (NAA) – an 11-county zone that includes Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, El Paso, Jefferson, Larimer, Teller, Weld counties.

As of January 28, 2016 (roughly two years into the four year program), AFC has awarded a total of \$7.5 million towards 15 CNG stations and an additional \$4.5 million towards the purchase of 515 fleet vehicles within the NAAs. Thus far the demand for program funding has been quite strong and the overall response from applicants and the public has been positive. However, from the start of the AFC scoping and program design process, the project partners have discussed the potential for extending the vehicle funding portion of the program to include transit vehicles, which have heretofore been excluded from eligibility. Based on continuing interest among stakeholders and applicants, the project partners are now returning to this issue.

As relates to CMAQ funding, transit is defined as:

“regular, continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low income; and does not include: intercity passenger rail transportation provided by the entity described in Chapter 243 (or a successor to such entity); intercity bus service; charter bus service; school bus service; sightseeing service; courtesy shuttle service for patrons of one or more specific establishments; or intra-terminal or intra-facility shuttle services.” (77 FR 63675)

As with the existing vehicle grant program, grants would apply only to vehicles located within the NAAs and would fund up to 80% of the incremental cost (within a given per-unit cap) of an alternative fuel vehicle, where incremental cost is defined as the price differential between the alternative fuel vehicle

ATTACHMENT 1

and a traditional fuel version (or equivalent) of that same vehicle. Grantees would be responsible for covering the remaining costs, i.e. the vehicle base price, and 20% of the incremental cost.

An explanation of the processes, challenges, and opportunities related to transit vehicle eligibility in Alt Fuels Colorado are outlined below.

Process

In a memo dated December 11th, 2013 the United States Department of Transportation (USDOT) expressed its preference that any CMAQ funds used to purchase transit vehicles be administered by the Federal Transit Administration (FTA) rather than through the Federal Highway Administration (FHWA). Since the CMAQ funds used for the AFC Program originate with FHWA, the use of these funds for the purchase of transit vehicles would require these funds to be “flexed” to FTA and subsequently contracted to the grant recipients. In the case of a direct recipient (RTD, Mountain Metropolitan Transit, or TransFort), this contract will be between FTA and the recipient, while in the case of smaller grant applicants contracting will occur between FTA and CDOT’s Division of Transit and Rail (DTR), and then between DTR and the recipient. In both cases, RAQC staff would not be expected to manage these grants.

Challenges

A decision to extend AFC eligibility to the purchase of transit vehicles will create some variation in the existing grant review, award, invoicing, and monitoring processes currently employed for the non-transit vehicle grants.

Firstly, the process of flexing funds from FHWA to FTA requires additional time that applicants will need to factor into their purchasing timelines. At this point it is estimated that flexing will add approximately 4 weeks to the period of time between a grant being awarded and subsequent contract execution between FTA, CDOT, and the grant recipient. Contracting will occur following each round of awards, and therefore this delay will apply regardless of whether the grant recipient has received previous awards through AFC. Because the flexing process constitutes a new element of the AFC Program, a degree of uncertainty remains around how much time it may actually add to the process.

Another consideration related to transit vehicle eligibility is that FTA’s [Buy America](#) restrictions apply to any transit vehicles purchased with funding from AFC. It will be the responsibility of the applicant to certify that the vehicles they intend to purchase are Buy America compliant or to obtain a waiver for these restrictions. The waiver process, if pursued, could potentially add several additional months to the process and is not guaranteed to succeed. Applicants must be aware of these potential delays when applying for transit vehicle funds through AFC.

A final challenge to consider is that the demand for alternative fuel transit vehicles is not well understood at this time. Alternative fuel vehicles are still relatively new and unfamiliar to many transit agencies, which may have extensive support infrastructure already developed for traditional fuel vehicles and not want to adopt a new technology at this time. As a result, it is possible that making the proposed eligibility change to the program may not result in a sufficient number of applications to justify the staff time dedicated to the effort. However, outreach on behalf of RAQC, CDOT DTR, FTA, and other partners may address this challenge by encouraging transit agencies to apply or, at the very least, providing a better understanding of existing demand.

