



**Executive Committee**

Steve Conklin, Chair  
Wynne Shaw, Vice Chair  
Jeff Baker, Secretary  
Colleen Whitlow, Treasurer  
Kevin Flynn, Immediate Past Chair  
Douglas W. Rex, Executive Director

**Agenda**  
**Board Work Session**  
**Wednesday, February 7, 2024**  
**4:00 p.m. – 5:30 p.m.**  
**Video/Web Conference**  
**Denver, CO**

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1. Call to order
2. Public Comment
3. Summary of the January 3, 2024 Board Work Session (Attachment A)
4. Regional Transportation Plan and Metro Vision Amendments (Attachment B) Alvan-Bidal Sanchez, Manager, Transportation Planning and Operations; and Andy Taylor, Manager, Regional Planning and Development
5. 2050 Regional Transportation Plan 2024 Mitigation Action Plan Report Overview (Attachment C) Jacob Riger, Manager, Transportation Planning and Operations
6. Adjourn

**Board Work Session | Denver Regional Council of Governments**  
February 7, 2024

**Attachment A**

Summary of January 3, 2024 Board Work Session

# Board Work Session Summary

Wednesday, January 3, 2024

Meeting held via Zoom

## Members/Alternates Present

Wynne Shaw, Chair	City of Lone Tree
Steve O’Dorisio	Adams County
Jeff Baker	Arapahoe County
Claire Levy	Boulder County
Austin Ward	City and County of Broomfield
Nicholas Williams	City and County of Denver
Kevin Flynn	City and County of Denver
Marie Mornis	Gilpin County
Tracy Kraft-Tharp	Jefferson County
Lisa Feret	City of Arvada
Sharon Davis	City of Arvada
Nicole Speer	City of Boulder
Deborah Mulvey	City of Castle Pines
Tim Dietz	Town of Castle Rock
Steve Douglas	City of Commerce City
Tammy Maurer	City of Centennial
Randy Weil	City of Cherry Hills Village
Michelle Rogers	City of Dacono
Steve Conklin	City of Edgewater
Ari Harrison	Town of Erie
Windi Padia	Town of Frederick
Lynette Kelsey	Town of Georgetown
Paul Haseman	City of Golden
George Lantz	City of Greenwood Village
Chuck Harmon	City of Idaho Springs
Brian Wong	City of Lafayette
Stephen Barr	City of Littleton
Judi Kern	City of Louisville
Colleen Whitlow	Town of Mead
Tom Mahowald	Town of Nederland
Richard Kondo	City of Northglenn
John Diak	Town of Parker
Justin Martinez	City of Thornton
Sarah Nurmela	City of Westminster
Bud Starker	City of Wheat Ridge
Rachel Hultin	City of Wheat Ridge
Darius Pakbaz	Colorado Department of Transportation

Others Present: Douglas W. Rex, Executive Director, Melinda Stevens, Executive Assistant, DRCOG; Bryan Weimer, Arapahoe County; Don Sheehan, Centennial; MJ Adams, Erie; Kent Moorman, Roberta Ayala, Thornton; Danny Herrmann, Nathan Lindquist, Department of Transportation; Kelly Blynn, Energy Office; David Driskell, Planning Collaborative; KC McFerson, Department of Local Affairs; Tyler Bump, Lee Ann Ryan, ECONorthwest; Jon Moore, Cheryl Steinberg, The Governor’s Office; Jessica Garner, Citizen; and DRCOG staff.

Chair Wynne Shaw called the meeting to order at 4:00 p.m.

The Chair welcomed new members and alternates to the Board: Terrance Kelly, new member for the City of Sheridan; Steve Douglas, new member for the City of Commerce City; Justin Martinez, new alternate for the City of Thornton; Tara Beiter-Fluhr new alternate for the City of Sheridan; and Aren Rodriguez new alternate for the City of Longmont.

### **Public Comment**

There was no public comment.

### **Update and discussion on the Regional Housing Needs Assessment**

Sheila Lynch introduced Tyler Bump and Lee Ann Ryan of ECONorthwest, along with David Driskell of Community Planning Collaborative to present this update to the directors. The Regional Housing Needs Assessment kicked off at the end of September 2023. Metro Vision, the region's plan, prioritizes "diverse housing options to meet the needs of residents of all ages, incomes, and abilities." The region's current housing supply falls dramatically short of today's needs. This assessment will articulate the scale and scope of the region's housing need and identify the systemic barriers to addressing housing in our region. The initial phase of this assessment is Data Analysis, which defines the size and nature of current and future housing supply gaps based on changing demographics and land areas.

Preliminary results determined that in order to address current and future needs across the income spectrum, the Denver region needs to build 511,000 units by 2050. The goal is to assess policies, practices, and conditions influencing regional housing development, encompassing factors like land use, zoning, taxation, and financing. Continued collaboration with stakeholders is crucial for identifying and prioritizing obstacles, with a focus on systemic barriers and opportunities in addressing housing needs within the assessment's framework. By gauging the variation in housing challenges among local jurisdictions, there is opportunity to align local goals with regional objectives. This approach creates a regional strategy that identifies community differences, creating a more effective collaboration of strategies at the local level while recognizing shared goals in addressing regional needs. This will be the first of several updates on the Regional Housing Needs Assessment that is planned to be completed by June 2024. Directors had a robust discussion about the information presented and expressed their interest in the next phase of the study.

### **Adjournment**

The meeting adjourned at 5:25 p.m.

**Attachment B**

Regional Transportation Plan and Metro Vision  
Amendments

## Board Work Session

Meeting date: February 7, 2024

Agenda Item #: 4

### Regional Transportation Plan and Metro Vision Amendments

Agenda item type: Discussion

#### Summary

Update on the proposed amendments to the 2050 Regional Transportation Plan and Metro Vision.

