DENVER REGIONAL COUNCIL OF GOVERNMENTS

Executive Committee
Bob Roth, Chair
Herb Atchison, Vice Chair
Bob Fifer, Secretary
John Diak, Treasurer
Elise Jones, Immediate Past Chair

AGENDA

BOARD OF DIRECTORS
WEDNESDAY, MAY 17, 2017
6:30-8:40 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 Meeting
   - Report on Performance and Engagement Committee
   - Report on Finance and Budget Committee

6. 6:45 Report of the Executive Director

7. 6:55 Public Comment
   Up to 45 minutes is allocated now for public comment and each speaker will be limited to 3 minutes. If there are additional requests from the public to address the Board, time will be allocated at the end of the meeting to complete public comment. The chair requests that there be no public comment on issues for which a prior public hearing has been held before this Board. Consent and action items will begin immediately after the last speaker.

CONSENT AGENDA

8. 7:20 *Move to Approve Consent Agenda
   - Minutes of April 19, 2017 (Attachment A)

***Motion requested**

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

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

ACTION AGENDA

9. 7:25 *Discussion of appointments to the Finance and Budget and Performance and Engagement committees
(Attachment B)

INFORMATIONAL BRIEFINGS

10. 7:30 Presentation on Way to Go
(Attachment C) Steve Erickson, Director, Communications & Marketing

11. 7:45 Presentation on Metro Vision Scorecard
(Attachment D) Jerry Stigall, Director, Organizational Development

12. 7:55 Legislative Wrap-up
(Attachment E) Rich Mauro, Senior Policy and Legislative Analyst

13. 8:10 Presentation on Centers for Medicare and Medicaid Accountable Health Communities grant
(Attachment F) Jayla Sanchez-Warren, Director, Area Agency on Aging

14. 8:20 FasTracks Annual Status Report
(Attachment G) Jacob Riger, Long Range Transportation Planning Manager, Transportation Planning & Operations

15. 8:30 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– Roger Partridge
   D. Report from Advisory Committee on Aging – Phil Cernanec
   E. Report from Regional Air Quality Council – Shakti
   F. Report on E-470 Authority – Ron Rakowsky
   G. Report on FasTracks – Bill Van Meter

INFORMATIONAL ITEMS

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

17. Relevant clippings and other communications of interest
(Attachment I)
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

18. **Next Meeting – July19, 2017**

19. Other Matters by Members

20. 8:40 Adjourn

SPECIAL DATES TO NOTE

Robert's Rules Short Course	May 17, 2017
Transportation Planning Short Course	June 7, 2017
DRCOG Board Workshop	August 25/26, 2017

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

CALENDAR OF FUTURE MEETINGS

May 2017

16	Regional Transportation Committee	CANCELLED
17	Performance and Engagement Committee	5:30 p.m.
17	Finance and Budget Committee	5:30 p.m.
17	Board of Directors	6:30 p.m.
19	Advisory Committee on Aging	Noon – 3 p.m.
22	Transportation Advisory Committee	1:30 p.m.

June 2017

7	Board Work Session	4:00 p.m.
7	Performance and Engagement Committee	5:30 p.m.*****
13	Regional Transportation Committee	CANCELLED
14	Finance and Budget Committee	CANCELLED
14	Board of Directors	CANCELLED
16	Advisory Committee on Aging	Noon – 3 p.m.
26	Transportation Advisory Committee	1:30 p.m.

July 2017

5	Board Work Session	4:00 p.m.
5	Performance and Engagement Committee	5:30 p.m.*
18	Regional Transportation Committee	8:30 a.m.
19	Finance and Budget Committee	5:30 p.m.
19	Board of Directors	6:30 p.m.
21	Advisory Committee on Aging	Noon – 3 p.m.
24	Transportation Advisory Committee	1:30 p.m.

* The Performance and Engagement Committee meeting will begin immediately following the Board work session; the time listed is approximate.

ATTACH A

MINUTES
BOARD OF DIRECTORS
WEDNESDAY, APRIL 19, 2017

Members/Alternates Present

Bob Roth, Chair	City of Aurora
Eva Henry	Adams County
Bill Holen (Alternate)	Arapahoe County
Elise Jones	Boulder County
Crissy Fanganello	City and County of Denver
Roger Partridge	Douglas County
Libby Szabo	Jefferson County
Bob Fifer	City of Arvada
Larry Vittum	Town of Bennett
Aaron Brockett	City of Boulder
Anne Justen	Town of Bow Mar
Lynn Baca	City of Brighton
Geoff Blue (Alternate)	City of Castle Pines
George Teal	Town of Castle Rock
Laura Christman	City of Cherry Hills Village
Rick Teter	City of Commerce City
Steve Conklin	City of Edgewater
Joe Jefferson	City of Englewood
Geoff Deakin	Town of Erie
Daniel Dick	City of Federal Heights
Shakti	City of Lakewood
Brad Wiesley	City of Lafayette
Phil Cernanec	City of Littleton
Wynne Shaw	City of Lone Tree
Joan Peck	City of Longmont
Ashley Stolzmann	City of Louisville
Connie Sullivan	Town of Lyons
Colleen Whitlow	Town of Mead
John Diak	Town of Parker
Rita Dozal	Town of Superior
Heidi Williams	City of Thornton
Herb Atchison	City of Westminster
Joyce Jay	City of Wheat Ridge
Debra Perkins-Smith	Colorado Department of Transportation
Adam Zarrin	Governor's Office
Bill Van Meter	Regional Transportation District

Others Present: Douglas W Rex, Acting Executive Director, Connie Garcia, Executive Assistant/Board Coordinator, DRCOG; Jeanne Shreve, Adams County; Mac Callison, Aurora; Jamie Hartig, Douglas County; Carolyn Scharf, Federal Heights; Stephanie Walton, Lafayette; Kent Moorman, Kevin Forgett, Thornton; Danny Herrmann, CDOT; Marianne Eppig, Marilee Utter, Brad Power, Jordan Block, ULI Colorado; Jenn Cassel, Ed

Bowditch, Bowditch and Cassel Public Affairs; Ryan Hanson, Senator Cory Gardner's office; and DRCOG staff.

Chair Bob Roth called the meeting to order at 6:30 p.m. Roll was called and a quorum was present.

New members and alternates were recognized: Geoff Blue, Alternate for Castle Pines, was in attendance, and Stephanie Walton, alternate for Lafayette.

Move to Approve Agenda

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

Report of the Chair

- Chair Roth reported the Regional Transportation Committee met and approved the items on this evening's agenda.
- The Chair noted the Board will receive an update on important legislation later in the meeting.
- Report on Performance and Engagement Committee – Director Fifer deferred the update to Directors Atchison. The RFQ for Executive Director recruitment is out, with responses due by April 27. The Committee is scheduled to hear an update at their May 3 meeting.
- Report on Finance and Budget Committee – Director Diak reported the Finance and Budget Committee discussed building lease negotiations and the Board workshop agenda. The committee may meet on May 3 if necessary to act on the building lease. Director Cernanec also noted the Finance and Budget Committee approved Area Agency on Aging service contracts.

Report of the Executive Director

- Doug Rex noted the DRCOG Awards Event is next Wednesday; Board Directors and alternates attend for free, registration closes tomorrow at noon;
- Bike to Work Day is June 28, Board Directors and alternates are encouraged to sign up for a free t-shirt;
- DRCOG's Denver Regional Visual Resources (DRVR) was recognized in Westword Magazine's 2017 Best of Denver issue as one of the best tools available to keep up with what's happening at the local and regional level;
- Mr. Rex, Brad Calvert, and Derek Webb of DRCOG staff accepted an award from the Tri-County Health Department for efforts to incorporate healthy living in Metro Vision;
- DRCOG has been awarded a $4.5 million Accountable Health Communities grant from the Centers for Medicare and Medicaid, additional information will be provided to the Board in May.
- The RTD Board of Directors voted to support the Mobility Choice Blueprint, at the $400,000 level.
- Membership appointments for the Finance and Budget and Performance and Engagement committees will take place at the May meeting.

Public comment
No public comment was received.

Presentation on ULI Colorado Technical Assistance Panel
DRCOG sponsored technical assistance through ULI for communities in the region. Marilee Utter, Brad Power, and ULI provided information on recently completed Technical Assistance Panels (TAP) for the City of Englewood and the Town of Superior. The TAPs are designed to assist jurisdictions with solving issues related to land use.

Move to approve consent agenda

Director Jones **moved** to approve the consent agenda. The motion was **seconded** and **passed** unanimously.

Items on the consent agenda included:
- Minutes of March 15, 2017 meeting

Discussion of amendment of the *2016-2021 Transportation Improvement Program*
Todd Cottrell, DRCOG staff, provided a brief overview of the proposed amendment.

Director Williams **moved** to adopt a resolution amending the *2016-2021 Transportation Improvement Program* as proposed. The motion was **seconded**. and **passed** unanimously.

Discussion of adoption of the *2040 Metro Vision Regional Transportation Plan* and associated air quality conformity documents.
Jacob Riger, DRCOG staff, provided an overview of the draft plan and discussed comments received prior to and at the public hearing. The Metro Vision Regional Transportation Plan implements the Metro Vision Plan, and prioritizes improvements over the next 20 years. This includes a fiscally constrained subset of what can be reasonably funded over that same period. A question was asked about how DRCOG addresses safety and security in the Plan. Mr. Riger noted that staff regularly participates in regional meetings to discuss and find ways to address these issues.

Director Atchison **moved** to adopt a resolution approving the draft 2040 Metro Vision Regional Transportation Plan, and the associated DRCOG CO and PM10 Conformity Determination, and the Denver Southern Subarea 8-hour Ozone Conformity Determination, concurrently. The motion was **seconded**. There was discussion.

Members discussed at length support for or opposition to the motion. Some members expressed too much emphasis is placed on multimodal features, when the focus should be on maintaining and expanding roads. Others felt offering travel options for residents is important. The general lack of funding for transportation improvements in the state was also mentioned.

Director Henry **moved** to stop debate. The motion to stop debate was **seconded** and **passed** unanimously.

The motion to adopt the Plan **passed** with 1 opposed.

Discussion of adoption of the *2018-2021 Transportation Improvement Program* and associated air quality conformity documents

Todd Cottrell reported the TIP will now be developed every two years to better align with the State Transportation Improvement Program. DRCOG-funded projects previously included in the 2016-2021 TIP are included in the 2018-2021 TIP. A question was asked if there were any assumptions made in the air quality conformity analysis related to transport air pollution. Staff noted there were not.

Director Fifer **moved** to adopt a resolution approving the draft *2018-2021 Transportation Improvement Program* and the associated *DRCOG CO and PM10 Conformity Determination* and the *Denver Southern Subarea 8-hour Ozone Conformity Determination*, concurrently. The motion was **seconded** and **passed** unanimously.

Discussion of appointing two members and a minimum of four alternates to the Regional Transportation Committee

Directors Rakowsky, O'Dorisio, Teal and Williams expressed interest in serving as members of the Regional Transportation Committee. A ballot vote was taken, with Directors Rakowsky and Williams receiving the most votes. Directors O'Dorisio, Teal, Christman, Whitlow, and Peck expressed interest in serving as alternates.

Director Atchison **moved** to appoint Directors Rakowsky and Williams to serve as members of the Regional Transportation Committee, with Directors O'Dorisio, Teal, Christman, Whitlow and Peck to serve as alternates. The motion was **seconded** and **passed** unanimously.

Discussion of *Colorado Association of Regional Organizations* (CARO)

Flo Raitano, DRCOG staff, provided background information on the agenda item. CARO is comprised of the other regional organizations in Colorado. The group meets periodically in various areas of the state to discuss common interests. Previously, administrative oversight of the group was handled by the Pikes Peak Area Council of Governments; however due to turnover there is a need for someone to assume the administrative oversight. DRCOG has determined the duties could be handled by staff, without much additional staff time required. Staff would be reimbursed for time and expenses for the support. Members briefly discussed the pros and cons of taking on this responsibility.

Director Fifer **moved** to authorize DRCOG to provide administrative oversight and services to the Colorado Association of Regional Councils (CARO) and accept reimbursement from CARO for DRCOG staff time and expenses related to such administrative support. The motion was **seconded** and **passed** unanimously.

Discussion of State Legislative Issues
Ed Bowditch and Jenn Cassel, DRCOG's lobbyists, provided information on the status of bills.

HB 1253 – Protect seniors from financial abuse. There was a deal struck in the Senate to remove liability from the bill. The bill sponsor agreed with the removal.

HB 1264 – Local PACE Ombudsman – the bill passed out of its first committee, however there are not funds for the six Ombudsman desired, it will probably be one or two.

HB 1284 – Records check for employees serving older adults – the State Department of Human Services has worked with stakeholders to require entities that serve at-risk adults to conduct background checks, which will include substantiated allegations of abuse. The bill is moving forward. Some agencies are concerned that waiting for a response on this check will take too long to meet immediate hiring needs.

HB 1031 – Public Hearings on Transportation Commission districts – The bill is in the House Appropriations Committee, and is expected to pass.

> Director Partridge **moved** to change the DRCOG position on HB 1031 from monitor to support. The motion was **seconded** and **passed** unanimously.

HB 1242 – Transportation Bill – the bill has passed out of the Senate Transportation Committee and is going to the Senate Finance Committee. It has been amended. The more substantial amendments include: a change in the amount to go to CDOT from a dollar amount to a percentage; addition of a $100 million transfer from the State General Fund due to a decrease in the proposed sales tax from .62% to .5%; adds local representation to the planning commission, and removes the multimodal transit committee.

The Town of Castle Rock submitted a letter opposing HB 1242. Director Teal outlined the Town's reasons for opposition. Doug Rex directed member's attention to a handout provided by the Colorado Department of Transportation outlining the potential results of the sales tax increase, including a list of projects that could be funded. Members discussed the bill at length.

> Director Teal **moved** to change the DRCOG position on HB 1242 from support to oppose. The motion was **seconded**. There was discussion.
>
> Members discussed support for or opposition to the motion at length.
>
> Director Henry **moved** to stop debate. The motion to stop debate was **seconded** and **passed** unanimously.
>
> The motion to change the DRCOG position on HB 1242 **failed** with 2 in favor.

SB 40 – Open Records Act – has passed the Senate, and is scheduled in the House.

New bills introduced since the February meeting were discussed.

HB 1279 – Construction defects – the bill has passed out of House State Affairs. Amendments made would shorten the statute of repose from 120 days to 90 days; the meeting notice to an HOA Board would be 10 to 15 days; increase transparency in the voting process, and the ability for individuals to still file suit if there were a claim for less than $50,000. The bill would also require a 50 percent plus one majority of the HOA membership to enter into a lawsuit.

Director Teal **moved** a position of support for HB 1279. The motion was **seconded.** There was discussion.

Members discussed support for and opposition to the motion.

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

SB 245 – Modify the month-to-month lease notice to move out from 7 days to 21 days. The bill has already passed and is on to the Governor for signature.