Opportunities

The proposed AFC Program change to allow funding for alternative fuel transit vehicles also presents an opportunity for collaboration and leveraging of multiple funding programs. In particular, transit agencies awarded grants through CDOT DTR’s existing Consolidated Call for Capital Projects (CCCP) – which

ATTACHMENT 1

provides funding for the purchase of transit vehicles – may be interested in submitting a supplementary application to AFC that would allow them to purchase an alternative fuel vehicle rather than a traditional gasoline or diesel version. By combining CCCP funds for the base vehicle cost with AFC funds for incremental cost of the alternative fuel version, transit agencies will be able to acquire a fuel-efficient and emission-saving vehicle for a relatively small price as compared to the open market. Additionally, this may present a valuable opportunity to expand the use and awareness of alternative fuels among transit agencies within the NAAs, which constitute a large pool of vehicles and serve a significant portion of the state population.

Conclusion & Next Steps

Based on the preceding assessment – and pending the agreement of the CEO, RAQC, and AFC Advisory Council – CDOT supports the proposed expansion of AFC grant eligibility to include transit vehicles. CDOT will work with the RAQC, CEO, AFC Advisory Council and other program stakeholders to modify the existing AFC applications materials, scoring criteria, and internal processes to accommodate the change. The new policy will take effect with the RAQC’s next scheduled call for vehicle applications. Outreach to potential applicant agencies will be conducted in order to ensure that they are aware of the change and the potential challenges and opportunities that it presents for them. If the first round proves successful then the transit eligibility will become a standard part of the AFC Program for the remainder of the program.

For inquiries or further information on this topic, please contact Michael King at michael.king@state.co.us



MEMORANDUM

To: Denver Regional Council of Governments Board of Directors
From: Steve McCannon, Regional Air Quality Council
Subject: Charge Ahead Colorado & ALT Fuels Colorado Programs
Date: February 17, 2016

PROGRAM SUMMARY

In November 2015, the Denver Regional Council of Governments (DRCOG) Board requested information from the Regional Air Quality Council (RAQC) and the Colorado Energy Office (CEO) for the Charge Ahead Colorado and ALT Fuels Colorado Programs. These two programs were created as a comprehensive approach to providing incentives for the purchase of alternatively fueled vehicles and vehicle fueling infrastructure. Both programs are operated in partnership between CEO and RAQC. Program guidance and more information on alternatively fueled vehicles can be found at www.cleanairfleets.org and www.refuelcolorado.org.

Charge Ahead Colorado (CAC):

Beginning in February 2013, Charge Ahead Colorado was implemented to provide incentives for the installation of electric vehicle charging stations and the purchase of electric vehicles (EVs). RAQC utilizes Federal Highway Administration (FHWA) Congestion Mitigation Air Quality (CMAQ) funding provided through DRCOG’s Transportation Improvement Program (TIP). CEO’s funding is provided by DOE SEP funds, the State’s Clean and Renewable Energy Fund and electric vehicle registration fees.

Under this project, charging station grants cover up to 80% of an electric vehicle charging station for Level 2 and Level 3 charging stations. Incentives range from \$3,260 - \$16,000 depending on the level of charger purchased. Public and private entities, but not private home owners, can apply for program funding. The RAQC funding for the program is available in the seven-county Denver metro area while CEO’s funding is available outside this area statewide.

In addition to charging station funding, the RAQC also provides funding for electric vehicles in the seven-county Denver metro area. Vehicle funding covers 80% of the incremental cost of a qualified, Buy America compliant EV up to \$8,260. Only tax-exempt organizations are eligible for vehicle funding due to the \$13,500 in state and federal tax credits available to tax paying entities. Table 1 shows CEO and RAQC total applications received, applications funded and the amount of equipment purchased.

