BROOMFIELD CITY COUNCIL TRAINING AND TRAVEL REPORT





Council Member Denny McCloskey

28 November 2012-1 December 2012

ANNUAL NLC CONFERENCE

http://www.nlc.org/build-skills-and-networks/education-and-training/event-calendar/congress-of-cities-and-exposition

TOTAL COSTS:	\$1200.64
BROOMFIELD COST:	\$410.00
NLC REGISTRATION:	\$350.00
HOTEL COSTS:	\$460.44
AIRFARE	\$301.20
LEADERSHIP LUNCHEON (Diamond Award)	\$40.00
LTI COURSE	\$125.00
TRANSIT CARD \$18 + TAXI \$32 (2x\$16)	\$50.00
PER DIEM: 4@ \$71 per day =	\$284.00

(per government guidelines) (Council Member Paid)

The ANNUAL NLC Conference held meetings relevant to City and County of Broomfield priorities. In the recent several years the common concern of fiscal stability and infrastructure needs underscored many of the policy meetings, especially that of the Transportation and Infrastructure Services Steering Committee where I continue to serve. The issue of mobility is very important to the City and County of Broomfield since all but ~17% travel outside our borders everyday for employment. Policy that affects the arterials on our boundaries is of prime concern. *US 36, I-25, and Highway 7 are in direct improvement stages. The funding rulings from MAP-21 have helped us complete funding strategies for US 36 and I-25. Placing priority on congested corridors have resulted in Managed Lane Policy and Transit funding improvements. A spiking of our over 65 age demographic from 17% to 46% is also challenging mobility of our citizens. Ensuring that TIS policy does not duplicate HHS efforts for Broomfield Seniors, and supports large regional solutions where appropriate is extremely important. Pushing policy to invest our tax dollars is a top priority. The last two years Broomfield has received more funding than it has contributed due to MAP-21 policy changes, and active lobbying for *local projects that have regional support and resulting mobility improvements. Presently freight rail is seeking Federal assistance to arc (bypass) urban areas. I am helping lead support for existing right-of-ways to default to local government, or at least provide discount/first priority status. Similarly, since freight rail is not required to hold hearings, notify, or present changes to levels of surface traveling through local governed areas; I am leading to have this change to a proactive involving of the public well ahead of the service change. This is important because of the effect at the numerous grade crossings that stop traffic, and the noise level from the requisite blowing of horns at each every non-quiet zone crossing.

Affordable Housing and maintaining existing housing stock is crucial to Broomfield for a couple of reasons. One is to have a range of housing choices for citizens to begin life in our community, and also offer a reasonable place for them to retire in an affordable home. Presently, the affordable homes would cost as much as \$100k more if they were to be built today. Ensuring that CDBG(Community Development Block Grants) type of funding remains is a prime issue I lobby for to ensure maintenance of Broomfield's affordable entry and aging in place choices.

I was fortunate to be recognized by NLC as a Diamond Regent in their Leadership Training Institute program. Topics this year included the housing topic mentioned before in the Infrastructure activity, as well as the degree of impact that the Affordable Care Act may have on our County Detention Facility (jail). Although Broomfield has a significantly smaller impact due to foreclosure, it is not immune. I will stay engaged in that effort to ensure that the policy solutions keep from impacting free markets and not add another layer of government regulation. Another topic that has little effect by Broomfield is the retirement and insurance programs. Due to self-insurance, and employees self-directing investment; the effect is minimal. Hearing the wide, and shocking differences that many municipalities are administrating is surprising. It's safe to say that change to plans similar to Broomfield's are much more desirable as they shift responsibility almost entirely to the employee.

If you have any questions, concerns, or want to talk about any of these topics feel free to contact me at 303-489-0132 or email at mick4uward2@mac.com