SB 267 – Rural Stabilization Act – this bill creates a hospital provider fee as a TABOR enterprise, and readjusts the TABOR base so it does not provide a financial benefit to the State. It authorizes the state to enter into lease-purchase agreements on state facilities. The state would sell these facilities and lease them back to generate a one-time cash fund of approximately $1.3 billion that would be spent on transportation, capital construction, and controlled maintenance. A minimum of 25 percent of the transportation dollars would be required to be spent in counties with under 50,000 population. The bill repeals some current transfers to transportation and capital construction and directs those funds to rural schools. The bill requires budget requests to decrease by two percent for next year. The bill would also allow Medicaid recipients to go out of network for services. The bill is potentially up in Senate Appropriations committee tomorrow.

Director Teal **moved** a position of oppose for SB 267. The motion was **seconded**. There was discussion.

Director Atchison noted he would prefer a position of monitor for this bill.

The motion was **amended** to a position of monitor. The amended motion **passed** unanimously.

Director Partridge asked about the status of the Senior homestead exemption. Ms. Cassel noted there was some discussion of modifying the exemption in some manner, however legislators felt there wasn't enough time to take on such a complicated issue this close to the end of the session. Stakeholder meetings will likely occur prior to the next legislative session.

Due to time constraints, Informational Briefing agenda items 16 and 17 were postponed to the next meeting.

<u>Committee Reports</u>

State Transportation Advisory Committee – Director Jones reported the STAC unanimously approved CDOT's proposed projects for the National Highway Freight program and the group received updates on the bike/ped program, scenic byways, safe routes to schools, and rest area program.
Metro Mayors Caucus – No report was provided.
Metro Area County Commissioners – Director Jones reported the Metro Area County Commissioners received a presentation on the Area Agency on Aging and Boomer Bond.
Advisory Committee on Aging – Director Cernanec reported the ACA discussed service provider funding for the upcoming year, and received a report on the ombudsman program. Director Shakti noted there is some concern that there is an excess of some types of facilities being built and a lack of others.
Regional Air Quality Council – Director Shakti reported the Regional Air Quality Council received a presentation from Xcel Energy about their portfolio and programs.
E-470 Authority – Director Partridge noted construction of the new 8-mile extension is progressing ahead of schedule. The E-470 Board moved to freeze the scheduled increase of the highway expansion fee until it can be studied for elimination.
Report on FasTracks – Bill Van Meter reported the RTD Board passed the Mobility Choice Blueprint, and awarded a mobile ticketing contract for purchasing RTD services via a mobile application.

Next meeting – **May 17, 2017**

Other matters by members
Director Teal noted next Tuesday at 5 p.m. CDOT is having a public meeting on the I-25 PEL at the Douglas County Fairgrounds.

Adjournment
The meeting adjourned at 9:40 p.m.

_____
Bob Roth, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

_____
Douglas W. Rex, Acting Executive Director

ATTACH B

To: Chair and Members of the Board of Directors

From: Members of the Nominating Committee

Meeting Date	Agenda Category	Agenda Item #
May 17, 2017	Action	9

SUBJECT

This item is related to the Nominating Committee's recommendations for appointment of members to the Finance and Budget and Performance and Engagement committees.

PROPOSED ACTION/RECOMMENDATIONS

Appoint members to the Finance and Budget and Performance and Engagement committees as recommended by the Nominating Committee.

ACTION BY OTHERS

N/A

SUMMARY

The Nominating Committee – comprised of Elise Jones, Boulder County; George Teal, Castle Rock; Robin Kniech, Denver; Roger Partridge, Douglas County; Ron Rakowsky, Greenwood Village (Chair); and Shakti, Lakewood; met to consider appointments for the Finance and Budget and Performance and Engagement committees. The Nominating Committee recommends these members be appointed for two years to maintain staggered terms. The candidates proposed below are recommended unanimously by the Nominating Committee members:

Finance and Budget Committee
Doris Truhlar, Centennial
Wynne Shaw, Lone Tree
Ashley Stolzmann, Louisville
Connie Sullivan, Lyons
John Diak, Parker (Chair)

Performance and Engagement Committee
Bob Fifer, Arvada (Chair)
Bob Roth, Aurora
Aaron Brockett, Boulder
David Beacom, Broomfield
Phil Cernanec, Littleton
Colleen Whitlow, Mead
Herb Atchison, Westminster

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to appoint members to the Finance and Budget and Performance and Engagement committees as proposed.

ATTACHMENTS

N/A

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Acting Executive Director, at 303-280-6747 or drex@drcog.org; or Connie Garcia, Executive Assistant/Board Coordinator at 303-480-6701 or cgarcia@drcog.org.

ATTACH C

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Acting Executive Director
303-480-6747 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
May 17, 2017	Informational Briefing	10

SUBJECT

Way to Go is a DRCOG program and regional partnership focused on reducing traffic congestion and improving air quality.

PROPOSED ACTION/RECOMMENDATIONS

This item is for information only

ACTION BY OTHERS

N/A

SUMMARY

Steve Erickson, Communications and Marketing Division Director, will provide an overview of the partnership, outline program focus areas and approach, and provide highlights of campaigns and initiatives. Along with results, he'll share priorities and plans for 2017.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Acting Executive Director, at 303-480-6747 or drex@drcog.org; Steve Erickson, Communications and Marketing Director at 303-480-6716 or serickson@drcog.org.

Way to Go
Overview and Update

Partnership on the move

Presented by:
Steve Erickson

April 19, 2017

Agenda

- Overview
- How we work across the region
- Campaigns and outreach
- Results and regional trends
- Looking ahead: challenges and opportunities

Way to Go: A DRCOG partnership

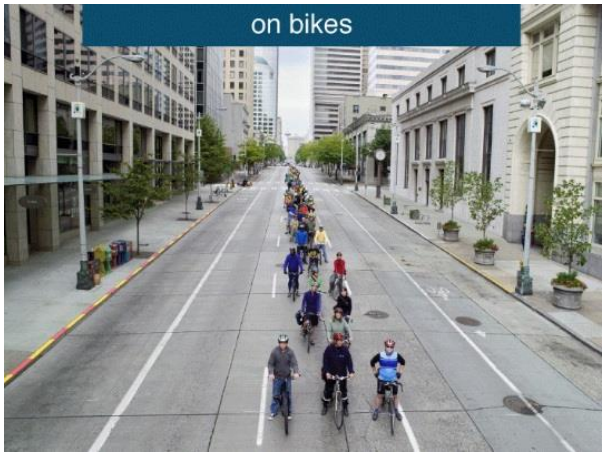
- Way to Go is a partnership between the **Denver Regional Council of Governments** and seven local **transportation management associations**.
- Funded using federal **Congestion Mitigation Air Quality** dollars
- Goals: **Reduce traffic congestion** and **improve air quality**
  - Reduce single-occupant vehicle (SOV) trips from 75 percent to 65 percent by 2040
  - Reduce vehicle miles traveled (VMT) per capita by 10 percent by 2040

waytogo Program of DRCOG

Partners throughout the region

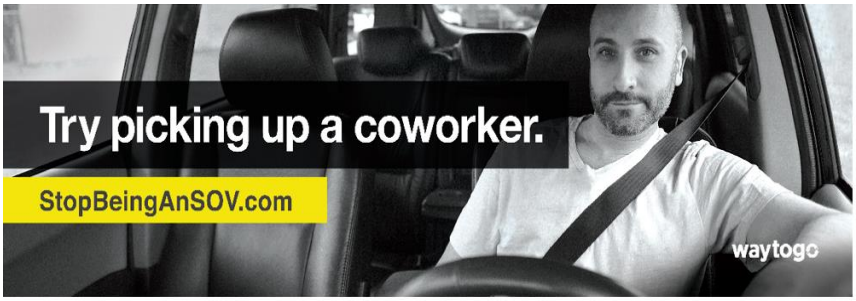
waytogo Program of DRCOG

Transportation demand management (TDM)



waytogo
Program of DRCOG

Keeping it simple: People drive alone less



waytogo
Program of DRCOG

We promote commute choice
Carpooling
waytogo
Program of DRCOG

We promote commute choice
Vanpool
waytogo
waytogo
Program of DRCOG

We promote commute **choice**

We promote commute **choice**

We promote commute choice
Walking
waytogo
Program of DRCOG

We promote commute choice
Teleworking
waytogo
Program of DRCOG

We promote commute **choice**

Educate, encourage and create change

Advertising campaigns
Employer outreach
Community outreach
Events and outreach campaigns • Bike to Work Day • Way to Go-Tober
Trip planning and tracking platform: MyWaytoGo
Guaranteed Ride Home program
Integration of Way to Go with regional projects and partner initiatives

waytogo
Program of DRCOG

Bike to Work Day

- Annual event, **second largest** nationwide
- Introduce people to cycling in a **supportive, fun** atmosphere
- **37 percent** of riders last year (12,000) **first-time bike commuters**

waytogo
Program of DRCOG

Beyond the day

- Winter Bike to Work Day
- Bike Month, Bike to Work Wednesdays
- **Year-round** promotion of biking
- **Fastest-growing** mode in our region

COLORADO BIKE MONTH

waytogo
Program of DRCOG

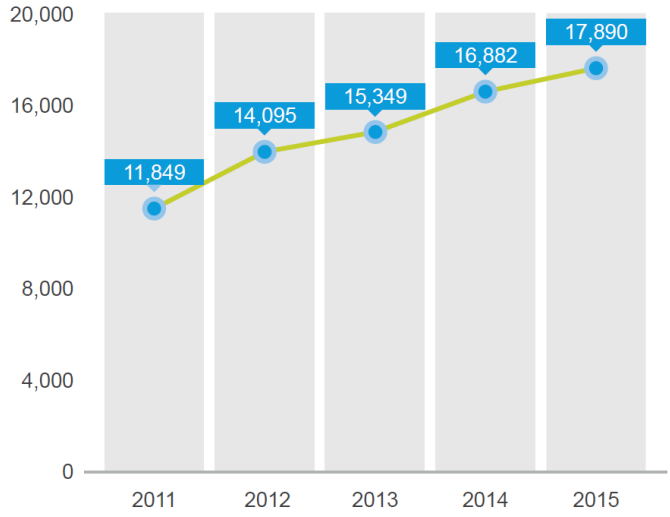
Way to Go-Tober – employer campaign

SchoolPool

- **Model** for similar programs nationwide – more than 18,000 families currently enrolled
- Primarily **non-traditional schools** without yellow bus service
- Uses our innovative **MyWaytoGo** platform
- Nearly **40 percent** of enrollees find carpool matches
- Families can find **walking and biking buddies**

waytogo
Program of DRCOG

Families enrolled in SchoolPool



Program results: The right direction

- Way to Go **program results improve** each year – new VMT reductions improved
- Encouraging data on **mode share** from the American Community Survey
  - Biking fastest growing mode-share
- Colorado telework penetration **highest in nation**
  - **Denver matches state average of 7 percent**
  - **Boulder at 10 percent**

Regional Trends

- Congestion report: VMT per capita had been declining until 2014, then . . .
- VMT per capita flattened and **actually increased** the last two years, due to:
  - Inexpensive gasoline
  - Healthy economy – more trips, personal and freight
  - Population and employment growth across region

Our focus in 2017

- Enhancements to our **multi-modal trip planning** platform
- Exploring integration with **other applications**
- Outlining how we leverage **shared-use mobility partnerships**
- **Ride-hailing:** Uber, Lyft, Hovit
- **Carshare**
- **Active transportation plan**

Our focus in 2017 (continued)

- **TDM Summit**
- Establishing regionwide standardized **performance measures**, monitoring and reporting progress toward objectives
- **Expanding our reach:** Recent meeting with the Federal Highway Administration convened TDM providers and jurisdictions to discuss **collaboration and partnerships**
- **Improving Results**

We promote commute **choice**

We could use your help

THANK YOU!

serickson@drcog.org

ATTACH D

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Acting Executive Director
303-480-6747 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
May 17, 2017	Informational Briefing	11

SUBJECT

This item provides an overview of the strategic planning framework, the Metro Vision scorecard (still under construction) and Collective Impact.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

Staff began designing the Metro Vision scorecard in our strategy software application, Scoreboard, following Board approval of the Metro Vision regional plan document. The information in this presentation will provide a 'sneak preview' of the Metro Vision scorecard, an overview of collective impact and a brief discussion about how we can best collect the information needed to report to the Board on progress toward Metro Vision objectives and outcomes.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. Staff Presentation
2. Collective Impact summary

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Acting Executive Director, at 303-480-6747 or drex@drcog.org; Jerry Stigall, Director of Organizational Development, at 303-480-6780 or jstigall@drcog.org.

The Metro Vision Scorecard

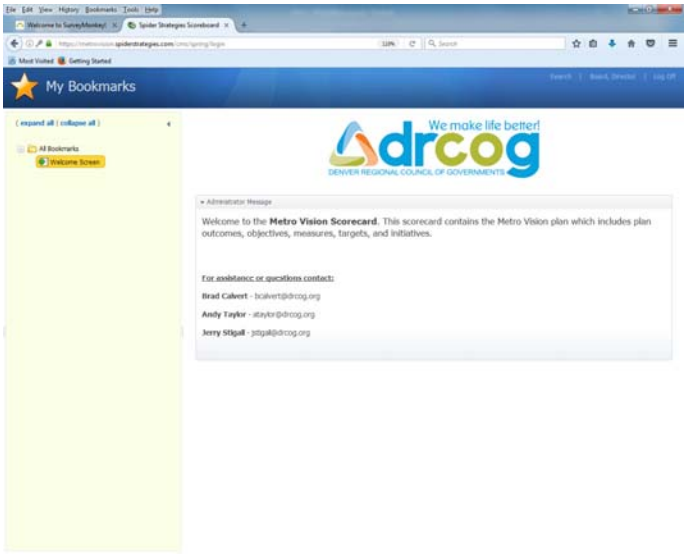
DRCOG Strategic Planning Model

Metro Vision Scorecard

Introduction to Scoreboard™

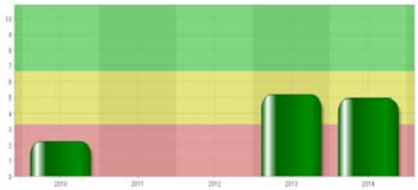
Scoreboard is web-based software for strategy development that allows you to track key performance indicators and measures in your strategic plan.