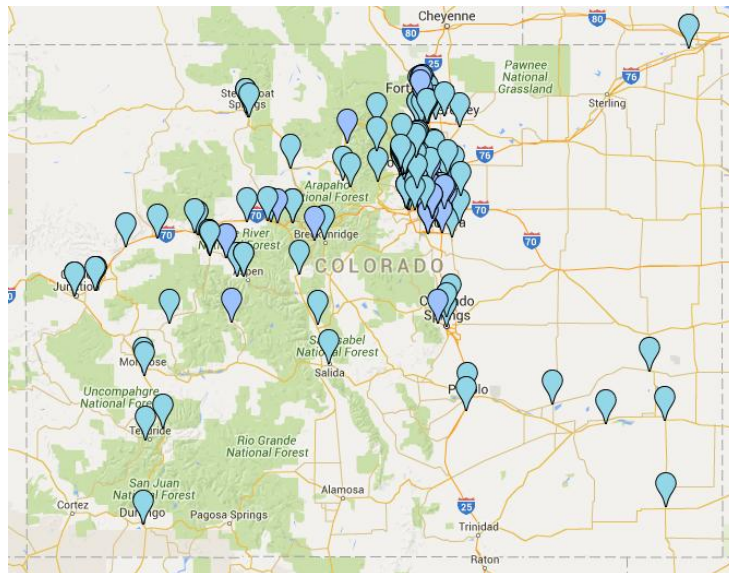
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Table 1. Charge Ahead Colorado (Since Feb 2013)					
	Applicants	Applicants Awarded	Total \$ Awarded	Equipment Awarded	
CEO- Statewide	77	60	\$576,275.00	127	
RAQC* - Denver Metro	133	86	\$1,419,482.48	183 EVSE	45 EVs

*12 EV's and 22 EVSE have been canceled due lack of progress on project or by organization's request.

Applications for program funding are open three times per year. To-date, there have been 10 funding rounds with 310 charging stations and 45 EVs funded. Charging stations funded statewide under this program are detailed in Figure 1.

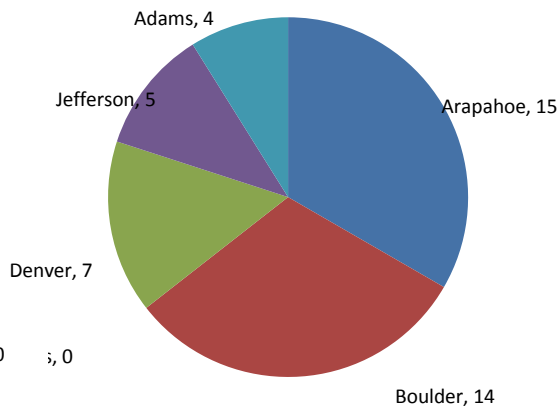
Figure 1. RAQC and CEO Funded Electric Vehicle Charging Stations Statewide



All eligible DRCOG counties have participated in Charge Ahead Colorado. Figures 3 and 4 breakdown the distribution of RAQC EVs and charging stations within the eligible seven-county Denver metro area.

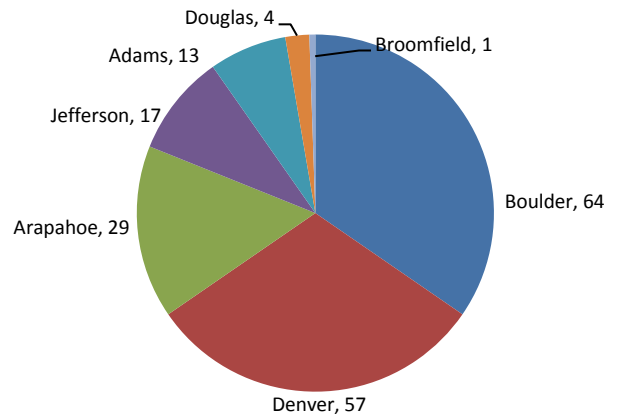
CAC Electric Vehicles

Figure 3



CAC Electric Vehicle Charging Stations

Figure 4



ATTACHMENT 2

ALT Fuels Colorado (AFC):

Beginning in September 2014, CEO and RAQC developed ALT Fuels Colorado to continue the advancement of the state’s adoption of alternative fuels. \$30 million in CMAQ funding was allocated over a 4 year period (2014 to 2017).