#### Background

Between four-year updates to the Regional Transportation Plan (RTP), DRCOG staff have historically provided an opportunity for project sponsors to propose targeted revisions to fiscally constrained projects in the adopted Plan in a process called cycle amendments.

DRCOG initiated a cycle amendments process in September with a call for amendments, which closed on October 3. Since then staff have reviewed the amendment requests, coordinated with external partners and project sponsors and have been updating the plan documents to reflect the following amendments for processing:

Project name/ Corridor	Locations/ Limits	Description	Requestor	Revision type
96th Ave.	I-76 to Heinz Way	Widen from 2 to 4 lanes.	City of Commerce City	New project
Colorado 7	US 36/28th St. to 63rd St.	Convert two general purpose lanes to Business Access Transit (BAT) lanes.	City of Boulder	New project
Havana St.	Lincoln Ave.	Grade separation of Havana St. and Lincoln Ave. with safety, operational, and multimodal corridor improvements.	City of Lone Tree	New project.
I-76	Weld County Road 8	New interchange.	Weld County	New project
Vasquez Blvd.	60th Ave.	Intersection improvements	City of Commerce City	Staging period



All proposed amendments must meet federal fiscal constraint requirements, meaning there must be reasonably expected funding to implement the proposed project. The 2050 RTP as amended must also meet federal air quality conformity requirements and state transportation greenhouse gas emission reduction requirements.

The current Cycle Amendments process is scheduled to conclude in mid-2024. The process includes the following tentative milestones:

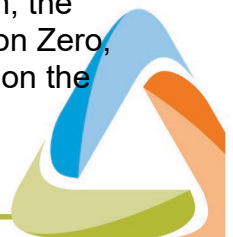
- Call for amendments: September 2023 (Complete)
- Modeling and coordination: October 2023 – December 2024 (Complete)
- Document development: January 2024 (Ongoing)
- Public and stakeholder review: February-March 2024
- Committee and board approval: April 2024
- Finalization and accessibility remediation: May-June 2024

Concurrent with the 2024 RTP cycle amendment process, staff are proposing amendments to Metro Vision performance measures and targets. As noted in Metro Vision, DRCOG may update and refine performance measures as needed, should improved methods and datasets become available. Staff are proposing the following amendments:

Measure	Baseline	Baseline year	Target	Target year
Share of the region's housing in high risk areas	4.1% 3.7%	2014 2020	Less than 0.9% 3.1%	2040
Share of the region's employment in high risk areas	2.9% 1.8%	2014 2020	Less than 2.5% 1.6%	2040
Number of traffic fatalities	185 254	2014 2020	Fewer than 100 annually 0	2040

Metro Vision performance measures related to housing and employment high risk areas consider both flood and wildfire risk. These depend on the fire risk assessments produced by the Colorado State Forest Service, which underwent significant updates to methodology and data sources. The fire threat index is no longer available. To use an alternative, burn probability, requires updates to baselines and relative adjustments to future targets via amendment to Metro Vision.

Traffic-related deaths and severe injuries are a critical and preventable public health epidemic and social equity issue in the Denver region. Since the original adoption of Metro Vision, the Denver Regional Council of Governments has adopted Taking Action on Regional Vision Zero, including a commitment aiming to eliminate traffic-related fatalities and serious injuries on the



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region's roadways. As a result, staff are recommending adjusting both the baseline and target for this measure based on previous guidance by the Board.

**Action by others**

n/a

**Previous discussion/action**

[October 18, 2023](#) - Board of Directors

**Recommendation**

n/a

**Attachments**

Staff presentation

**For more information**

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or [drex@drcog.org](mailto:drex@drcog.org); or Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager, Transportation Planning and Operations, at 720-278-2341 or [asanchez@drcog.org](mailto:asanchez@drcog.org); or Andy Taylor, Regional Planning and Analytics Manager, Regional Planning and Development, at 303-480-5636 or [ataylor@drcog.org](mailto:ataylor@drcog.org).