Welcome Screen



Common Graphics Used
3-color/traffic light scoring

Speedometer

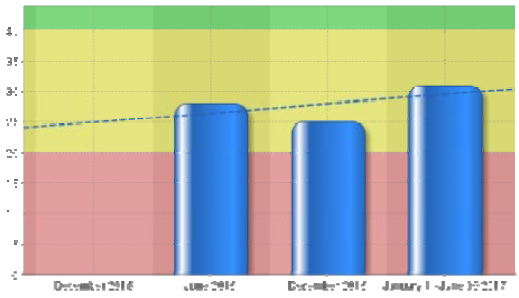


Bar Chart

Line Graph w/
trend line

Sample Dashboard

Sample Measure
Executive Office
Scorecard
Actual Value: 31
Score: 5.17
Red Flag: 20
Goal: 40



Series Color	Scorecard Object	Organization	Series	December 2015	June 2016	December 2016	January 1 - June 30 2017
	Sample Measure	Executive Office Scorecard	Actual Value		28	25	31

The Metro Vision Scorecard in Scoreboard™

Metro Vision Scorecard

We have a scorecard, now what?

Performance Measure definition*

A performance measure is a comparison that provides objective evidence of the degree to which a performance result is occurring over time.

Stacey Barr, *Practical Performance Measurement*

Collective Impact

Common Agenda: Participants must have a shared vision for change or a common agenda that includes a mutual understanding of the problem as well as a shared approach to solving it.

Metro Vision Regional Plan

Shared Measurement System: In order to bring consistency, clarity, and legitimacy to the endeavor, it is necessary to form a shared measurement system for data collection.

Metro Vision Plan Measures*

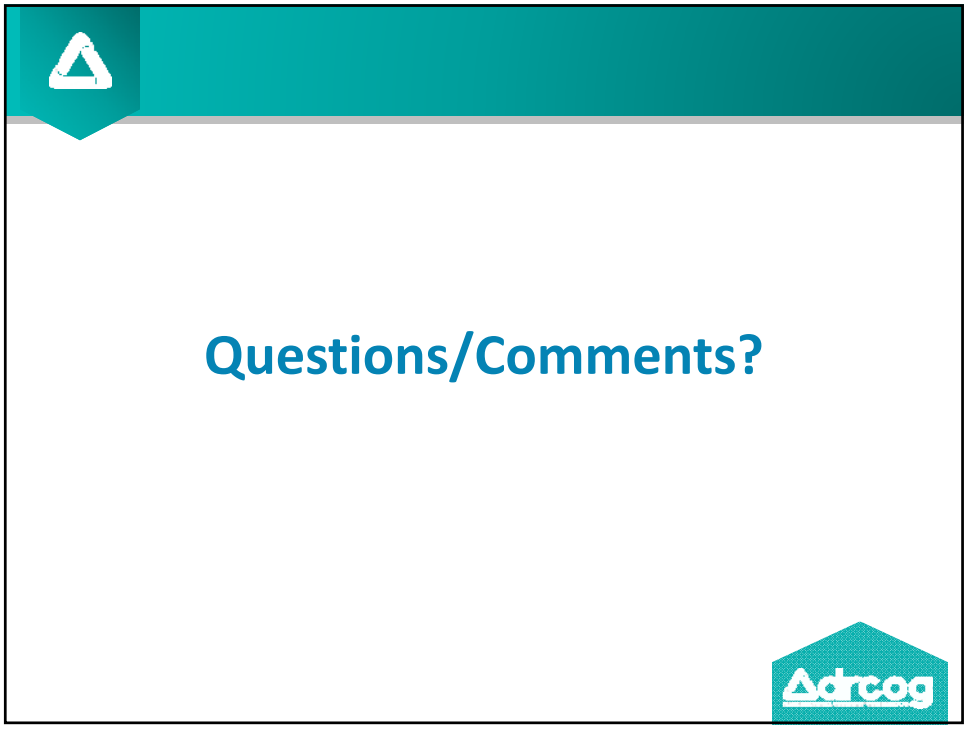
Mutually Reinforcing Activities: Collective Impact suggests that participating organizational initiatives and activities support the long-term strategy.

Regional and local initiatives

Continuous Communication: Participants need to be in constant communication to use Collective Impact effectively, and it may take months to build the trust required to efficiently work together. **Board/Committee meetings, Metro Vision Scorecard Reports**

Backbone Support Organization: A backbone organization is needed that can plan, manage, facilitate, organize, coordinate, communicate, provide technology and communications support, data collection and reporting, handle administrative and logistical issues, and provide adaptive leadership.

DRCOG


Questions/Comments?
DRCOG

Collective Impact Summary

At its core, Collective Impact is the collaboration of members from different institutions working together to promote a common agenda to help solve an adaptive social problem. For example, in order to improve student achievement in public schools with the collective impact model, it would be necessary for community leaders, parents, school district representatives, university presidents, directors of education-focused non- profits, and others to come together to form a collective plan in order to help make a bigger impact in addressing the issue.

Collective Impact is a strategy for solving large-scale community problems and there are five main conditions necessary for success:

Common Agenda: Participants must have a shared vision for change or a common agenda that includes a mutual understanding of the problem as well as a shared approach to solving it.

Shared Measurement System: In order to bring consistency, clarity, and legitimacy to the endeavor, it is necessary to form a shared measurement system for data collection.

Mutually Reinforcing Activities: Mutually Reinforcing Activities: Collective Impact suggests that participating organizational initiatives and activities support the long-term strategy.

Continuous Communication: Participants need to be in constant communication to use Collective Impact effectively, and it may take months to build the trust required to efficiently work together.

Backbone Support Organization: A backbone organization is needed that can plan, manage, facilitate, organize, coordinate, communicate, provide technology and communications support, data collection and reporting, handle administrative and logistical issues, and provide adaptive leadership such as framing the issue in a way that presents opportunities and difficulties.

ATTACH E

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Acting Executive Director
303-480-6747 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
May 17, 2016	Informational Briefing	12

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

The Colorado General Assembly completed the 2017 legislative session on May 10. This was a successful session for DRCOG. The attached Legislative Wrap-Up highlights the most significant pieces of legislation for DRCOG during the 2017 legislative session. The attached spreadsheet provides a list of the bills on which the DRCOG Board took a position, with updated status.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. 2017 Legislative Wrap Up
2. Bills of Active Interest—2017 Session

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Acting Executive Director, at 303-480-6747 or drex@drcog.org; or Rich Mauro, Senior Policy and Legislative Analyst, at 303-480-6778 or rmauro@drcog.org.

2017 LEGISLATIVE WRAP-UP
May 10, 2017

During the First Regular Session of the 71st General Assembly, the DRCOG Board took positions on 27 bills. DRCOG staff and lobbyists actively monitored or lobbied these bills, including seeking specific amendments to the bills where appropriate and providing input to legislative sponsors, committees and staff on these and related legislative issues.

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

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

State Budget Issues

Every year there are challenges in balancing the state budget and the 2017 legislative session was no exception. While the FY 2017-18 budget marked the fifth year in a row the General Assembly had additional revenue available to fund state priorities, various factors converged to create a situation where there were early estimates of a $700 million shortfall. Word was throughout the session that new initiatives or increases to existing programs would be highly unlikely to pass. The budget season began with information that state revenues would exceed the TABOR revenue cap, creating an obligation to rebate the “excess” revenues to taxpayers.

This meant any contemplated investments in higher education, K-12 education, economic development, Medicaid and human services, capital construction, transportation and the state’s reserve would be severely restrained, if not impossible. Legislators were presented with numerous proposals for making cuts to the budget, including the proposals in the governor’s budget and, of course, another proposal to turn the Hospital Provider Fee into an enterprise.

In the end, the Joint Budget Committee introduced a budget package that achieved balance with projected state General Fund revenues reduced in the March revenue forecast and reductions in the Hospital Provider Fee revenues and SB 09-228 transfers, among other actions. The Long Bill was adjusted by SB 17-267, which creates an enterprise to administer the Hospital Provider Fee, thus restoring the reduction in the Long Bill. This action removes the fee revenue from the state’s Taxpayer’s Bill of Rights (TABOR) base, keeps the state below the spending limit and prevents TABOR rebates, even though the bill also reduces that spending limit by $200 million.

Older Adults

State Funding for Senior Services (SFSS). Despite the large budget hole, significant cuts in most state services were avoided in the Long Bill. This also was the case with SFSS, which maintained flat funding. Also, DRCOG staff assisted Representative Steve Lebsock with his successful House floor amendment to the Long Bill to increase SFSS by $500,000 to be used for handyman services. Unfortunately, this amendment was left out of the final version of the Long Bill.

Program of All-Inclusive Care for the Elderly (PACE). DRCOG was instrumental in the introduction and passage of HB 17-1264. This bill was the result of a process initiated by last year's SB 16-199, which DRCOG worked to amend to form a stakeholder group to develop legislation to create a statewide PACE ombudsman program. SB 16-199 established the office of the state PACE ombudsman. HB 17-1264 establishes the role and authority of local PACE ombudsman.

The bill implements the rest of the Colorado Attorney General's 2016 opinion approving the conversion of InnovAge (the state's largest PACE provider) from a not-for-profit agency to a for-profit corporation that identifies a need for ombudsman services for PACE participants. It also implements provisions in SB 16-199, which in addition to requiring creation of a State PACE Ombudsman, required the appointment of a stakeholder group to recommend legislation to establish local PACE ombudsman.

Protect Seniors from Financial Abuse. DRCOG has been a supporter for many years of efforts to protect older adults and persons with disabilities from abuse and exploitation. HB 17-1253 establishes a reporting process for licensed securities professionals and the state Commissioner of Securities in situations where they reasonably suspect that an elderly or at-risk person is the subject of financial exploitation. The securities professional is protected from liability and has the authority to delay disbursement of a transaction that might result in financial exploitation.

Transportation

Southwest Chief and Front Range Passenger Rail Commission. SB 17-153 replaces the existing Southwest Chief Rail Line Economic Development, Rural Tourism, and Infrastructure Repair and Maintenance Commission with the new Southwest Chief and Front Range Passenger Rail Commission. The new commission will assume the old commission's powers, duties and mission of preserving existing Amtrak rail line service and extending service to Pueblo and Walsenburg. The new commission also is tasked with developing draft legislation that facilitates the development of a passenger rail system that provides service in and along the I-25 corridor. The new commission must present the draft legislation to the Local Government committees of the General Assembly no later than December 1, 2017. DRCOG is among five Metropolitan Planning Organizations/Councils of Governments specifically named to have representation on the commission.

Transportation Infrastructure. There were five bills – HB 17-1171, HB 17-1242, SB 17-205, SB 17-267, SB 17-303 – introduced addressing statewide transportation funding needs (all requiring a ballot measure). HB 1171 would have directed 10 percent of state sales and use tax net revenue collected on or after July 1, 2017, to back a new round of TRANs bonds ($3.5 billion). SB 205 would have placed a measure on the ballot to increase the state sales tax 0.25 percent for a new round of TRANS bonds. The provisions of SB 303 were similar to those of HB 1171.

The most comprehensive approach to statewide transportation funding was included in HB 1242. DRCOG supported the bill and was part of the MPACT64 coalition that worked on principles relating to the funding source, the amount of new funds, the state/local split, the share allocated to multimodal investments, and the degree of flexibility. The bill had significant bipartisan support but failed to pass in Senate Finance Committee. Thank you to Mayor Herb Atchison for testifying on behalf of DRCOG in the House and Senate Committees.

Ultimately what passed was SB 17-267, which includes a ballot measure for $1.8 billion in TRANs bonds backed with revenues generated from the sale of state buildings (which are bought back through lease purchase agreements). It allocates 25 percent of the revenue to projects in rural counties and 10 percent to multimodal projects. While these state projects are important, this is not the more comprehensive approach in HB 17-1242.

Housing

Construction Defects/Construction Litigation. For the fourth year in a row, bills to amend the construction defects/construction litigation statutes were considered by the General Assembly. SB 17-045 would allow a court to equally apportionment the costs of defending a construction defects lawsuit. SB 17-155 would have tightened the definition of a construction defect. HB 17-1169 would have provided what is known as a builder's right to repair. SB 17-156, which DRCOG supported, took the most comprehensive approach, addressing how homeowner's associations (HOA) file lawsuits and mandating mediation or arbitration.

Ultimately, HB 17-1279, though not a comprehensive bill, did pass. It addresses the process by which HOA's decide whether to file a construction defects lawsuit. However, the bill did gain bipartisan support and is on its way to the governor.

Notice Rental Agreements. Under current law, a residential tenancy of one month or more but less than six months may be terminated by either party with seven days notice. This bill extends the notice to 21 days. The bill also requires 21 days notice for a landlord to increase rent in tenancies of one month or longer, but less than six months, and where there is no written agreement between the landlord and the tenant. DRCOG staff believes this increased notice will help older adults, who often have more difficulty relocating than do others, to remain in the community.

DENVER REGIONAL COUNCIL OF GOVERNMENTS
STATUS OF BILLS--2017 SESSION
As of 5-9-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
AGING BILLS							
SB 011	**Study Transportation Access For People With Disabilities -** The bill creates a technical demonstration forum to study and document how advanced technologies can improve transportation access for people with disabilities.	Lambert/ Lawrence	Signed by the Governor	Monitor	FN	To demonstrate the transportation access needs of people with disabilities in both urban and rural areas of the state, the forum is directed to study the transportation access needs of people with disabilities in El Paso and Teller counties and explore technological and transportation business solutions that could increase transportation access for people with disabilities in those areas.	DRCOG supports the following: A system that effectively and efficiently coordinates the resources and delivery of transportation services between providers, the federal government, counties, RTD, and the state; increased funding for transportation services for older adults and persons with disabilities; and increased state funding for Medicaid transportation services for older adults and persons with disabilities.
HB 1087	**Public Guardianship Pilot Program** - The bill creates the office of public guardianship as a pilot program within the Judicial Department to provide legal guardianship services to indigent and incapacitated adults who have no responsible family members or friends who are available and appropriate to serve as a guardian; and lack adequate resources to compensate a private guardian and pay the costs and fees associated with an appointment proceeding.	Young/ Lundberg	Passed Both Houses	Support	FN	This bill addresses a need in the care industry that has been a concern for a long time. It is the result of a stakeholder process that has been working since a report on the issues in 20114. The pilot program will operate in three judicial districts - Ninth (Denver), Seventh (Montrose) and Sixteenth (Otero).	DRCOG supports increases in the quality of care and consumer protections for older adults and their caregivers.