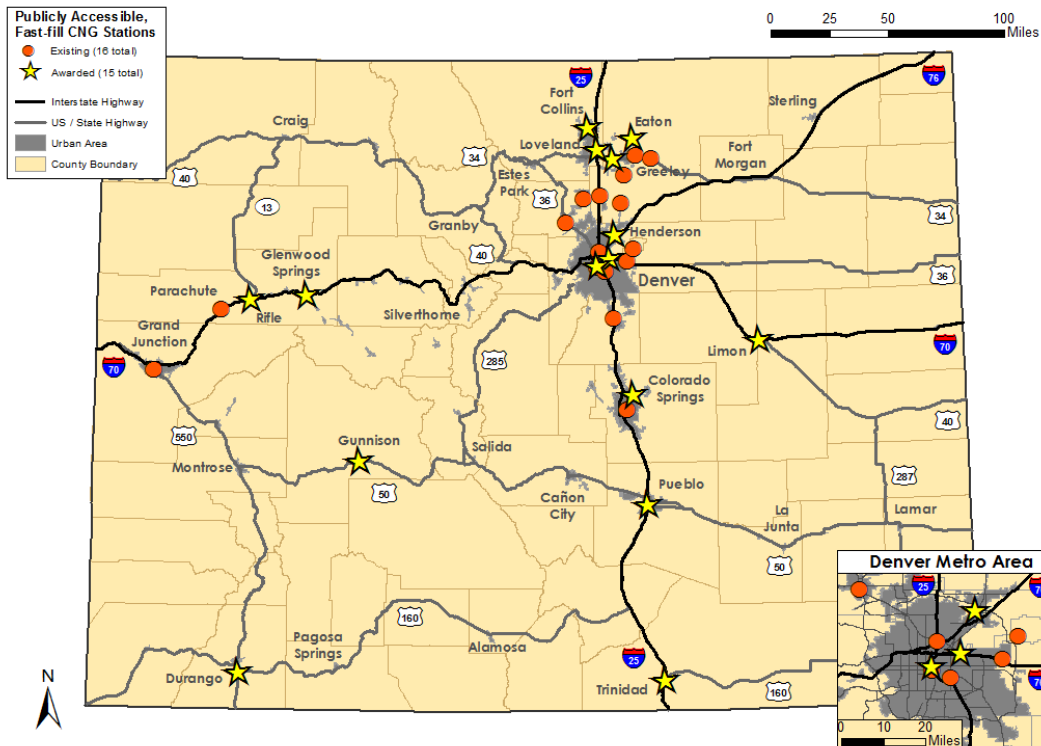
\$15 million of project funding is dedicated to compressed natural gas (CNG), electric, and propane-powered fleet vehicle purchases through the RAQC. Both public and private fleets that operate within the State’s ozone non-attainment and carbon monoxide maintenance areas along the Front Range are eligible for funding. Per the program incentives listed in Table 2, private fleets receive lower incentives due to the availability of state tax credits.

Table 2 – Program Incentives		
	Public and Non-Profit Fleets	Private Fleets
Light-duty AFV	\$7,000	\$3,000
Medium-duty AFV	\$25,000	\$15,000
Heavy-duty AFV	\$35,000	\$22,000

\$15 million was provided to CEO to be invested in alternative fueling stations along major statewide transportation corridors with the goal of developing an intrastate system for AFV travel. CEO’s program provides up to \$600,000 per station for compressed natural gas station development with co-located electric vehicle charging stations and propane fueling.