# Regional Transportation Plan and Metro Vision

Board Work Session: February 7, 2024



# Topics

- 2024 Cycle Amendments
- Metro Vision Amendments

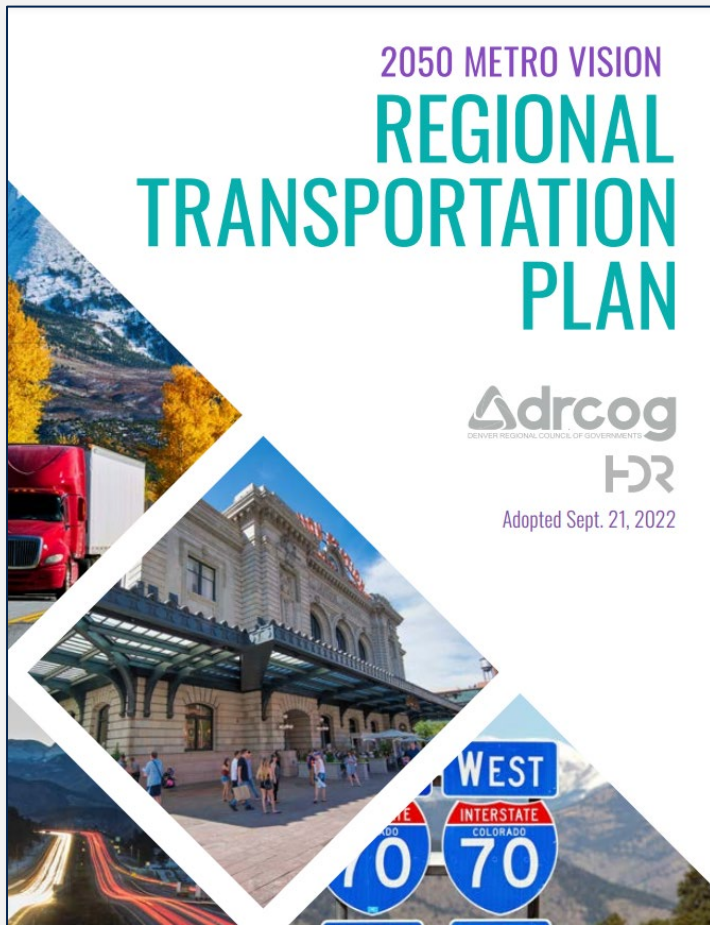


# 2024 Cycle Amendments

Alvan-Bidal Sanchez



# Background



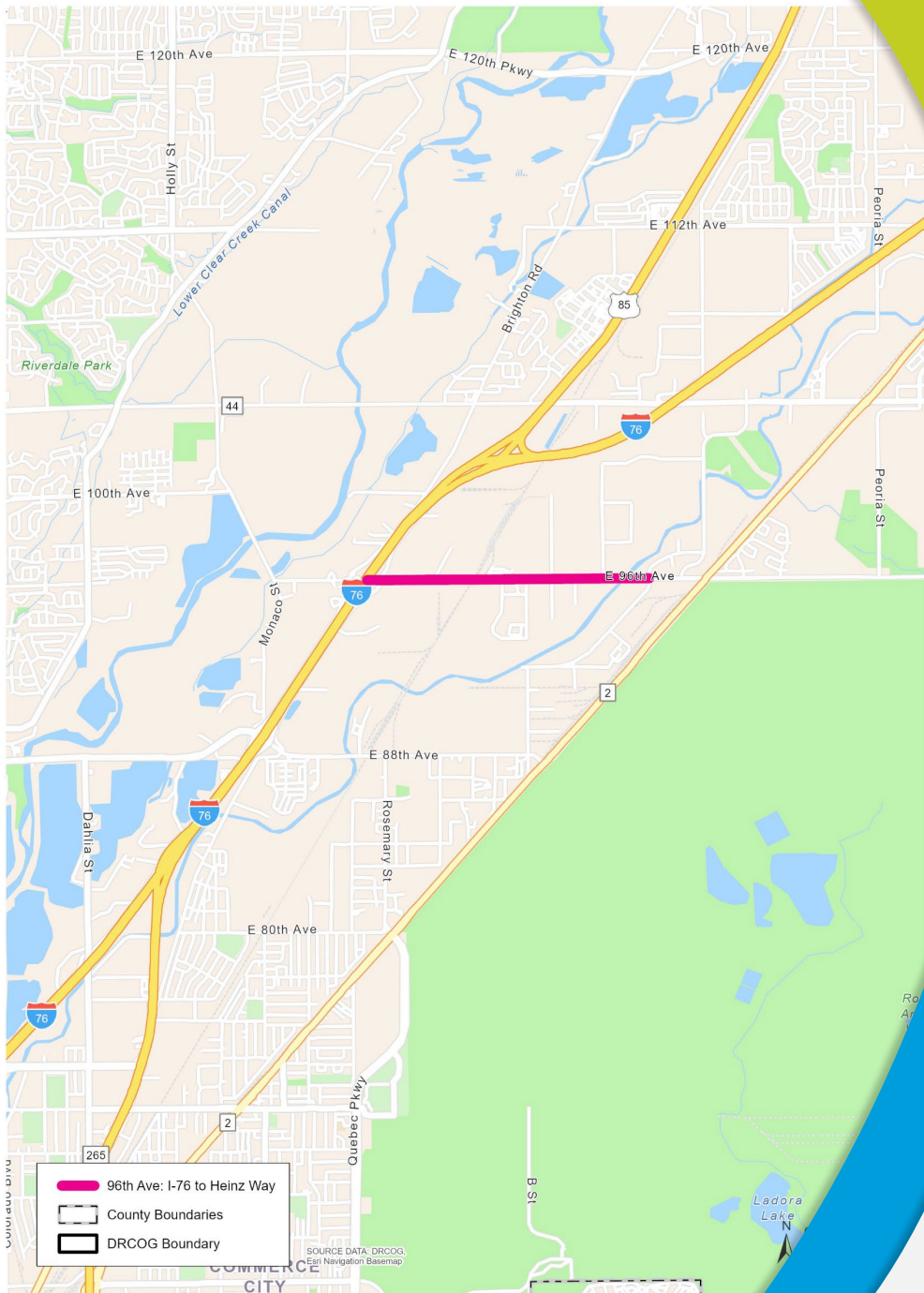
- Opportunity for **project-based amendments** called ‘cycle amendments’ between required four-year updates.
- The amended [RTP](#) must meet **fiscal constraint, federal air quality, and state greenhouse gas emission reduction level requirements.**