NOTE: "FN" indicates a link to the bill's fiscal note when available.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2017 SESSION

As of 5-9-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
HB 1191	**Demographic Notes for Certain Legislative Bills** - The bill requires the staff of the legislative council to prepare demographic notes on legislative bills in each regular session of the general assembly. The speaker of the house of representatives, the minority leader of the house of representatives, the president of the senate, and the minority leader of the senate are authorized to request 5 demographic notes each, or more at the discretion of the director of research of the legislative council. A demographic note is defined as a note that uses available data to outline the potential disparate effects of a legislative measure on various populations within the state.	KC Becker & Herod/	Postponed Indefinitely Senate Finance	Support	FN	This bill relates to the fiscal notes for bills produced by Legislative Council Staff. Populations affected may be identified by race, gender, disability, age, geography, income, or any other relevant characteristic for which data are available. Legislative Council Staff has estimated they would hire one FTE to implement the bill. DRCOG staff is interested in supporting this bill because it could result in additional useful information being provided about the effects (positive or negative) of certain bills. For example, such evaluation could relate to the effects of legislation on older adults, transportation corridors, or the metro area.	It is appropriate for state agencies to ensure that actions they take affecting the region are consistent with regionally derived solutions and the adopted Metro Vision plan.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2017 SESSION

As of 5-9-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
HB 1253	**Protect Seniors From Financial Abuse** - The bill requires licensed securities professionals (broker-dealer or investment adviser) to report to the state Commissioner of Securities if, while acting within the scope of their employment, they reasonably suspect that an elderly or at-risk person is the subject of financial exploitation. The commissioner is required to forward the report to local law enforcement and to the Department of Human Services. The commissioner has access to records to conduct an investigation, but the records are not subject to an open records request. The bill also authorizes the securities professional to notify any third party designated by or associated with the elderly or at-risk person of any suspected financial exploitation. It also authorizes the broker-dealer or investment adviser to delay disbursement of a transaction that might result in financial exploitation. The bill provides immunity to qualified individuals, broker-dealers, and investment advisers making reports, disclosures, or delaying disbursements.	Danielson/ Crowder	Passed Both Houses	Support	FN	DRCOG has been supportive of previous legislation on mandatory reporting of abuse of at-risk adults. According to the 2010 Investor Protection Trust Elder Fraud Survey, one out of every five citizens sixty-five years of age or older has been victimized by a financial fraud, making financial exploitation the fastest-growing category of elder abuse in many states. This act is modeled on legislation proposed by the North American Securities Administrators Association. To be successful in combating financial exploitation, state securities officials must be made aware of the exploitation at the time that it occurs. Mandatory reporting by persons licensed by the state ensures that state officials are alerted to cases of potential financial exploitation as early as possible, when intervention may be able to prevent harm or limit the damage to victims of financial exploitation. A mandatory reasonable-belief reporting requirement, coupled with immunity for reporting, provides an appropriate balance of incentives to encourage licensed securities professionals to report potential financial exploitation.	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--2017 SESSION

As of 5-9-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
HB 1264	**Local PACE Ombudsman** - The bill establishes a local PACE ombudsman function under the supervision of the state PACE Ombudsman. It provides for training, designation as representatives of the state office, access to PACE organizations and participants, authority to file complaints on behalf of PACE participants, and immunity from liability. The bill includes time frames for the state PACE ombudsman to complete its duties and functions, including establishing statewide policies and procedures for investigating and resolving complaints relating to PACE programs and training local PACE ombudsmen. The Department of Human Services shall report to the Joint Budget Committee and to its legislative committee of reference concerning the long-term care ombudsman program and the state PACE ombudsman program, including program caseloads and the need, if any, for additional local ombudsmen.	Ginal & Lawrence/ Martinez Humenik & Jahn	Passed Both Houses	Support	FN	The existing Program of All-Inclusive Care for the Elderly (PACE) includes the state PACE ombudsman, which was established in SB 16-199. The bill adds local PACE ombudsmen to the state ombudsman's office (office). This bill is the result of a stakeholder process required under SB 16-199. The stakeholder group met during the summer 2016 and, on November 1, 2016, issued its recommendations for legislation to be introduced during the 2017 legislative session to establish a PACE ombudsman program at both the state and local level. **DRCOG staff coordinated a subsequent stakeholder process to develop the legislation, obtained bill sponsors and worked with legislative staff to draft the bill.** The fiscal note has not yet be produced. However, the stakeholder group recommended the local ombudsman program be staffed initially with six FTE.	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.

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STATUS OF BILLS--2017 SESSION

As of 5-9-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
HB 1284	**Records Check For Employees Serving At-risk Adults** - The bill establishes a state-level program (program) within the Department of Human Services for a check of the department's Colorado Adult Protective Services (CAPS) data system. Beginning January 1, 2019, the bill requires certain employers at facilities or programs that serve at-risk adults to request a CAPS check prior to hiring employees who will provide direct care, as defined in the bill, to at-risk adults. The list of employers required to request a CAPS check includes: health facilities licensed by the department of public health and environment; an adult day care facility; a community integrated health care service agency; a community-centered board or service agency; a county department for adult protective services employees; an area agency on aging; a facility operated by the department for persons with mental illness; a facility operated by the department for persons with developmental disabilities; and a veterans community living center.	Lontine/ Gardner & Aguilar	Passed Both Houses	Support	NA	Area Agencies on Aging, like DRCOG are covered under this bill. DRCOG already conducts records and background checks on AAA employees. The CAPS check verifies whether a person is substantiated in a case of mistreatment of an at-risk adult, as defined in the bill. The bill grants immunity from civil liability for employers who make an employment decision based upon the information obtained in the CAPS check, unless the employer knows that the information is false or acts with reckless disregard concerning the veracity of the information. The department is authorized to assess a fee for each CAPS check sufficient to cover certain expenses, including those related to the CAPS check. The department is required to provide training to county departments of human or social services relating to investigations, the accurate entry of documentation into CAPS, and confidentiality of information.	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--2017 SESSION
As of 5-9-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
TRANSPORTATION BILLS							
SB 153	**Southwest Chief And Front Range Passenger Rail Commission** - The bill replaces the existing Southwest Chief rail line, the statutory authorization for which expires on 7-1-17, with an expanded Southwest Chief and Front Range Passenger Rail Commission.	Crowder & Garcia/ Esgar	Awaiting Governor's Signature	Support	FN	The new commission must: assume the old commission's powers, duties and mission of preserving existing Amtrak rail line service in the state, extending such service to Pueblo, and exploring the benefits of extending such service to Walsenburg; and facilitate the future of front range passenger rail and specifically present to the legislature by 12-1-17, draft legislation to facilitate the development of a front range passenger rail system that provides passenger rail service in and along the interstate 25 corridor. MPOs, including DRCOG, have representation on the commission.	DRCOG supports legislation that reinforces collaboration between state and regional transportation agencies and recognizes their respective roles, responsibilities and interests.
SB 205	**Multimodal Transportation Infrastructure Fundin**g - This bill requires the state Transportation Commission to submit a ballot question to the voters at the November 2017, 2018. It would increase the state sales and use tax from 2.9% to 3.15% to back a new round of TRANs bonds, with a 20 year repayment period. Any money left over after paying the bonds must be used on state transportation projects. At least $500 million of TRANs proceeds shall be used only for passenger rail service in the interstate 25 corridor and the remaining TRANs proceeds shall be used only to fund projects on CDOT's "priority list" (the Strategic Transportation Project Investment Program) for, which would include "at least ten percent for transit-related capital improvements."	Kefalas/ Rosenthal	Postponed Indefinitely Senate Transportation	Monitor	FN	This is the third transportation funding bill introduced so far and the second providing for a new round of TRANs bonding. The Board has opposed the other two bills - HB1153 and HB1171. One difference with this bill is it creates a new, dedicated funding source: an increase of .25% in the state sales tax. At the same time, House and Senate leadership are discussing the elements of a possible bipartisan bill to refer to the voters.	DRCOG supports legislation that promotes efforts to create and fund a multimodal transportation system. DRCOG supports regional and statewide efforts at 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.

DENVER REGIONAL COUNCIL OF GOVERNMENTS
STATUS OF BILLS--2017 SESSION
As of 5-9-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
HB 213	**Automated Driving Motor Vehicles** - Expressly authorizes the use of automated driving systems if the system is capable of conforming to every state and federal law applying to driving. If not, a person testing a system is required to coordinate with the Colorado state patrol and the Colorado Department of Transportation. Also declares that the regulation of automated driving systems is a matter of statewide concern, and, therefore, local authorities are prohibited from regulating these systems. Specifically, it prohibits municipalities from any actions that "burden, regulate or prohibit." Also clarifies that this law supersedes any authority otherwise granted to local governments under C.R.S. Section 42-4-111 which has to do with the general regulation of vehicles and traffic.	Hill & Moreno/ Winter & Bridges	Awaiting Governor's Signature	Oppose w/o Amend.	FN	A range of connected and autonomous vehicles are expected to soon be available to the public. While this raises the prospect for new and exciting mobility options, as these vehicles become commonplace, they may dramatically transform every aspect of livability in the communities in which they are driven – for better or for worse. While these vehicles bring the possibility of improved safety, reduced congestion, reduced parking demand and a route to faster adoption of electric vehicles, it has been suggested that these benefits could be undermined by widespread individual ownership and dramatic increases in vehicle miles traveled. CML had a position to oppose the bill unless amended on the basis the bill as introduced usurped local control. CCI has a position of monitor. The bill was amended to specify that automate driving vehicles must be held to the same standards as those for a human driver. CML now lists the bill as formerly opposed.	DRCOG supports building consensus among state, local and regional entities in developing and implementing new and existing programs and improved approaches to planning and service provision.
HB 17-1018	**Extend Voter Approval Window For Regional Transportation Authority Mill Levy** - Current law authorizes a regional transportation authority to seek voter approval for a uniform mill levy of up to 5 mills on all taxable property within its territory, but the authorization is scheduled to repeal on January 1, 2019. The bill extends the authorization until January 1, 2029.	Mitsch Bush & Liston/ Gardner	Signed by the Governor	Support	FN	This bill was introduced last session but failed to pass. DRCOG supported the bill.	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--2017 SESSION

As of 5-9-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
HB 17-1031	**Hearings On Transportation Commission Districts** - Transportation Legislation Review Committee. The bill requires the TLRC to meet 5 times before November 15, 2017, once in each geographic quadrant of the state and once in the Denver metropolitan area, to: Make available to meeting attendees the 2016 Legislative Council Staff research study of changes to the state transportation commission districts since the boundaries of the districts were last redrawn in 1991; and Offer opportunities to members of the public to express their opinions regarding the districts or the research study and offer comments and suggestions regarding whether the districts should be modified.	Carver & Mitsch-Bush/ Todd	Postponed Indefinitely Legislative Council	Support	FN	The 2016 report was prepared with the cooperation of CDOT as required by House Bill 16-103. This bill is the response of the TLRC to get public input. DRCOG had a position of "Actively Monitor" a similar bill last year.	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--2017 SESSION

As of 5-9-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
HB 1151	**Electrical Assisted Bicycles Regulation Operation** - The bill defines 3 classes of electrical assisted bicycle, depending on their top speed and whether the electric motor assists in propulsion only while the rider is pedaling or propels the bicycle independently. It requires manufacturers to label electrical assisted bicycles as class 1, class 2, or class 3, as appropriate, and prohibits a person from modifying an electrical assisted bicycle without also relabeling it to accurately reflect its classification. It also requires all electrical assisted bicycles to comply with federal consumer product safety commission (CPSC) requirements and specified classes of electrical assisted bicycles to be equipped with appropriate braking systems and speedometers.	Hansen & Willett/ Kerr & Hill	Signed by the Governor	Monitor	FN	This bill removes electrical assisted bicycles from the definition of motor vehicle and defines an electrical assisted bicycle as a bicycle equipped with an electric motor not exceeding 750 watts of power. It makes anyone who violates the labeling and equipment provisions subject to a Class B traffic infraction, with a fine of $15 and a surcharge of $6. Local authorities may prohibit the operation of Class 1 or Class 2 electrical assisted bicycles on a bike or pedestrian path under its jurisdiction. According to the fiscal note, from February 2014 to February 2017, there were 60 convictions under the bicycle and personal mobility device equipment law. CML is neutral and CCI has no position.	DRCOG supports measures to improve safety for users of alternative modes, especially pedestrians and bicyclists.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2017 SESSION

As of 5-9-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
HB 1153	**Highway Congestion Mitigation -** The bill clarifies that HOV lanes are lanes on which a vehicle carrying 2 or more individuals, including the driver, may travel and that HOV lanes are lanes on which a vehicle carrying fewer than 2 individuals, including the driver, must pay a toll. The bill also raises the priority of currently unfunded projects to expand the capacity of I-25 between Castle Rock and Monument and between SH-14 and SH-66 by requiring: • CDOT to put the high priority projects above all other unfunded projects on its priority list; • all federal money received by CDOT that the federal government does not require to be allocated for other projects and that CDOT has not previously allocated for other projects to be used to fund the high priority projects before being used to fund other projects; and • any environmental or other studies required to be completed before the projects may begin to be completed no later than 6 months following the effective date of the bill .	Williams & McKean/ Gardner	Postponed Indefinitely House Transportation	Oppose	FN	This bill dedicates future federal funding solely to I-25 (outside of the planning process). CDOT says it would cause them to divert funding from maintenance of the system. It also changes the requirement for high occupancy vehicle lanes from 3+ persons in the vehicle to 2+ persons. this contradicts legal and contractual requirements on CDOT.	DRCOG supports regional and statewide efforts at 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.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2017 SESSION

As of 5-9-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
HB 1171	**Authorize New Transportation Revenue Anticipation Notes** - Requires the Transportation Commission to submit a ballot question to the voters at the November 2017 election which, if approved, would authorize the state to issue additional transportation revenue anticipation notes for the purpose of addressing critical priority transportation needs in the state; and dedicating ten percent of state sales and use tax net revenue for state transportation purposes and one percent of such revenue less ten million dollars for other capital construction purposes.	Buck & Carver/	Postponed Indefinitely House State Affairs	Oppose	FN	This bill is essentially the reinstatement of a statutory appropriation of General Fund revenues (sales tax) similar to Senate Bill 97-001. Ever since the SB-001 mechanism was repealed in 2009, DRCOG has expressed concerns about transportation funding bills, such as the TRANS bills of the last two years, that did not include new sources of revenue. Especially when the state is in TABOR rebate situation, removal of such a significant amount from the General Fund would mean major cuts in other programs, such as education, health care and possibly services for seniors.	DRCOG supports legislation that promotes efforts to create and fund a multimodal transportation system.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2017 SESSION

As of 5-9-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
HB1242	**New Transportation Infrastructure Funding Revenue** - The bill requires a ballot question to be submitted to the voters at the November 2017 election seeking approval to increase the state sales and use tax by .62% for 20 years beginning in 2018. If the voters approve the increase, the new revenue generated is allocated solely for transportation infrastructure funding purposes, as follows: $300 million annually to the state highway fund for use by CDOT; and of the remaining new revenue: 70% to counties and municipalities in equal total amounts; and 30% to a newly created multimodal transportation options fund. The Transportation Commission is to issue Transportation Revenue Anticipation Notes (TRANs Bonds) of a maximum amount of $3.5 billion and a maximum repayment of $5.0 billion. A Transportation Options and a Pedestrian and Active Transportation Account are created with no more than 75% of the revenue credited to the transportation options account and at least 25% of the revenue to the pedestrian and active transportation account.	Duran & Mitsch Bush/ Grantham & Baumgardner	Postponed Indefinitely Senate Finance	Support	FN	As introduced, the specific projects to be funded required to be included in the 2017 ballot information booklet. The revenue allocations to counties and municipalities are further allocated to each jurisdiction in accordance with existing statutory formulas used to allocate HUTF money. A Multimodal Transportation Option Committee (governor appointed from transit agencies, transportation planning agencies, local governments, and CDOT will allocate funding throughout the state. Funding will require an equal, local match. Preliminary estimates are that the original tax increase would raise $700 million. There were many amendments to the bill both in the House and Senate before it was postponed indefinitely in Senate Finance.	DRCOG supports legislation that promotes efforts to create and fund a multimodal transportation system. DRCOG supports regional and statewide efforts at 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.