RAQC applications for program funding are open three times per year and CEO applications are open twice per year. To-date, there have been 5 funding rounds that have funded 515 vehicles and 15 fueling stations. Three of these stations will have co-located electric and propane fueling options.

Figure 5. Publicly Accessible, Fast-Fill CNG Stations Statewide



ATTACHMENT 2

Table 3 details CEO and RAQC total applications received, applications funded and the amount of equipment purchased. Approximately \$14.5 million has been allocated of the \$30 million total.

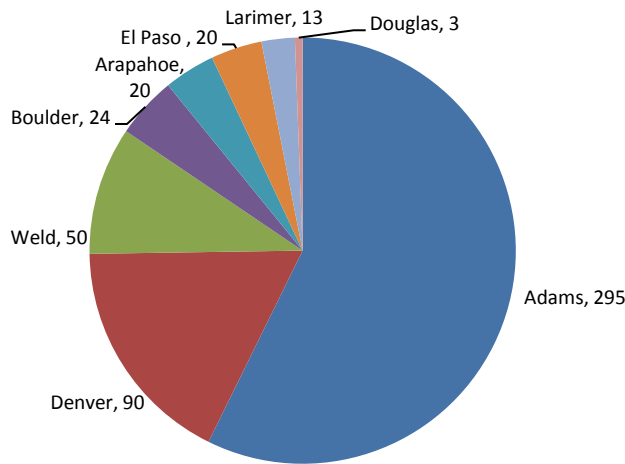
Table 3. ALT Fuels Colorado (Since September 2014)					
	Applicants	Applicants Awarded	Requested Equipment	Total \$ Awarded	Equipment Awarded
CEO (Stations)	34	15	34	\$7,742,880.00	15
RAQC (Vehicles)	57	43	657*	\$6,981,402.87	515

*70 vehicles have been canceled at organization's request.

To-date, 8 of the 11 eligible counties have received vehicle funding for RAQC vehicles. Figures 5 and 6 show the distribution of RAQC vehicles and CEO fueling stations.

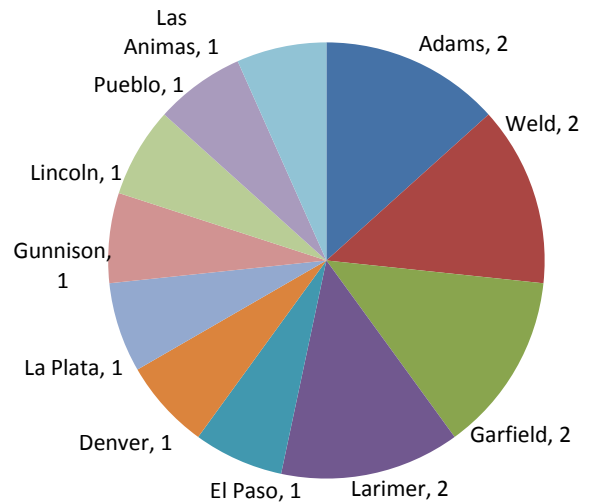
AFC Vehicles

Figure 5



AFC CNG Stations

Figure 6



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MINUTES
ADMINISTRATIVE COMMITTEE
Wednesday, February 17, 2016

Present:

Elise Jones, Chair	Boulder County
Don Rosier	Jefferson County
Bob Fifer	Arvada
Bob Roth	Aurora
Ron Rakowsky	Greenwood Village
Shakti	Lakewood
Phil Cernanec	Littleton
Jackie Millet	Lone Tree
Ashley Stolzmann	Louisville
Herb Atchison	Westminster

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

Chair Elise Jones called the meeting to order at 6:00 p.m. with a quorum present.