# Project-based amendments



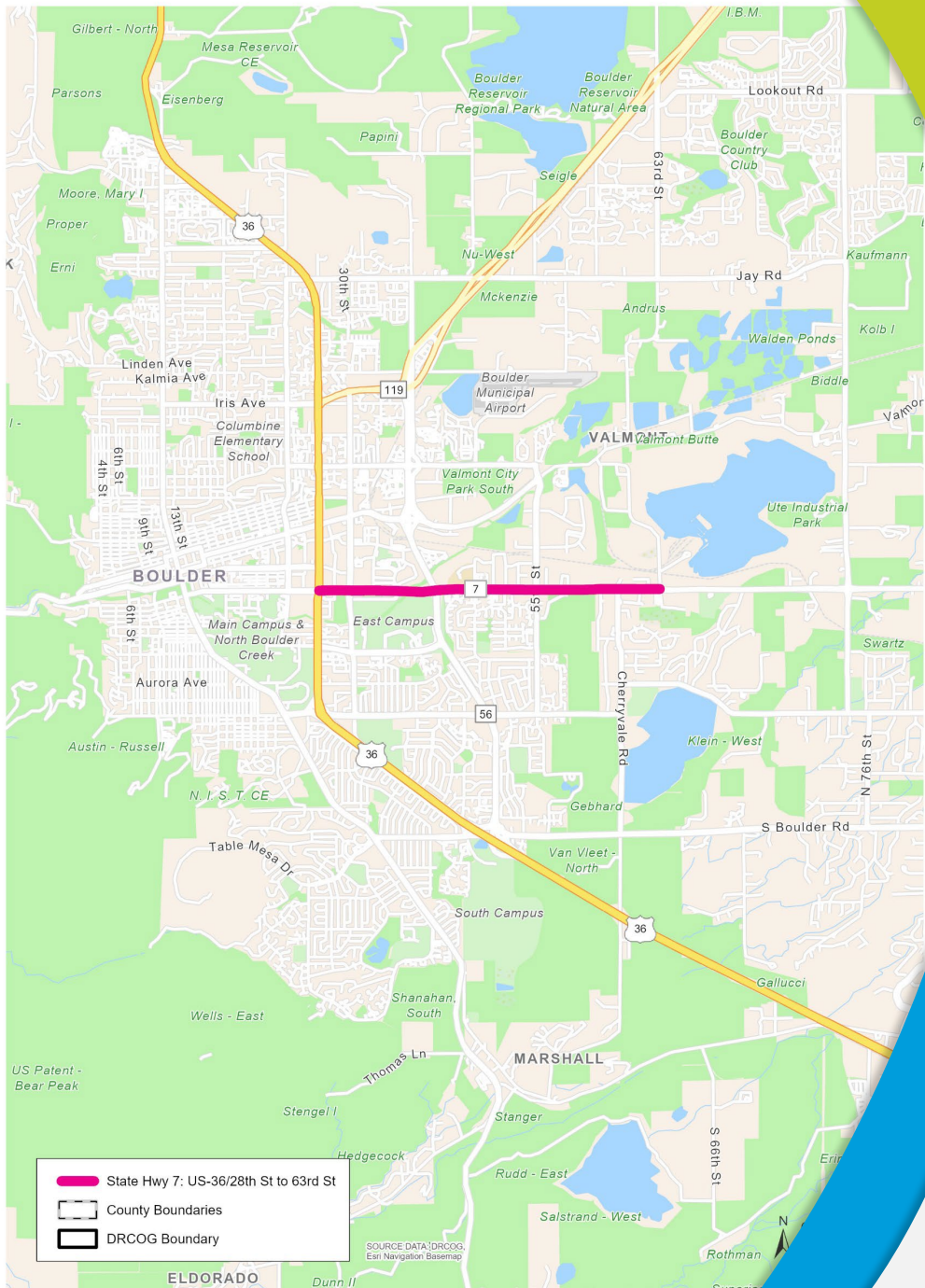
Regionally significant project  
criteria and revision procedures

- **Adding** a new regionally significant project
- **Removing** a regionally significant project
- **Major changes** to an existing regionally significant project:
  - Major scope changes
  - Major cost or funding changes
  - Completion year changes



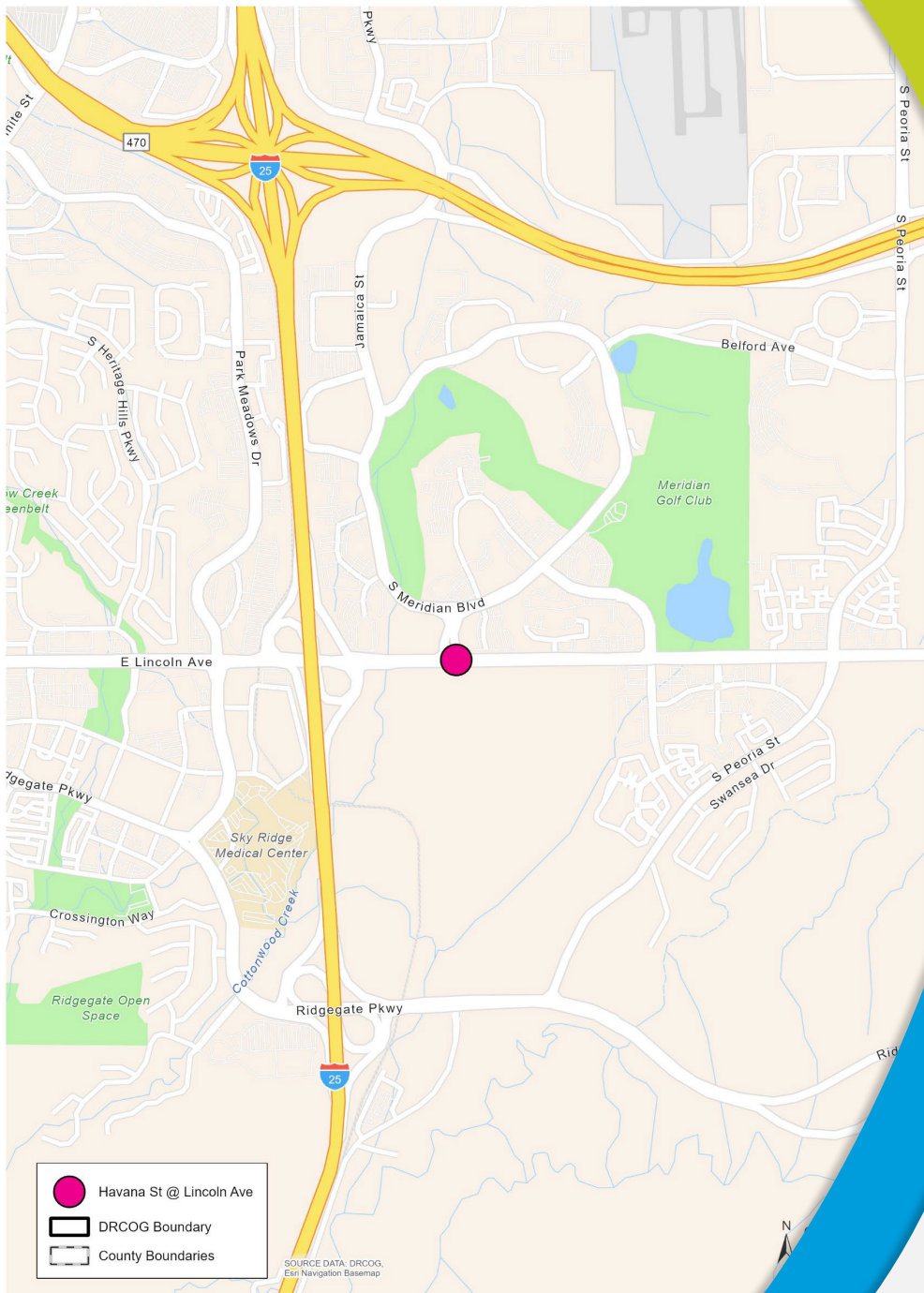
## 96<sup>th</sup> Ave. (City of Commerce City)