DENVER REGIONAL COUNCIL OF GOVERNMENTS
STATUS OF BILLS--2017 SESSION
As of 5-9-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
HOUSING BILLS							
SB 045	**Construction Defect Claim Allocation Of Defense Costs** - In a construction defect action in which more than one insurer has a duty to defend a party, the bill requires the court to apportion the costs of defense, including reasonable attorney fees, among all insurers with a duty to defend. An initial order apportioning costs must be made within 90 days after an insurer files its claim for contribution, and the court must make a final apportionment of costs after entry of a final judgment resolving all of the underlying claims against the insured. An insurer seeking contribution may also make a claim against an insured or additional insured who chose not to procure liability insurance for a period of time relevant to the underlying action. A claim for contribution may be assigned and does not affect any insurer's duty to defend.	Grantham & Williams A./ Duran & Wist	Senate Appropriations	Monitor	FN	This bill (sponsored by the President of the Senate and the Speaker of the House) is an attempt to reduce the insurance costs associated with owner-occupied affordable housing projects. The Metro Caucus had a discussion about the bill with the Speaker at its annual retreat where it was noted the bill does not address concerns with litigation issues.	DRCOG supports an adequate supply and mix of housing options, including actions to provide more accessible and obtainable housing options for older adults.
SB 155	**Statutory Definition Of Construction Defect** - The bill separately defines and clarifies the term "construction defect" in the "Construction Defect Action Reform Act".	Tate/ Saine	Senate Floor	Monitor	FN	“Construction defect" is defined as a defect in the design or construction of any improvement to real property that causes any damages to, or the loss of use of, real or personal property; or personal injury.	DRCOG supports an adequate supply and mix of housing options, including actions to provide more accessible and obtainable housing options for older adults.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2017 SESSION

As of 5-9-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
SB 156	**Homeowners' Association Construction Defect Lawsuit Approval Timelines** - The bill states that when the governing documents of a HOA require mediation or arbitration of a construction defect claim and the requirement is later amended or removed, mediation or arbitration is still required for a construction defect claim. The bill also adds to the disclosures required prior to the purchase and sale of property in a HOA, a notice that the community's governing documents may require binding arbitration of certain disputes.	Hill/ Saine & Wist	Postponed Indefinitely House State Affairs	Monitor	FN	Before a construction defect claim is filed on behalf of the association: the parties must submit the matter to mediation before a neutral third party; and the board must give advance notice to all unit owners, together with a disclosure of the projected costs, duration, and financial impact of the construction defect claim, and must obtain the written consent of the owners of units to which at least a majority of the votes in the association are allocated.	DRCOG supports an adequate supply and mix of housing options, including actions to provide more accessible and obtainable housing options for older adults.
SB 245	**Tenancies One Month To One Year Notice** - Currently, a tenancy of one month or more but less than 6 months may be terminated by either party with 7 days' notice. The bill extends the notice to 21 days. The bill also requires 21 days' notice for a landlord to increase rent in tenancies of one month or longer but less than six months.	Priola/ Pabon	Awaiting Governor's Signature	Support	FN	This is a version of a bill DRCOG supported and testified in favor of last session. That bill, which increased the notice to 28 days failed in Senate State Affairs committee.	DRCOG supports an adequate supply and mix of housing options, including actions to provide more accessible and obtainable housing options for older adults.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
HB 1159	**Remedies for Forcible Entry and Detainer** - The bill adds to the current descriptions of forcible detainer: the act of a person preventing an owner from access to or possession of property by locking or changing the lock on the property. The bill creates a procedure for the plaintiff to seek a temporary, mandatory injunction giving the plaintiff possession of the property if a complaint for forcible entry or detainer is filed. The procedure requires the plaintiff to store any personal property found on the property but allows the plaintiff to recover the costs of the storage. The bill establishes as new crimes related to forcible entry and detainer the crimes of unlawful occupancy and unlawful reentry.	J. Becker/ Cooke	Postponed Indefinitely House Judiciary & House Appropriations	Oppose	FN	Staff is concerned about the effect this bill could have on persons with disabilities and Older Coloradans. This bill allows a landlord to shortcut the eviction judicial process by obtaining a court order that would give the landlord possession of a property before a tenant can offer their perspective at an eviction hearing. It expands the legal definition of forcible entry and detainer. And it creates two new crimes—unlawful occupancy and unlawful reentry—that would be punishable by a fine as high as $25,000. This bill seems odd as there already are laws to address both forcible entry and detainer and trespassing. It seems targeted at homeless squatters but also has raised concerns about adversely impacting domestic violence victims. A fast track eviction process would be particularly harmful for people who need time to gather medications or medical equipment, circumstance that could be life threatening. Also, find another accessible, affordable living space without notice is almost impossible.	DRCOG supports actions to provide more accessible and obtainable housing options for seniors.
HB 1169	**Construction Defect Litigation Builder's Right To Repair** - The bill clarifies that a construction professional has the right to receive notice from a prospective claimant concerning an alleged construction defect; to inspect the property; and then to elect to either repair the defect or tender an offer of settlement before the claimant can file a lawsuit seeking damages.	Leonard/ Tate	Postponed Indefinitely House State Affairs	Monitor	FN	This bill addresses on of the issues of concern regarding construction litigation.	DRCOG supports an adequate supply and mix of housing options, including actions to provide more accessible and obtainable housing options for older adults.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2017 SESSION

As of 5-9-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
HB 1279	**Construction Defect Actions Notice Vote Approval** - The bill requires that, before the executive board of a unit owners' association (HOA) in a common interest community brings suit against a developer or builder on behalf of unit owners, the board must: •Notify all unit owners and the developer or builder against whom the lawsuit is being considered; •Call a meeting at which the executive board and the developer or builder will have an opportunity to present relevant facts and arguments; and •Obtain the approval of a majority of the unit owners after giving them detailed disclosures about the lawsuit and its potential costs and benefits.	Garnett & Saine/ Guzman & Tate	Passed Both Houses	Board Direction Requested	FN	Another construction litigation bill, this one also addresses an important issue - how HOA's decide whether to file a construction defects lawsuit - but does not address construction litigation in a comprehensive manner. However, the bill did gain bipartisan support and is on its way to the governor.	DRCOG supports an adequate supply and mix of housing options, including actions to provide more accessible and obtainable housing options for older adults.

DENVER REGIONAL COUNCIL OF GOVERNMENTS
STATUS OF BILLS--2017 SESSION
As of 5-9-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
OTHER BILLS							
SB 040	**Public Access To Government Files** - The bill modifies the Colorado Open Records Act (CORA) with respect to digital or electronic records. It requires custodians of public records to provide records in a structured data format, when requested. Structured data means digital data capable of being automatically read, processed, or manipulated by a computer, and it includes data in relational databases and spreadsheets. If digital records are searchable, custodians must provide them in that format, when requested. Nothing in the bill requires custodians to provide digital records in their native format, meaning the format in which they were created or are stored on the custodian's computer or server. The bill does provide certain exceptions.	Kefalas/ Pabon	House Appropriations	Monitor	FN	From DRCOG's attorney: Our main concern with this bill is the additional administrative burden it places on the custodian to provide structured data to requestors, or provide a declaration why the custodian is not able to provide the records in the requested format. The bill also authorizes a requestor to legally challenge an alleged failure to provide documents as structured data, and this is another type of claim for which there is a "one-way" attorney fee shifting provision against the public entity. Also, while the custodian is not required to convert a record into structured data or searchable format, the custodian must make inquiries within the agency to determine if this can be done. In a larger organization, this means the custodian may end up spending considerable time trying to track down whether a record exists in, or can be readily converted to, the requested form. DRCOG would have a right to charge a fee for "programming, coding, or custom search queries so as to convert a record into a structured data or searchable format," but the administrative burden in responding to structured data CORA requests may be significant.	No specific Board adopted policy. But DRCOG, as a public entity, is subject to CORA.
SB 057	**Colorado Healthcare Affordability & Sustainability Enterprise** - The bill creates the Colorado Healthcare Affordability and Sustainability Enterprise (enterprise) as a replacement for the current Hospital Provider Fee.	Guzman/	Postponed Indefinitely Senate Finance	Monitor	FN	The new enterprise would be exempt from TABOR and so long as it qualifies as a TABOR-exempt enterprise, fee revenue does not count against either the TABOR state fiscal year spending limit or the referendum C cap, the higher statutory state fiscal year spending limit established after the voters of the state approved referendum C in 2005. This would make additional revenues available for the state budget.	No specific Board policy on the Hospital Provider Fee issue but there are Board policies in support of increased funding for transportation and aging services.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2017 SESSION

As of 5-9-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
SB 267	**Sustainability Of Rural Colorado** - The bill recreates the Hospital Provider Fee as an enterprise; lowers the Referendum C/TABOR spending cap; eliminates annual statutory transfers of General Fund revenue to the Highway Users Tax Fund; makes statutory General Fund transfers to the state Public School Fund for use for rural schools; requires executive branch departments to submit 2018-19 budget requests to OSPB that are at least 2% lower than their 2017-18 budgets (OSPB must strongly consider the budget reduction proposals); and authorizes the state to execute lease-purchase agreements for eligible state facilities to generate up to $1.35 billion of net proceeds, with maximum annual lease payments of $100 million for up to 20 years.	Guzman & Sonnenberg/ J. Becker & KC Becker	House Floor	Board Direction Requested	FN	DRCOG has had an interest in the hospital provider fee issue before. Bills to convert the fee to an enterprise have been introduced in previous sessions and there is SB 057 from this year. SB 267 appears to be the first such bill with a good chance of passing. As of the date of this report, the bill still is subject to negotiation and amendment.	No specific Board policy on the Hospital Provider Fee issue but there are Board policies in support of increased funding for transportation and aging services.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2017 SESSION

As of 5-9-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
HB 1187	**Change Excess State Revenues Cap Growth Factor** - The bill modifies the excess state revenues cap by allowing an annual adjustment for an increase based on the average annual change of Colorado personal income over the last 5 years, rather than adjusting for inflation and population. Colorado personal income is the total personal income for Colorado as reported by the U.S. Department of Commerce. As the modification may increase the amount that the state retains and spends in a given fiscal year, the bill seeks voter approval for the change, as required by TABOR.	Thurlow/ Crowder	Postponed Indefinitely Senate State Affairs	Monitor	FN	This is a bill to change the TABOR spending calculation. It would replace the inflation + population growth formula with a rolling five year average of annual personal income growth. Proponents argue personal income is a better measure of growth or retraction in the economy. Opponents argue it is just a clever way to allow government to grow more. This change would only take affect if the voters approve it at the November 2017 election. CML supports it; CCI hasn't taken it up yet. The Denver Metro Chamber and the North Front Range Chamber both support the bill. The Fiscal Note reports that during the period 2011-2019, the personal income measure would be lower than the inflation + population measure three times. It also estimates the bill would reduce TABOR refund obligations for FY17-18 and FY18-19. This in turn would increase General Fund transfers to the Highway Users Tax Fund (HUTF) and the Capital Construction Fund (CCF) by $116.4 million and $58.2 million, respectively, for FY 2018-19. Staff also believes the bill could have the effect of reducing pressures to balance the budget by cutting state programs, such as State Funding for Senior Services.	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. DRCOG supports increased funding for transportation to preserve the system, address congestion and safety, and provide multi-modal options for people of all ages, incomes and abilities.

ATTACH F

To: Chair and Members of the DRCOG Board of Directors

From: Douglas W. Rex, Acting Executive Director
drex@drcog.org or 303-480-6747

Meeting Date	Agenda Category	Agenda Item #
May 17, 2017	Informational Briefing	13

SUBJECT

This item is an informational briefing on the Centers for Medicare and Medicaid Services grant received by DRCOG's Area Agency on Aging.

PROPOSED ACTION/RECOMMENDATIONS

No action requested, this item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

In May of 2017 DRCOG Area Agency on Aging (AAA) received a grant from the Centers for Medicare and Medicaid Services for the Accountable Health Communities Grant totaling $4.51M. This grant will help DRCOG AAA bridge the services provided in health care systems with services provided the community. By partnering with medical and community based providers, DRCOG will be able to collect valuable data on service needs and health outcomes, improve referral processes and streamline access to services for individuals. This data is essential for understanding future demand for services, for obtaining funding for these services and lowering health care costs.

The grant is expected to commence around May 1, 2017 and affords a nearly nine-month "ramp up" period for DRCOG to align committed partners and providers with new processes and operational procedures; thus, affording staff with a generous amount of time to properly prepare for and implement the new program. The $4.51M grant will be paid out at approximately $902,000 per year for five years.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Staff Presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Acting Executive Director, at 303-480-6747 or drex@drcog.org or Jayla Sanchez Warren, Director Area Agency on Aging, at 303-480-6735 or jswarren@drcog.org.

The Denver Regional Accountable Health Community

- $4.51 million over 5 years
- DRCOG is the “Bridge Organization”

Designed to:

- lower costs for Medicare and Medicaid
- Improve patient outcomes
- Streamline the referral of patients to community organizations

The data that we will gather will prove that community-based organizations like the AAA save tax payer money and improve the well-being of the communities we serve.

Goals of the AHC

Primary:

To integrate and align the screening and referral of Medicare and Medicaid beneficiaries from clinical care to community care.

Secondary:

Reduce total health care costs and improve outcomes for community-dwelling beneficiaries by addressing unmet health-related social needs by April 30, 2022.