Move to Adopt the Consent Agenda

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

Items on the consent agenda included:

- Minutes of January 16, 2016
- Resolution No. 4, 2016 authorizing the Executive Director to negotiate and execute contracts with the Colorado Department of Transportation (CDOT) to carry out the DRCOG Regional Transportation Demand Management (TDM) program's FY 2016 and FY 2017 activities

Move to select Distinguished Service Award Recipients

Bob Roth **moved** selection of the following to receive Distinguished Service Awards: Pat Cronenberger, citizen; Art Griffith, Douglas County; Jeff Kullman, Atkins Global; Angie Malpiedes, Northeast Transportation Connections; Kathleen Osher, Transit Alliance; Ed Peterson, Colorado Transportation Commission; Pat Steadman, Colorado State Senator; Chris White, Colorado Housing and Finance; and the Planimetric Data Group – Brian Davis (Arvada), Bill Keever (Aurora), Trish Stiles (Bennett), Jeff Caldwell (Castle Rock), Derek Stertz (Centennial), Kirk Hayer (Commerce City), Doug Genzer (Denver), Robert Stansauk (Denver Water), John Voboril (Englewood), Cindy Kamigaki (Frederick), Kevin Brown (Glendale), Kim

Soulliere (Golden), Jack Cornelius (Greenwood Village), Roger Caruso (Lafayette), Mike Demmon (Lone Tree), Kevin Corzine (Lakewood), Chris Neves (Louisville), Travis Reynolds (Northglenn), Dan Jackson (RTD), Deborah Wilson (Thornton), Annabel Montoya (Wheat Ridge). The motion was **seconded** and **passed unanimously**.

Move to select recipient of the John V. Christensen Memorial Award

A recipient was selected to receive the John V. Christensen Memorial Award. The recipient will be honored at the DRCOG Awards event in April 2016.

Executed Contracts Report - There were no contracts to report for January 2016.

Report of the Chair

No report was provided.

Report of the Executive Director

No report was provided.

Other Matters by Members

No other matters were discussed.

Next Meeting

The next meeting is scheduled for March 16, 2016.

The meeting adjourned at 6:24 p.m.

Elise Jones, Chair
Administrative Committee
Denver Regional Council of Governments

ATTEST:

Jennifer Schaufele, Executive Director

ATTACH N

Parker, Quincy, Smoky Hill intersections get closer look from Aurora city staff

Quincy Avenue east of Parker Road carries more than 41,000 vehicles per day and is expected to increase to about 42,000 vehicles per day by 2020. By 2040, Quincy Avenue is expected to carry more than 45,000 vehicles per day.

By Rachel Sapin, Staff Writer, Updated: March 2, 2016 2:40 pm

AURORA | The intersection of East Quincy Avenue and South Parker Road is so congested during morning rush hour, it's not unusual to see commuters backed up for blocks to East Smoky Hill Road.

And that situation is only slated to worsen in coming years, according to findings from a study conducted with Aurora city staff by consultant David Evans and Associates, Inc.

According to the findings of that study, Parker Road carries more than 85,000 vehicles per day north of Quincy Avenue and this volume is expected to increase to almost 90,000 vehicles per day by 2020 and to more than 100,000 vehicles per day by 2040. Quincy Avenue east of Parker Road carries more than 41,000 vehicles per day and is expected to increase to about 42,000 vehicles per day by 2020. By 2040, Quincy Avenue is expected to carry more than 45,000 vehicles per day.

Smoky Hill Road carries about 23,000 vehicles per day south of Quincy Avenue, according to the findings. The volumes are expected to increase to 24,000 vehicles per day by 2020 and then increase to almost 27,000 vehicles per day by 2040. Quincy Avenue east of Smoky Hill Road carries almost 19,000 vehicles per day with expected increases to almost 20,000 vehicles per day in 2020 and 23,000 vehicles per day by 2040.

Now the city is looking for public input on ways to improve the busy intersections.

The city held its first public meeting last October where there were about 90 participants, with around 30 stating they lived in the area and the rest either working or patronizing businesses near the intersections.