- **Request type:** New project
- **Location/limits:** I-76 to Heinz Way
- **Description:** Widen from 2 to 4 lanes
- **Cost:** \$14.5 million (Locally funded)
- **Staging period:** 2020-2029



# Colorado 7 (City of Boulder)

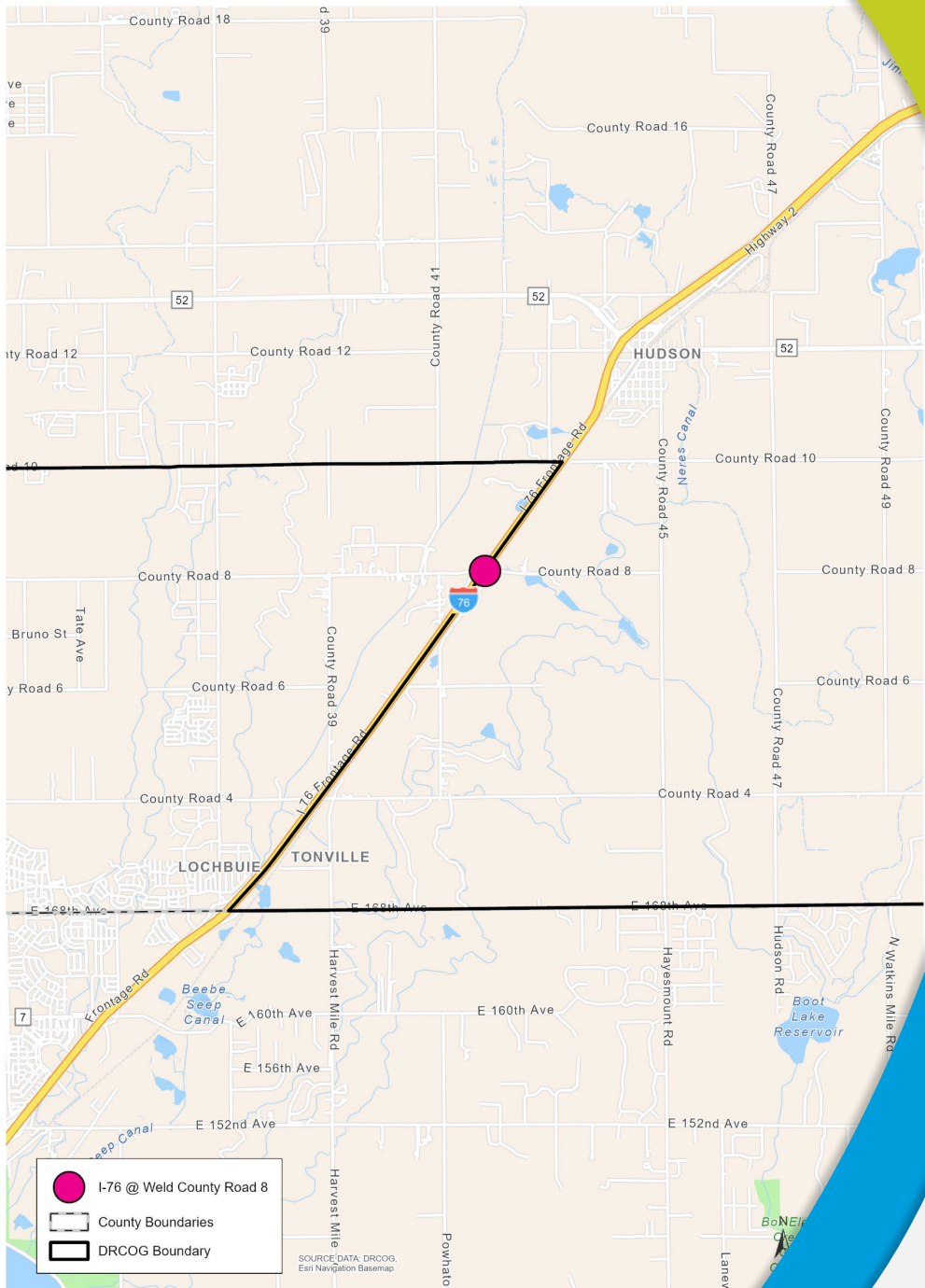
- **Request type:** New project
- **Location/limits:** US36/28th St. to 63rd St
- **Description:** Convert two general purpose lanes to Business Access Transit (BAT) lanes
- **Cost:** \$150,000 (Regionally funded)
- **Staging period:** 2020-2029