The consortium

Community health providers

- Visiting Nurse Association
- Seniors' Resource Center
- Brothers Redevelopment
- Volunteers of America
- Colorado Coalition Against Domestic Violence
- Energy Outreach Colorado
- Jewish Family Services
- Denver Housing Authority
- City and County of Denver Adult Protective Services

Clinical health partners

- Centura Health
- Metro Community Provider Network
- Denver Health

Behavioral health partners

- Excelsior Youth Center
- Aurora Mental Health Center
- Jefferson Center for Mental Health

Core health-related social needs

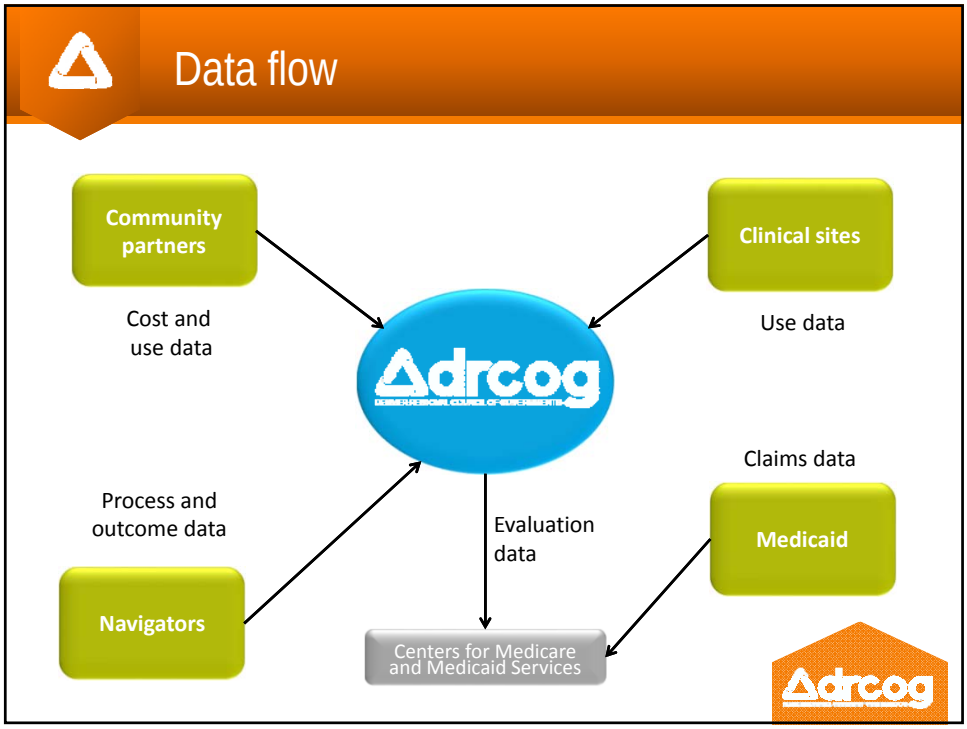
- Housing instability and quality
- Food insecurity
- Utility needs
- Interpersonal violence
  (elder abuse, child abuse, domestic violence)
- Transportation needs

Schedule and core functions

Year one: Start-up activities

Years two through five:

- Screen 75,000 people for health-related social needs in a clinical setting each year.
- Provide navigation services to 3,000 people each year
- Track data and provide reports
- Develop a care plan for each enrollee
- Make referrals to community services consistent with care plans
- Deliver community services
- Conduct an annual gap analysis of community needs and resources
- Create and update a resource directory
- Implement a quality improvement plan


Data flow
Community partners
Clinical sites
Cost and use data
Use data
drcog
Claims data
Process and outcome data
Evaluation data
Medicaid
Navigators
Centers for Medicare and Medicaid Services
drcog

Our plan for change
Aim
Primary drivers
Secondary drivers
Reduce total health care costs and use (inpatient and outpatient) for community-dwelling beneficiaries by addressing unmet health-related social needs by March 31, 2022.
Universal screening and referral for health-related social needs
Capacity building in clinical navigation programs
Community service provider alignment for quality improvement
Data sharing/ monitoring and governance infrastructure
Leadership/ stakeholder engagement
Provide reporting and project management support to integration of social needs screening in clinical settings
Converge clinical delivery sites to plan for implementation and avoid duplication or burdening clinical staff
Assemble community resource directories to construct a central inventory and generate referral summaries
Assess training needs of clinic-based navigator workforce and provide training on community-based resources
Establish collaborative learning system across clinic-based and community-based navigation programs
Develop, pilot and implement a risk-assessment tool to identify beneficiaries needing community-based navigation
Facilitate transparent gap analysis with advisory board
Further develop and partner with other quality improvement activities
Facilitate and monitor rapid-cycle improvement projects to increase service availability
Provide navigation programs with feedback from community service providers on beneficiary outcomes
Provide clinical providers with information on status of beneficiaries' health-related social needs via electronic health record
Develop scorecards with advisory board to establish transparency and address issues in screening and navigation
Designate clinical champions at each clinical delivery site and establish process for feedback to the advisory board
Recruit community-dwelling beneficiaries to serve on advisory board; highlight their perspectives at every meeting

THANK YOU!
AJ Diamontopoulos
Area Agency on Aging
ajdiamontopoulos@drcog.org
303-480-6735

ATTACH G

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Acting Executive Director
303 480-6747 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
May 17, 2017	Informational Briefing	14

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

The DRCOG Board adopted Resolution No. 14, 2013 in September 2013 which modified the FasTracks annual review process. The resolution requires RTD to provide a FasTracks annual status report for informational purposes by May 1 of each year. The *2017 FasTracks Annual Status Report* is attached. RTD staff will summarize the report at the May Board meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

2017 RTD FasTracks Annual Status Report

ADDITIONAL INFORMATION

If you need additional information Douglas W. Rex, Acting Executive Director, at 303 480-6747 or drex@drcog.org; or Jacob Riger, Long Range Planning Manager, Transportation Planning and Operations, at 303 480-6751 or jriger@drcog.org.

May 1, 2017

Mr. Matthew Helfant, AICP
Senior Transportation Planner
Denver Regional Council of Governments
1290 Broadway, Suite 700
Denver, CO 80203

Re: 2017 FasTracks Status Report

Dear Mr. Helfant:

I am pleased to provide the 2017 FasTracks Status Report, which is submitted for your review and distribution per DRCOG Resolution No. 14 dated September 18, 2013. This resolution states that RTD is to provide an annual status report to DRCOG on the FasTracks Program for informational purposes.

The FasTracks Plan is well into implementation with seven projects completed and in operation. These include:

West Rail Line (W Line): April 2013
Denver Union Station (DUS): August 2011 (Light Rail Station); May 2014 (Bus Concourse); April 2016 (Commuter Rail Operations)
Free MetroRide: Spring 2014
U.S. 36 Flatiron Flyer Bus Rapid Transit (BRT): January 2016
East Rail Line (Colorado A Line to Denver International Airport): April 2016
Northwest Rail Line Phase 1 (B Line to Westminster): July 2016
I-225 Rail Line (R Line): February 2017

Additionally, the North Metro Rail Line (DUS to 124th Avenue) and the Southeast Rail Extension (SERE) are in construction. The SERE project received a Small Starts Construction Grant Agreement (SSGA) in the amount of $92 million from the Federal Transit Administration (FTA) in April 2016. Construction was initiated in May 2016 and is well underway.

Nearing completion is the Gold Line (G Line) from DUS to Arvada and Wheat Ridge. The commuter rail line is part of the Eagle project (East, Gold, and Northwest Rail Phase 1). Construction is complete (with only punchlist items remaining) and testing is the next step.

Related to this is the FRA waiver that is in effect for University of Colorado A Line. The FRA recently agreed to extend this waiver through July 30, 2017 and the line continues to operate safely, with flaggers at all at-grade crossings. Concurrent with the coordination with the FRA, RTD has also been working with the Public Utilities Commission (PUC) to meet their requirements for the gates operations. When RTD receives approval from the PUC and FRA, the flaggers can be removed and the quiet zone application process can begin.

In its first year, the University of Colorado has been well-utilized. This past year, the rail line has carried nearly five million passengers and traveled 1.2 million miles. The train serves more than 17,000 passenger trips a day delivering people to eight stations, including DUS and Denver Airport Station located at the south end of the terminal at Denver International Airport. For the past year the line has provided service for airport travelers along with local daily commuters, who work, play and live around the line.

Additional service that is under future consideration is the addition of stops along the B Line at the 41st and Fox and at the Pecos Junction Stations. This would add approximately 2 to 4 minutes to the total travel time from DUS to Westminster Station, and would provide additional access for B Line riders. RTD is currently in negotiations with the concessionaire, Denver Transit Partners (DTP) to implement this service. Because it cannot be initiated until successful negotiations are complete, the schedule for implementation is uncertain.

Remaining FasTracks projects that are not yet in construction include North Metro Rail from 124th Avenue to 162nd Avenue; the Southwest Rail Extension; the Central Corridor Extension; and the Northwest Rail Line Phase 2. At present, funding has not been identified for these projects, which places them beyond the current planning horizon of 2040. RTD continues to consider all options and to seek funding for these projects so that they can be implemented prior to 2040. Once funding is identified, an appropriate schedule can be determined.

The FasTracks Program costs through 2019 are enclosed. For additional information on FasTracks Projects, see the attached status sheet.

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

Sincerely,

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

Attachment

cc: Brian Welch, RTD
Susan Wood, RTD
Jacob Riger, DRCOG
FasTracks Document Control

FasTracks Program Costs Through 2019 (millions of dollars)		
Project	**Spent Through 2016**	**Total Project Budget**
Central Extension	$11.7	$11.7
Denver Union Station	$310.8	$314.2
Eagle Project	$2,141.5	$2,286.7
Free MetroRide	$11.1	$14.4
I-225	$616.4	$692.2
Light Rail Maintenance Facility	$17.2	$17.2
Misc. Projects	$274.6	$298.7
North Metro	$428.8	$764.3
Northwest Rail	$11.1	$28.0
Southeast Extension	$86.6	$232.4
Southwest Extension	$23.5	$24.0
US 36 BRT	$183.0	$190.2
West Corridor	$678.0	$678.2
Total Program	**$4,794.2**	**$5,552.3**

W Line (West)

This service between Union Station and the Jefferson County Government Center began in April 2013.

Denver Union Station

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

Free MetroRide

This popular free bus service began in May 2014 and complements the Free MallRide in downtown Denver.

Flatiron Flyer (US36 BRT)

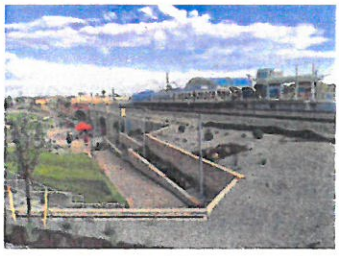
This bus rapid transit service between Denver and Boulder began Jan. 3, 2016.

University of Colorado A Line (East)

In the past year, the rail line has carried nearly five million passengers and traveled 1.2 million miles. The train serves more than 17,000 passenger trips a day.

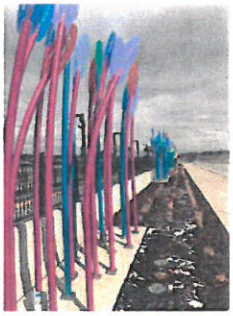
B Line (Northwest)

The B Line to Westminster opened July 25, 2016.



R Line (225)

The R Line through Aurora opened February 26, 2017.



G Line (Gold)

The G Line has the same at-grade crossing technology as the University of Colorado A Line. Once those issues are resolved, testing will resume on the G Line and the line move toward an opening date.

E, F & R Lines Extension (Southeast)

Construction began in June 2016. Girders have been placed for light rail bridges over RidgeGate Parkway and I-25. Lincoln bridge column and pier construction on the north side of Lincoln Avenue will conclude this spring. Concrete pours are complete for three of the four levels of the RidgeGate end-of-line parking structure.

N Line (North)

Work continues on the Skyway Bridge, the longest bridge in the state when complete. Catenary poles are being set along the guideway, along with the installation of ballast and rail. Station work is well underway with the first station platform to be poured this summer.

L Line Extension (Central)

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

C & D Lines Extension (Southwest)

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

Safety

The commuter rail safety outreach program is complete for the University of Colorado A Line, B Line and G Line. Forty-seven schools and nearly 35,000 students received safety training. Safety outreach will continue via the Dumb Ways to Die campaign.

ATTACH H

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Acting Executive Director
303 480-6747 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
May 17, 2017	Informational	16

SUBJECT

May administrative modifications to the *2018-2021 Transportation Improvement Program*.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

Per the DRCOG Board-adopted *Policy on Transportation Improvement Program (TIP) Preparation*, administrative modifications to the 2018-2021 TIP are reviewed and processed by staff. Administrative modifications represent revisions to TIP projects that do not require formal action by the DRCOG Board.

Once processed, the projects are posted on the DRCOG 2018-2021 TIP web page and emailed to the TIP Notification List, which includes members of the Regional Transportation Committee, the Transportation Advisory Committee, TIP project sponsors, staff of various federal and state agencies, and other interested parties.

The May 2017 administrative modifications are listed and described in the attachment. Highlighted items in the attachment depict project revisions.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

May 2017: 2018-2021 TIP Administrative Modifications

ADDITIONAL INFORMATION

If you need additional information Douglas W. Rex, Acting Executive Director, at 303 480-6747 or drex@drcog.org; or Todd Cottrell, Senior Transportation Planner at 303 480-6737 or tcottrell@drcog.org.

To: TIP Notification List

From: Douglas W. Rex, Director, Transportation Planning & Operations

Subject: **May 2017 Administrative Modifications to the *2018-2021 Transportation Improvement Program***

Date: May 17, 2017

SUMMARY

- Per the *Policy on Transportation Improvement Program (TIP) Preparation* covering the 2018-2021 TIP, administrative modifications are reviewed and processed by staff. They are emailed to the TIP Notification List, and posted on the DRCOG 2018-2021 TIP web page.
- The TIP Notification List includes the members of the DRCOG Regional Transportation Committee and Transportation Advisory Committee, TIP project sponsors, staffs of various federal and state agencies, and other interested parties. The notification via email is sent when Administrative Modifications have been made to the 2018-2021 TIP. If you wish to be removed from the TIP Notification List, please contact Mark Northrop at (303) 480-6771 or via e-mail at mnorthrop@drcog.org.
- Administrative Modifications represent minor changes to TIP projects not defined as "regionally significant changes" for air quality conformity findings, or per CDOT definition.
- Projects included through this set of Administrative Modifications are listed below. The attached describes the modifications.

PROJECTS TO BE MODIFIED

- **2012-075: One-Call/One-Click Transportation Resource Center**
  - Move project from previous TIP, change project sponsor, and adjust funding years
- **2007-144: Safe Routes to School Pool**
  - Add pool projects recently selected
- **2016-080: I-25 S PEL: Monument to C-470**
  - Add funding
- **2018-003: Region 4 ADA Projects**
  - Add funding
- **New Project: Region 1 Design Program**
  - New project
- **New Project: SB I-225: Yosemite to I-25 Restriping Pilot**
  - New project

The following four administrative modifications correspond to funding type exchanges between STP-Metro and CMAQ:

- **2016-068: City of Boulder Quiet Zones**
- **2016-069: Boulder County Quiet Zones**
- **2016-071: Louisville-Lafayette Quiet Zones**
- **2012-010: DRCOG Second Commitment to FasTracks Pool**

2012-075: Advance project from the 2012-2017 TIP to the 2018-2021 TIP. Change project sponsor to DRCOG, and move unspent FY11 and FY13 funding to FY18.