The participants said they were concerned about cars racing one another speeding down Parker Road at night, traffic light timing issues at intersections and nearby streets being in dire need of left and right turn signals. Cyclists also said they had concerns about crossing Parker Road to access Cherry Creek State Park trails, and the safety of pedestrians crossing at Parker and Quincy with crosswalk times not being long enough.

The study found that between 2012 and 2014, there were a total of 228 reported crashes on Parker Road and 109 reported crashes on Quincy Avenue. The most frequent type of crash that occurred on both Parker Road and Quincy Avenue were rear-end crashes.

The city has come up with around 20 alternatives for the busy intersections from the study results and the first round of public input.

A public meeting to present the proposed alternatives for the intersection is being held from 4:30 to 6:30 p.m. Thursday at Shalom Park – Beth Israel Nursing Home's Meeting Room, 14800 E. Belleview Drive.

The number of people living near the intersections is expected to increase in coming years. The population living near the intersections within an area bounded by Parker Road, Hampden Avenue to the north, Himalaya Street to the east and Orchard Road to the south is expected to increase from around 65,000 in 2015 to 71,000 in 2040. That's according to estimates from the Denver Regional Council of Governments, or DRCOG.

City officials say the Parker/Quincy Road study should be completed this summer.

Elise Jones chosen Denver Regional Council of Governments chairwoman

By John Fryar
Staff Writer

POSTED: 02/22/2016 07:35:35 AM MST
UPDATED: 02/22/2016 09:14:01 PM MST

Boulder County Commissioner Elise Jones has been elected chairwoman of the Denver Regional Council of Governments' board of directors.

Jones, who's represented Boulder County on the metropolitan area local governments organization's board since January 2013, was chosen at a Feb. 17 DRCOG meeting to be the new chairwoman.

The Denver Regional Council of Governments is a planning organization whose member cities, towns and counties collaborate to establish guidelines, set policy and allocation finding in such areas as: transportation and personal mobility; regional growth and development, and aging and disability resources.

This "will be a pivotal year for transportation and mobility, development of the regional Metro Vision," DRCOG's long-range regional growth and development plan, "and securing appropriate resources to aid the aging and disabled in our community," Jones said in a statement.

"I look forward to tackling these and other challenges together with my fellow directors and the communities that support these shared interests through DRCOG," said Jones, a Boulder Democrat who's also chairwoman of Boulder County's Board of County Commissioners.

Breaking bad news to affordable housing seekers

[Susan Greene](#)

February 19, 2016 Health

Nobody likes to be the bearer of bad news – least of all the good folks who are trying to help Coloradans find much-needed affordable housing.

But it's brutal out there. So brutal, in fact, that now there's a talking-points guide for service providers tasked with explaining how few options low-income people have in putting roofs over their heads in Metro Denver.

"By the time people had called us, they sometimes had called six or seven other agencies. When we explained we're in an affordable housing crisis, they'd say they wished somebody had said that in the first place. There was a need to manage expectations," says Jill Eelkema, the Denver Regional Council of Governments' (DRCOG) aging and disability resources manager who thought up the pamphlet as the housing crunch reached record levels late last year.

Published by DRCOG, Colorado Housing Connects and Mile High United Way, the guide is a sign of the times in an era when the average rent for a one-bedroom apartment in the metro area is \$1,265 a month. For workers earning the minimum wage of \$8.31 an hour, that amounts to 152 hours of work a month, before taxes. That's nearly full-time, leaving pretty much nothing left for gas or bus fare or food.

For the scores of Coloradans who can't pay that kind of rent, waitlists for affordable housing units typically are more than a year long. Some agencies have lists that are so long that they've had to stop accepting applications.

There is, so to speak, no room at the inn. Like we said – brutal.

The guide reads like a how-to on how to deliver all manner of heartbreak. Eelkema drew from tips in the *Journal of General Internal Medicine* on how doctors should tell patients they're dying. "Give warning that there is bad news," the pamphlet urges. "Be genuine and honest." It even offers short scripts on how to respond to clients' understandably-not-super-psyched reactions.