# Havana St. (City of Lone Tree)

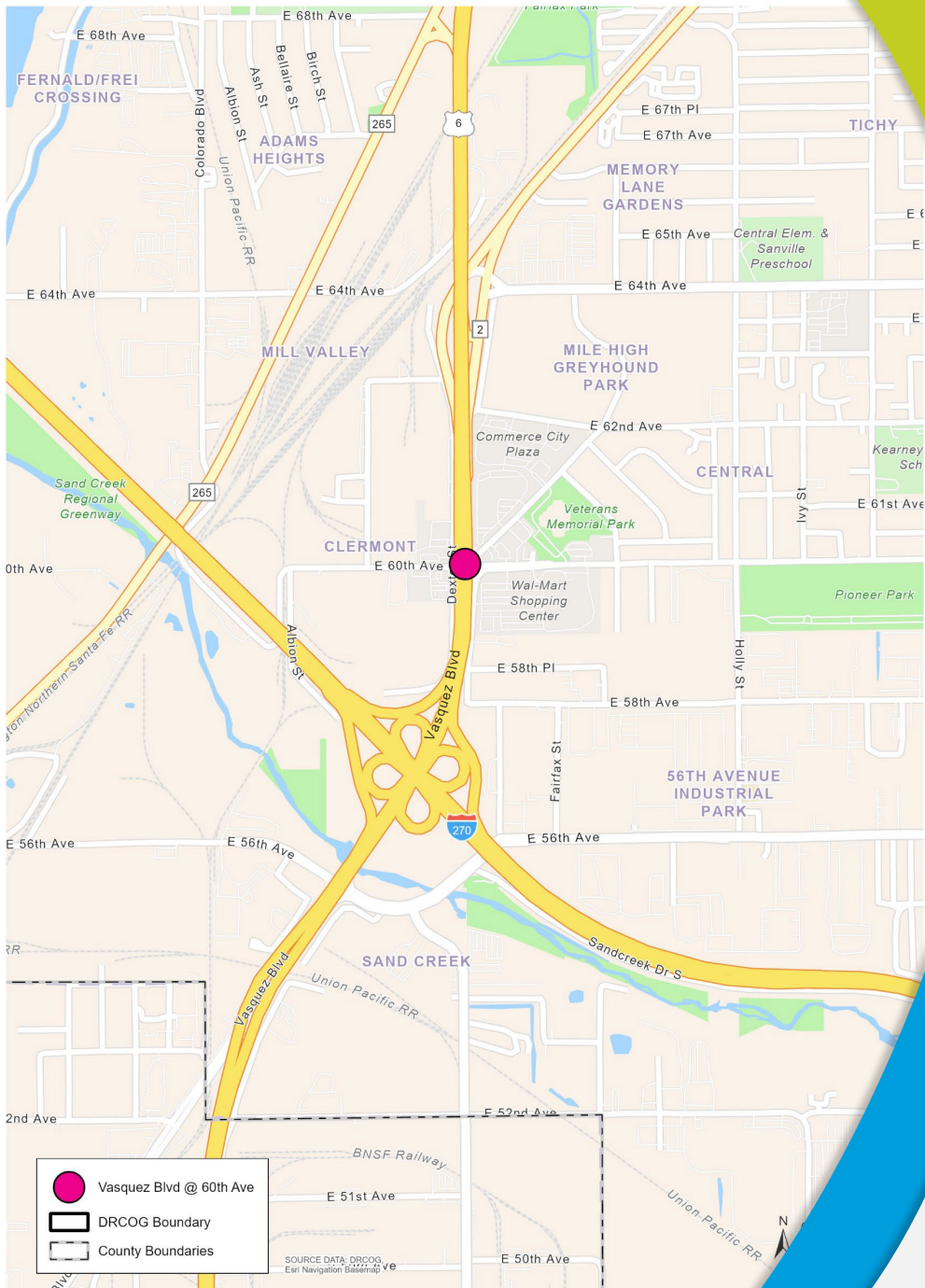
- **Request type:** New project
- **Location/limits:** Lincoln Avenue
- **Description:** Grade separation of Havana St. and Lincoln Ave. with safety, operational, and multimodal corridor improvements
- **Cost:** \$60 million (Locally funded)
- **Staging period:** 2020-2029





# I-76 (Weld County)

- **Request type:** New project
  - Contingent on Transportation Commission Policy Directive 1601 interchange approval
- **Location/limits:** Weld County Road 8
- **Description:** New interchange
- **Cost:** \$180 million (Locally funded)
- **Staging period:** 2020-2029



# Vasquez Blvd. (City of Commerce City)

- **Request type:** Staging period
- **Location/limits:** 60<sup>th</sup> Avenue
- **Description:** Intersection improvements
- **Cost:** \$80 million (Regionally funded)
- **Staging period:** 2020-2029
  - Currently 2040-2050

# Cycle amendments schedule

## Call for amendments

- Opens September 5
- Closes October 3
- Announcement and promotion at Subregional Forums

September  
2023

## Modeling and coordination

- Project sponsor follow-up
- Network coding and modeling
- External partners coordination

October-December  
2023

## Document development

- Finalize 2050 RTP
- Finalize the GHG Transportation Report

January-February  
2024

## Public and stakeholder review

- Public review and hearing
- Transportation Commission
- Air Pollution Control Division

March-April  
2024

## Adoption and finalization

- TAC recommendation
- RTC recommendation
- Board adoption
- Federal submittal
- Accessibility remediation

May-June  
2024



# Metro Vision Amendments

Andy Taylor

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DENVER REGIONAL COUNCIL OF GOVERNMENTS

# 16 performance measures in Metro Vision

- Help monitor progress toward desired regional outcomes
- Not intended to evaluate individual jurisdictions or projects



# Amending performance measures

“DRCOG may update and refine these measures as needed, should improved methods and datasets become available.”