Existing

Title: **One-Call/One-Click Transportation Resource Center**

Project Type: **Transit Operational Improvements**

TIP-ID: **2012-075** STIP-ID: **SST6740.065** Open to Public: Sponsor: **DRMAC**

Project Scope

Expand the Denver Regional Mobility and Access Council's (DRMAC) One-Call, One-Click efforts including enhancing the TransitOptions online database and implementing an Information and Assistance Center in order to assist veterans and their families.

Affected County(ies)
Regional

Amounts in $1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
Federal		$0	$0	$0	$0	$0		
State (Faster-T)		$0	$74	$0	$0	$0		
Local		$0	$0	$0	$0	$0		
Total	$693	$0	$74	$0	$0	$0	$0	$767

Revised

Title: One-Call/One-Click Transportation Resource Center

Project Type: Transit Operational Improvements

TIP-ID: **2012-075** STIP-ID: **SST6740.065** Open to Public: Sponsor: DRCOG

Project Scope

Expand the Denver Regional Mobility and Access Council's (DRMAC) One-Call, One-Click efforts including enhancing the TransitOptions online database and implementing an Information and Assistance Center in order to assist veterans and their families.

Affected County(ies)
Regional

Amounts in $1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		$0	$0	$0	$0		
Federal (5309 VTCLI)		$516	$0	$0	$0		
Federal (5312 VTCLI)		$33	$0	$0	$0		
State		$0	$0	$0	$0		
State (Faster-T)		$55	$0	$0	$0		
Local		$143	$0	$0	$0		
Total	$20	$747	$0	$0	$0	$0	$767

2007-144: Add pool projects and funding from recent CDOT project selection

Existing

Title: **Safe Routes to School Pool** Project Type: **Safety**

TIP-ID: **2007-144** STIP-ID: **SDR7024** Open to Public: Sponsor: **CDOT**

Project Scope

Improvements to encourage children to walk and bicycle to school by improving safety and reducing traffic fuel consumption, and air pollution in the vicinities of schools.

Affected County(ies)
Regional

Amounts in $1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		$0	$0	$0	$0		
State (Safety)		$0	$0	$0	$0		
Local		$0	$0	$0	$0		
Total	$938	$0	$0	$0	$0	$0	$938

Revised Pool Projects and Funding Table

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Lafayette	Sanchez ES/Peak to Peak ES Connector Trail Project	$298	Frederick	Thunder Valley K-8 Multipurpose Trail Project	$304	Boulder	Safe Schools Boulder	$34
Denver	DPS-Cole Arts & Science Academy Multimodal Improvements	$350	Boulder County	Trip Tracker Trends	$70	Cherry Creek School District #5	CCSD SRTS through Education, Encouragement, and Engagement	$29
Jefferson County	Fairmount ES & Cornerstone Montessori School Ped/Bike Safety Improvements	$265	Jefferson County Public Health	Healthy Jeffco SRTS	$58	Denver Public Schools	CommuteDPS Communications Campaign	$80

Amounts in $1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		$0	$0	$0	$0		
State (Safety)		$1,488	$0	$0	$0		
Local		$372	$0	$0	$0		
Total	$938	$1,860	$0	$0	$0	$0	$2,798

2016-080: Add funding for pre-construction and NEPA activities

Existing

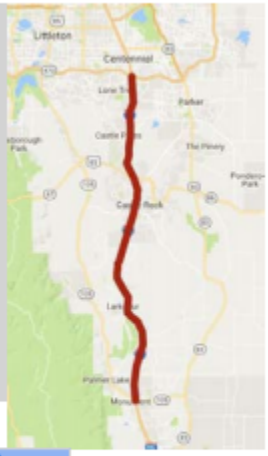
Title: **I-25 S PEL: Monument to C-470** Project Type: **Roadway/Transit Studies**

TIP-ID: **2016-080** STIP-ID: Open to Public: Sponsor: **CDOT Region 1**

Project Scope

Conduct PEL and preconstruction activities on I-25 between Monument and C-470.

Affected County(ies)
Douglas



Amounts in $1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		$0	$0	$0	$0		
State (R P P)		$0	$0	$1,000	$0		
Local		$0	$0	$0	$0		
Total	$5,250	$0	$0	$1,000	$0	$0	$6,250

Revised Funding Table

Amounts in $1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		$0	$0	$0	$0		
State (R P P)		$0	$0	$1,000	$0		
State (TCC)		$4,000	$0	$0	$0		
Local		$0	$0	$0	$0		
Total	$5,250	$4,000	$0	$1,000	$0	$0	$10,250

2018-003: Add prior funding

Existing

Title: **Region 4 ADA Projects**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2018-003** STIP-ID: Open to Public: Sponsor: **CDOT Region 4**

Project Scope

CDOT Region 4 (DRCOG portions only) pool to fund ADA-type projects.

Affected County(ies)
Boulder
Weld

Amounts in $1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		$0	$0	$0	$0		
State (ADA)		$2,100	$4,000	$4,500	$4,200		
Local		$0	$0	$0	$0		
Total	$0	$2,100	$4,000	$4,500	$4,200	$0	$14,800

Revised Funding Table

Amounts in $1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		$0	$0	$0	$0		
State (ADA)		$2,100	$4,000	$4,500	$4,200		
Local		$0	$0	$0	$0		
Total	$100	$2,100	$4,000	$4,500	$4,200	$0	$14,900

New Project: Create a new CDOT Region 1 pool for pre-construction activities to advance future high priority projects

New Project

Title: **Region 1 Design Program** Project Type: **Other**

TIP-ID: **Request** STIP-ID: Open to Public: Sponsor: **CDOT Region 1**

Project Scope

A high priority pre-construction pool that will allow the achievement of significant pre-construction milestones in order to advance future projects.

Affected County(ies)
Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson

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-225	I-25 to Yosemite		I-270/Vasquez/60th Ave	Improvements and interchange reconstruction		US-85	Richmond Hill to Shaffer's Crossing	

Amounts in $1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		$0	$0	$0	$0		
State (RDP)		$3,000	$0	$0	$0		
Local		$0	$0	$0	$0		
Total	$0	$3,000	$0	$0	$0	$0	$3,000

New Project: Create a new CDOT Region 1 project

New Project

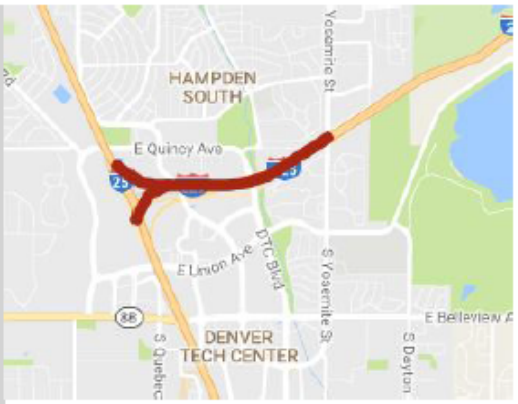
Title: **SB I-225: Yosemite to I-25 Restriping Pilot Project**

Project Type: **Roadway Operational Improvements**

TIP-ID: **Request** STIP-ID: Open to Public: Sponsor: **CDOT Region 1**

Project Scope

Restripe the existing southbound I-225 pavement surface and bridges to eliminate the two-lane section by providing three lanes from Yosemite to I-25 and eliminate the weave from DTC/Tamarac to SB I-25.



Affected Municipality(ies)	Affected County(ies)
Denver	Denver

Amounts in $1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		$0	$0	$0	$0		
State (R P P)		$725	$0	$0	$0		
Local		$0	$0	$0	$0		
Total	$0	$725	$0	$0	$0	$0	$725

2016-068: Exchange CMAQ funding for STP-Metro due to federal eligibility and move prior funding into FY18

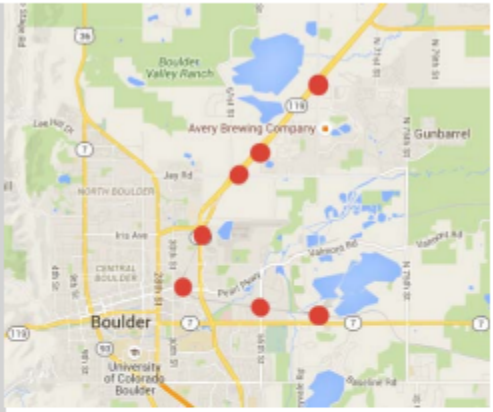
Existing

Title: **City of Boulder Quiet Zones** Project Type: **Safety**

TIP-ID: **2016-068** STIP-ID: Open to Public: **2019** Sponsor: **Boulder**

Project Scope

The project implements railroad crossing Quiet Zone improvements along the Burlington Northern Santa Fe (BNSF) railroad corridor to address train horn noise. There are a total of nine crossings, five within the City of Boulder and four adjacent to the city. Work includes updating the city's Quiet Zone plan as needed to reflect any changes in federal Quiet Zone requirements and cost estimates since 2014, public outreach, design, field diagnostic review, Federal Railroad Administration (FRA) and Colorado Public Utilities Commission (PUC) application and approval processes, as well as construction of the necessary improvements to achieve quiet zone status for selected crossings. The crossings will be evaluated and prioritized based on feasibility, estimated benefit, and cost. Selected crossings will be implemented within the identified budget and a phasing plan developed for any remaining crossings.



Affected County(ies)
Boulder

Project Phases	
Year	**Phase**
2018	Initiate Construction

Amounts in $1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (CMAQ)		$528	$0	$0	$0		
State		$0	$0	$0	$0		
Local		$132	$0	$0	$0		
Total	$660	$660	$0	$0	$0	$0	$1,320

Revised Funding Table

Amounts in $1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (STP-M)		$1,056	$0	$0	$0		
State		$0	$0	$0	$0		
Local		$264	$0	$0	$0		
Total	$0	$1,320	$0	$0	$0	$0	$1,320

2016-069: Exchange CMAQ funding for STP-Metro due to federal eligibility and move prior funding into FY18

Existing

Title: **Boulder County Quiet Zones** Project Type: **Safety**

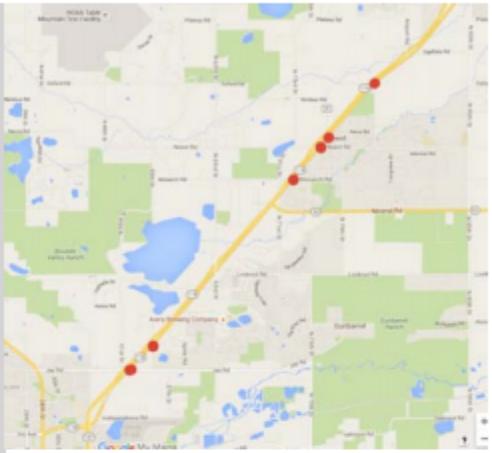
TIP-ID: **2016-069** STIP-ID: Open to Public: **2019** Sponsor: **Boulder County**

Project Scope

The project constructs Quiet Zone improvements identified in the RTD NW Rail EIS on crossings adjacent to SH119 along the BNSF line in unincorporated Boulder County between the city of Boulder and Longmont. Project elements include design, PUC approval, construction of quiet zone improvements on selected crossings, as well as submission of a written Notice of Quiet Zone Establishment. The crossings will be selected based on feasibility, estimated benefit, and cost, with high priority crossings implemented within the identified budget.

Local funds will study the locations to prioritize locations, identify necessary improvements, develop cost estimates, and conduct field diagnostic reviews in advance of this project.

Establishments of quiet zones along this stretch may include the following improvements:
- Raised medians / Channelization devices
- Flashing lights
- Constant Warning Time (CWT) Circuitry and bungalow
- Gates with 4-Quad gate system
- MUTCD compliant warning signs
- Median flashers
- Detached sidewalk
- Railroad crossing surface replacement



Affected County(ies)
Boulder

Project Phases	
Year	**Phase**
2018	Initiate Construction

Amounts in $1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (CMAQ)		$1,253	$0	$0	$0		
State		$0	$0	$0	$0		
Local		$313	$0	$0	$0		
Total	$170	$1,566	$0	$0	$0	$0	$1,736

Revised Funding Table

Amounts in $1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (STP-M)		$1,389	$0	$0	$0		
State		$0	$0	$0	$0		
Local		$347	$0	$0	$0		
Total	$0	$1,736	$0	$0	$0	$0	$1,736

2016-071: Exchange CMAQ funding for STP-Metro due to federal eligibility and move prior funding into FY18

Existing

Title: **Louisville-Lafayette Quiet Zones** Project Type: **Safety**

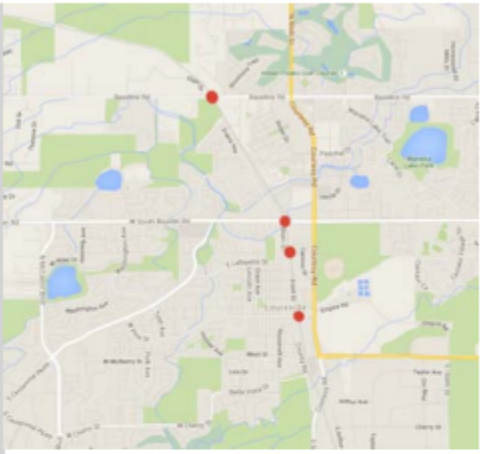
TIP-ID: **2016-071** STIP-ID: Open to Public: **2019** Sponsor: **Louisville**

Project Scope

The project completes Quiet Zone establishment from Baseline Rd. in Lafayette to Pine St. in Louisville on the BNSF line, and includes improvements at 4 highway rail grade crossings including Baseline Rd., South Boulder Rd., Griffith St. and Pine St. Establishment of quiet zones along this stretch may include the following improvements:

Raised medians
Flashing lights
Constant Warning Time (CWT) Circuitry and bungalow
4-Quad gate system
Gates
Channelization devices
MUTCD compliant warning signs
Median flashers
Detached sidewalk
Railroad crossing surface panels

Additionally, work will include design, field diagnostic review, PUC application and approval as well as construction of the necessary improvements to achieve quiet zone status along this stretch of the BNSF line.



Affected Municipality(ies)	Affected County(ies)
Lafayette	Boulder
Louisville	

Project Phases	
Year	**Phase**
2018	Initiate Construction

Amounts in $1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (CMAQ)		$1,330	$0	$0	$0		
State		$0	$0	$0	$0		
Local		$333	$0	$0	$0		
Total	$283	$1,663	$0	$0	$0	$0	$1,946

Revised Funding Table

Amounts in $1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (STP-M)		$1,556	$0	$0	$0		
State		$0	$0	$0	$0		
Local		$390	$0	$0	$0		
Total	$0	$1,946	$0	$0	$0	$0	$1,946

2012-010: Exchange STP-Metro funding for CMAQ due to federal eligibility concerns with other projects

Existing

Title: **DRCOG Second Commitment to FasTracks Pool**

Project Type: **Transit Operational Improvements**

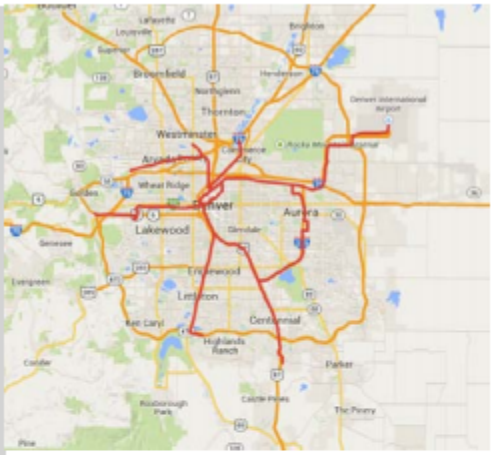
TIP-ID: **2012-010** STIP-ID: Open to Public: Sponsor: **DRCOG**

Project Scope

Set aside to fund second commitment in principle to FasTracks corridors not yet allocated. Individual projects will be TIP'd upon approval of Policy Amendments per the process and requirements of DRCOG Resolution 20-2008 (July, 2008).