"You're quiet – this is really disturbing news to hear," reads one suggested talking point.

"Are you feeling worried about what you'll do now?"

And, when all else fails: "I'm so sorry you're in this situation."

The guide is meant not only to help service providers communicate more clearly and accurately with the public, but also to help them reduce their own stress. They're fully aware that housing isn't the only crisis many of their callers are facing. All too often, the people behind the weary voices are disabled, elderly, sick, mentally ill, single parents, jobless or victims of domestic violence.

"The scenarios are sad," says Shannon Peer, director of housing counseling for Colorado Housing Connects. "It can affect you and really pile up. Sometimes we have to step away from the phones a bit and decompress."

As Eelkema tells it, the calls can be particularly dire in January in February. "People manage to keep it together for the holidays and then things fall apart," she says. The heavy load of calls and level of desperation this time of year takes a toll on her colleagues.

"You get burned out. You can hear it, sometimes, in the tone our team has on the phone. You can see it, sometimes, when someone is talking on the phone with their head on their desk. People are just so incredibly tired," Eelkema says.

Delivering bad news isn't a skill taught in most undergraduate or even graduate programs that train social services workers. That's why last month, the coalition that published the pamphlet teamed up with History Colorado – which currently has an exhibit on homelessness in Colorado – to train more than 200 service providers about ways to more effectively deliver bad news. The groups learned techniques like staying with callers on the phone as they transfer them to other agencies and otherwise helping ward against the all-too-familiar phenomenon known as "bureaucratic fatigue" with emotional support.

"The resources we provide often aren't always the most valuable piece of what we do," says Colorado Housing Connects' Shannon Peer. "Sometimes, the most important thing we can do is just encouraging callers to, no matter what, not give up."

Experts: Self-driving cars just might untangle Denver's traffic

Emerging advances in transportation may help solve enormous challenges facing Front Range traffic in coming decades, experts say

By Jon Murray
[The Denver Post](#)

POSTED: 02/14/2016 12:01:00 AM MST

Even after metro Denver grows by another million people, today's roads may have plenty of room for them — without the need for much more pavement.

Optimism in that seeming paradox has taken hold among some transportation experts and even local transportation planners. Their predictions depend on emerging technology [that promises in coming decades to transform how people drive](#), eliminate most crashes and free up road space on a scale that was unimaginable just a few years ago.

Sound far-fetched? University researchers and the federal government expect self-driving cars to become common in the next decade or two and say those offer the greatest potential for reducing traffic congestion.

Even if that doesn't happen so soon, the Colorado Department of Transportation and local agencies are testing or exploring new technologies, from better real-time road information systems to on-ramp access signals that adapt to conditions to smooth today's bottlenecks.

"This new wave has the makings of being something that's transformational," said Douglas Rex, who directs transportation planning for the Denver Regional Council of Governments.

Cities step up as affordable housing evaporates along Front Range

Boulder sheds 1,000 "naturally" affordable houses and apartments each year, similar scenario playing out in other communities

By [Emilie Rusch](#)

[The Denver Post](#)

POSTED: 02/14/2016 12:01:00 AM MST

[Affordable housing is disappearing](#) across the Front Range, but perhaps nowhere more dramatically than in Boulder. According to a [2014 study by the city's housing authority](#), Boulder is losing about 1,000 units of market affordable for-sale and rental housing every year and adding back an average of 123 units of permanently affordable housing.

At that rate, the study warned, the city could cease to have any market affordable, or naturally affordable, apartments by 2018 and for-sale housing by 2020.

"The market is [very, very difficult](#)," said Betsey Martens, executive director of Boulder Housing Partners. "Unless we are doing something intentionally, we're only going to be losing affordable units over time."

Today, the going rate for a two-bedroom, two-bath apartment in Boulder is \$2,400 a month, said former Boulder Mayor Leslie Durgin, now the Boulder Chamber's nonprofit liaison and adviser.