~ *Metro Vision*, page 10



# Proposed changes to the high risk areas measures

- The proposal is to adjust the following measures via plan amendment because of new data:
  - Share of the region's housing in high risk areas
  - Share of the region's employment in high risk areas

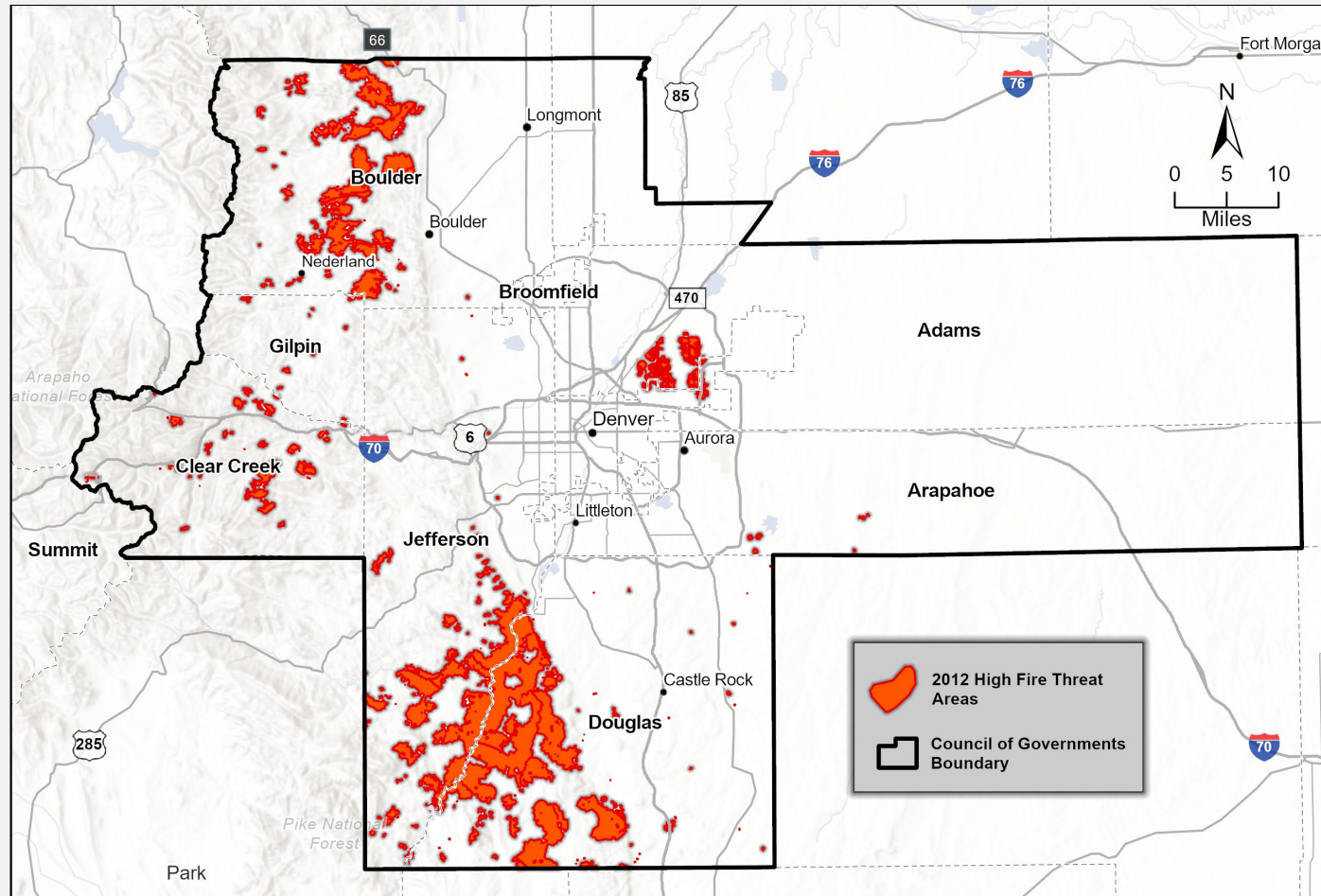


# Housing and employment in high risk areas

- Considers risk associated with flood and wildfire
- Relied on *wildfire threat* data from Colorado State Forest Service published for 2012
- Threat data analysis no longer maintained by forest service
- Alternative *burn probability* now available
- Using new coverage requires new *baseline* and relative adjustments to the *target* via amendment