Corridor projects previously approved using second commitment funds include:
- West Corridor (TIP ID 2007-042)- July 2010, $7,422,000
- US-36 Corridor (TIP ID 2008-114)- Feb 2011, $2,755,000
- Denver Union Station (TIP ID 2007-057)- July 2010, $2,519,000
- East Corridor (TIP ID 2008-111)- Nov 2011, $13,350,000.
- Gold Corridor (TIP ID 2008-111)- May 2012, $6,461,000.
- Northwest Corridor (TIP ID 2007-050)- May 2012, $1,200,000, June 2016, $5,058,000.
- North Metro Corridor (TIP ID 2007-055)- May 2012, $7,451,000.
- I-225 Corridor (TIP ID 2007-056)- July 2012, $7,250,000.

Remaining allocations include:
- Northwest Corridor $1,746,000
- Southeast Extension $1,928,000
- Southwest Extension $2,089,000
- Central Corridor $771,000



Affected County(ies)
Regional

Amounts in $1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (CMAQ)		$72	$0	$0	$0		
Federal (STP-M)		$6,462	$0	$0	$0		
State		$0	$0	$0	$0		
Local		$1,634	$0	$0	$0		
Total	$0	$8,168	$0	$0	$0	$0	$8,168

Revised Funding Table

Amounts in $1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (CMAQ)		$4,073	$0	$0	$0		
Federal (STP-M)		$2,461	$0	$0	$0		
State		$0	$0	$0	$0		
Local		$1,634	$0	$0	$0		
Total	$0	$8,168	$0	$0	$0	$0	$8,168

ATTACH I

FORMER STATE REPRESENTATIVE RECOGNIZED FOR ADVOCACY WORK FOR SENIORS

Greality

April 2017

A Greeley man on Wednesday received an award from the Denver Regional Council of Governments in recognition of his advocacy for Colorado's older adults.

Former House District 50 Rep. Jim Riesberg was honored with the council's distinguished service award at a ceremony in Denver's Sheraton Hotel. He serves as the chairman of the Colorado Strategic Action Planning Group on Aging, created in 2015.

He also serves on the advisory boards of the Weld County Area Agency on Aging and North Range Behavioral Health.

CMS works to draw ACOs into shared-savings program

Modernhealthcare.com

By Virgil Dickson | April 29, 2017

The CMS hopes to see more accountable care organizations join the Medicare shared-savings program as the application period kicks off this week.

The agency recently launched new ways to attract providers, including automating the process that pairs patients with participating doctors.

Submitting an application does not bind an organization to participate. However, parties must submit a notice of intent to be eligible to apply. There currently are 480 shared-savings ACOs serving over 9 million Medicare beneficiaries.

An ACO is made up of a group of doctors, hospitals and other healthcare providers who coordinate care for patients. And while ACOs garnered $466 million in program savings in 2015, many providers are still wary of the amount of risk the payment models require them to take on.

This year, 99 new ACOs joined the program, increasing the number of covered Medicare beneficiaries by 1.3 million year over year.

Also starting May 1 is an effort known as the accountable health communities demonstrations. Under the five-year experiment, groups will work to address social determinants of health such as housing instability, food insecurity, domestic violence and transportation for Medicare and Medicaid beneficiaries.

Funded organizations include Hackensack (N.J.) University Medical Center, Yale-New Haven (Conn.) Hospital and the Oregon Health & Science University, as well as government entities or associations such as the Baltimore Health Department and the Denver Regional Council of Governments.

Transportation planners say Boulder Junction should get 'quiet zones' first

The Daily Camera

By Alex Burness

Staff Writer

04/27/2017 10:50:30 AM MDT

Officials and citizens alike want to see "quiet zones" installed at all nine Burlington Northern Santa Fe train crossings in and around Boulder's eastern and northeastern city limits.

Doing so would cost between $2.8 million and $4.6 million, though, and the city only has about $1.3 million secured for the project to date. Of that, $1 million is funding from the Denver Regional Council of Governments, and the rest is a local match by the city.

Because Boulder and Boulder County don't have the money to make quiet zones at all nine crossing at once, they've engaged community members and determined a proposed order for which crossings get updated first.

"What we're recommending is that we get started by creating quiet zones at the Boulder Junction-area crossings," said Kathleen Bracke, a city transportation planner.

Those crossings are at Pearl Parkway, Valmont Road and 47th Road. Also included in the initial round would be a crossing at Independence Road in unincorporated Boulder County.

Many neighbors and business owners in the areas surrounding these crossings have complained that train horns — required to blare, for safety reasons, by the Federal Railroad Administration — present daily disruptions.

Next in the pecking order would be three crossings along Colo. 119. One is at north 63rd Street, and quiet zone installation there would be done jointly by the city and county. The other two, at north 55th Street and Jay Road, would be handled by the county, Bracke said.

The third priority group is a pair of crossings in east Boulder, at south 55th Street and south 63rd Street.

Officials will move forward with this plan, barring any reversal of course requested by the City Council, by Friday.

The next step would involve the city applying to the Federal Railroad Administration for quiet zones, then doing design and engineering work for each of the crossings. Costs would be clearer once that work was done.

"Our goal is to make as much progress as we can with the existing funding," Bracke said, "but we recognize we're going to need additional funding to complete all the Boulder-area crossings."

Longmont officially opens bike-share stations, pedestrian underpass

Times-Call

By Karen Antonacci

Staff Writer

POSTED: 04/20/2017 07:49:37 PM MDT | UPDATED: 13 DAYS AGO

Longmont and Boulder County officials took a ride on the city's new Zagster bicycles Thursday afternoon to celebrate the bike-share program and the pedestrian underpass that goes under Ken Pratt Boulevard.

Longmont Transportation Planner Phil Greenwald reminded the crowd that the pedestrian underpass came about because of a death.

In 2005, a 65-year-old man was killed as he attempted to cross Ken Pratt Boulevard to reach one of the RTD bus stops. Walk signs and crosswalks were later installed.

"A person did lose their life here," Greenwald said. "This is a safety measure so that we don't lose any more members of the community."

The pedestrian underpass goes underneath Ken Pratt Boulevard southwest of Hover Street, connecting the parking lots of the hotels on the north side of Ken Pratt Boulevard with the parking lot of Oskar Blues' Homemade Liquids and Solids.

Boulder County Commissioner Elise Jones said the underpass will help people cross the intersection safely — especially Front Range Community College students.

The pedestrian underpass has been in the works between the county, the city and the Colorado Department of Transportation since 2008. The underpass and the new bike storage bus-bike shelter cost a total of $1.8 million, Project Manager Micah Zogorski said. About $1 million of that total came from a Denver Regional Council of Governments transportation grant, while the county and city roughly split the remaining $800,000 in costs.

On the Oskar Blues' side of the underpass is one of Longmont's new Zagster bike-share stations and a bike storage shelter. The bus-bike shelter is part of the county's Bike-n-Ride program where cyclists can sign up at bikenride.org to receive an access card that unlocks the shelters. There is a one-time suggested donation of $25 per user so that county workers can keep the shelters clean.

The shelter on one side of the pedestrian underpass will join four others in the county — one in north Boulder, one at the Eighth and Coffman park and ride in Longmont, one at the U.S. 36 and Table Mesa station and one at the downtown Boulder bus station.

The Zagster bike-share station is one of 10 across Longmont that City Council approved last year. There are 50 Zagster bikes throughout the city that people can pay to ride — $3 per hour, $15 for a monthly membership or $60 for an annual membership.

Longmont is the third city in Colorado to deploy Zagster bikes behind Fort Collins and Westminster. Boulder uses a different service: B-Cycle.

Mayor Dennis Coombs thanked the local sponsors of the Zagster stations — Longmont United Hospital, Oskar Blues, the city of Longmont, Visit Longmont and Boulder County.

Greenwald said the bike-share program will help solve the first- and last-mile problem for people who are getting around via bus. That is, the Zagster bikes can help them get the first mile to a bus station and then the last mile to their destination.

"This is the epitome of the whole multi-modal transportation piece we laid out in Envision Longmont and our planning efforts," Greenwald said. "We've got the BOLT bus behind me here, which is a regional bus, and then across the street we've got a stop for our local Longmont buses."

As Greenwald mentioned the BOLT bus, one did indeed pull up to the stop behind him.

Bill calling for passenger rail study along I-25 heading to governor

Times-Call

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A bill passed the Colorado House of Representatives on Tuesday that reconfigures an existing commission with the new instruction that they should focus on studying Amtrak's passenger rail along the Front Range. The measure is on its way to Gov. John Hickenlooper's desk for a signature.

Background

Amtrak's Southwest Chief passenger train runs daily between Chicago and Los Angeles, passing through Lamar, La Junta and Trinidad. In 2014, the line through Colorado was in need of repairs and Amtrak was considering rerouting the line through Amarillo, Texas, across Oklahoma and north to Kansas.

Southern Colorado lawmakers worked to preserve the rail through Colorado by forming a commission that had the power to make deals with other states and stakeholders. The bill that formed that commission stipulated that the commission sunsets in July.

Expanded mission

The bill that passed Tuesday replaces the old commission with a new one, expanding its membership, budgeting powers and mission.

The new commission must continue to preserve the existing Amtrak Southwest Chief rail line service, but its new mission is to "facilitate the future of a Front Range passenger rail system that provides ... service in and along the Interstate 25 corridor."

The bill says that such a system "may include stops at the cities of Fort Collins, Loveland, Longmont, Boulder, Denver, Castle Rock, Colorado Springs and Pueblo."

If Gov. Hickenlooper signs the bill, the plan for the rail system is due to the general assembly on Dec. 31.

The bill also increases the number of commissioners from nine to 13. Five of the 13 commissioners would be appointed by the governor comprising:

• two public rail advocates

• two railroad representatives

• one resident of either Huerfano, Las Animas, Otero, Prowers or Pueblo County

Additionally, the commission would include one representative each from five Colorado transportation and intergovernmental groups. A Boulder County representative would only have a chance at one of these spots if nominated by the Denver Regional Council of Governments. There is one spot on the commission reserved for a member of the Regional Transportation District board of directors — two of the 12 directors answer to parts of Boulder County.

The remaining two spots are non-voting and are reserved for a Department of Transportation employee and an Amtrak employee.

Connecting the puzzle

Sen. Leroy Garcia Jr., D-Pueblo, said that the old commission was successful in landing federal grants and facilitating partnerships between various governments, so lawmakers wanted to expand its scope as far away as Longmont, Loveland or Fort Collins.

Garcia added that he knows his constituents in the city of Pueblo want a public transportation solution since the Amtrak Southwest Chief does not have a stop in Pueblo. He said the new commission's expanded mission will be to connect people spread out along I-25 who are working on passenger rail.

"There are a lot of segments that may already exist in this and it's like a puzzle. Pieces exist but they're all in different sections. We want to connect those pieces," Garcia said.

Sen. Larry Crowder, R-Alamosa, said that looking ahead to Colorado's growing population, a viable north-south mass transit solution is needed.

"There is congestion on the highways, and how many lanes are you going to widen in order to meet our transportation needs?" Crowder said.

Crowder said there are many steps between the governor signing the bill and a passenger train that goes from southern Colorado to, possibly, into Wyoming. Studies will need to be done and public-private partnerships explored, for example.

Crowder said that making it easier for people in northern Colorado to get to southern Colorado could be good for his constituency's bottom line.

"You know we have the Colorado State Fair in Pueblo. The more ways we have to get people down to southern Colorado, the better it is for tourism," Crowder said. "So it's not totally for the Front Range. It's to get some tourism dollars flowing to southern Colorado. You know, the alternative is fighting all the traffic."

Bill requiring landlords to give 3 weeks notice of rent increase or lease termination advances to Colorado House vote

Denver Post I April 12, 2017

Landlord notification to tenants ahead of a rent increase or lease termination would grow from a week to 21 days in a bill that is gaining traction in the Colorado Legislature.

Senate Bill 17-245, already approved in the state Senate, passed out of the House Local Affairs Committee on a 9-to-4 vote Wednesday, and supporters are confident it will find support in the larger House.

Currently, landlords in Colorado can provide tenants under a short-term lease just seven days' notice of a pending rent increase or lease termination, among the shortest notification windows in the country.

The bill extends advanced notification to 21 days, which housing advocates say is a more reasonable amount of time for renters to find another place if they can't afford a rent hike or if the landlord needs them out, say, because the building or house was sold.

"It may seem like a technical change, but it could be the difference between a house and no house," said Jack Regenbogen, attorney with the Colorado Center on Law and Policy, an advocacy group for the state's low-income residents that pushed for the change.

Most tenants start out under a one-year lease. When markets are tight, as they are now, some landlords prefer switching over to more flexible month-to-month agreements. Also, in low-income and transitory neighborhoods, monthly leases or handshake agreements tend to be more prevalent.

Rep. Dan Pabon, D-Denver, emphasized that the bill, which he co-sponsored, won't replace the notification requirements set in longer-term leases. Nor does it change existing notification rules when it comes to evicting tenants.

It is also is symmetric, in that tenants must provide three weeks notice to their landlords that they want out of a short-term lease.

Advocates for victims of domestic violence, the homeless and the elderly all testified on behalf of the bill, and no landlord representatives spoke out against it Wednesday.

"Forced moves increase homelessness," said Aubrey Hasvold, advocacy manager of the Colorado Coalition for the Homeless, noting people who take time off from work to find new housing can lose jobs and children can be uprooted from schools due to rushed decisions.

Jennifer Solms, a case manager who works with seniors at the Denver Regional Council of Governments, cited stories of three seniors who struggled after receiving notices to quickly leave places they had rented for decades under month-to-month agreements.

“Twenty-one days won’t help me create a miracle,” said Solms, “but it gives me time to put together a plan.”

A group representing apartment owners and managers isn’t blocking the changes.

“We worked with the proponents and took a neutral position on this bill,” said Nancy Burke, vice president of government affairs for the Apartment Association of Metro Denver.

More than 40 states require landlords to provide notification 30 days or more in advance, while only two other states have notifications as short as Colorado’s, said Regenbogen.