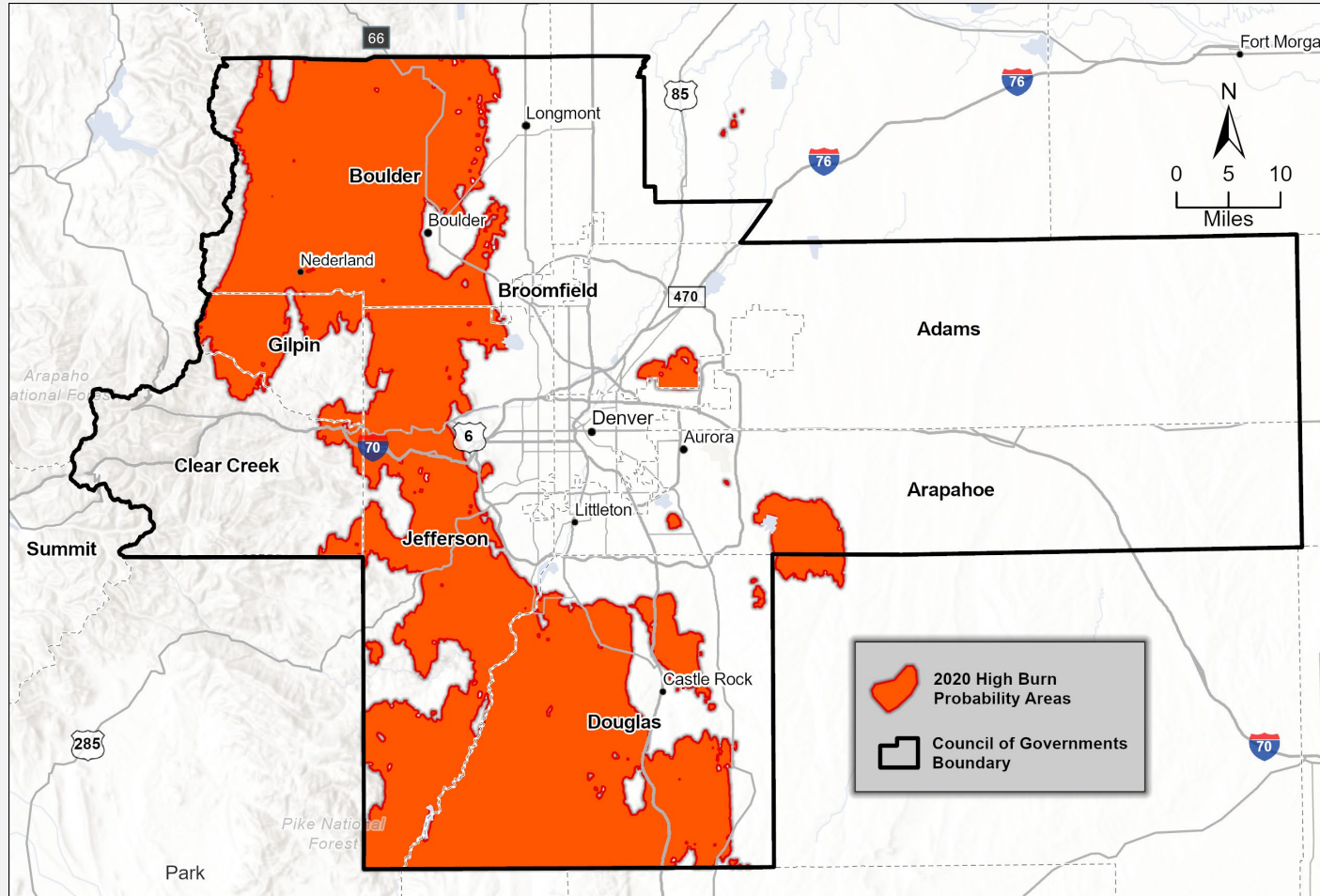


# 2012 high fire threat map



Colorado State Forest Service, Wildfire Risk Assessment 2013, Fire Threat Index

# 2020 high burn probability map



Colorado State Forest Service, Wildfire Risk Assessment 2022, Burn Probability

# Proposed baseline and target

- Housing in high risk areas
  - 2020 baseline: 3.7%
  - 2040 target: 3.1%
- Employment in high risk areas
  - 2020 baseline: 1.8%
  - 2040 target: 1.6%

Targets adjusted relative to new baselines: based on the equivalent proportional change from 2020 to 2040 as under the current baseline and target pairs.

# Proposed changes to baseline and target

Measure	Baseline	Baseline year	Target	Target year
Share of the region's housing in high risk areas	<del>1.1%</del> 3.7%	<del>2014</del> <u>2020</u>	Less than <del>0.9%</del> <u>3.1%</u>	2040
Share of the region's employment in high risk areas	<del>2.9%</del> <u>1.8%</u>	<del>2014</del> <u>2020</u>	Less than <del>2.5%</del> <u>1.6%</u>	2040

# Proposed changes to the traffic fatalities measure

- The proposal is to adjust the following measure via plan amendment to reflect recent Board actions and guidance:
  - Number of traffic fatalities



# Number of traffic fatalities

- Tracks the number of traffic-related fatalities (including automobile drivers, passengers in automobiles, motorcyclists, pedestrians and bicyclists).
- Taking Action on Regional Vision Zero adopted by the Board in 2020.
  - “Loss of life is not an acceptable price to pay for mobility”
- Using previous Board guidance and the adoption of Taking Action on RVZ requires new *baseline* and *target* via amendment.

# Proposed changes to baseline and target cont.

Measure	Baseline	Baseline year	Target	Target year
Number of traffic fatalities	<del>185</del> 254	<del>2014</del> 2020	<del>Fewer than</del> 100 annually 0	2040

# Thank you!

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**Attachment C**

2050 Regional Transportation Plan 2024 Mitigation  
Action Plan Report Overview

## Board Work Session

Meeting date: February 7, 2024

Agenda Item #: 5

### **2050 Regional Transportation Plan 2024 Mitigation Action Plan Report Overview**

Agenda item type: Discussion

#### **Summary**

Overview of the requirements and initial work associated with developing the 2050 Regional Transportation Plan 2024 Mitigation Action Plan Report as required by the state's Greenhouse Gas Transportation Planning Standard.

#### **Background**

As part of its review of the [2050 Regional Transportation Plan](#) under the state's [Greenhouse Gas Transportation Planning Standard](#) (known as the Greenhouse Gas Rule), the Denver Regional Council of Governments adopted Greenhouse Gas Transportation Report that included a [Mitigation Action Plan](#).

The Mitigation Action Plan details the region's approach to using mitigation measures to help achieve the greenhouse gas reduction levels required for the DRCOG metropolitan planning organization area for 2030, 2040, and 2050. DRCOG's mitigation measures are policy-based, and include local government actions related to:

- increasing residential and employment densities
- mixed-use transit-oriented development
- reducing or eliminating minimum parking requirements
- adopting local complete streets standards

At the local government level, mitigation measures are voluntary, and the Mitigation Action Plan does not require any local jurisdiction to implement a mitigation measure in any specific location or within any specific timeframe. However, the mitigation measures were specifically chosen to build on this region's foundation of integrated transportation-land use planning, particularly around the region's existing and planned rapid transit system and urban centers. The Greenhouse Gas Rule requires DRCOG to complete an annual report on the status of the Mitigation Action Plan by April 1 of each year. According to the Greenhouse Gas Rule and the Colorado Department of Transportation's (CDOT) companion [Policy Directive 1610](#), the annual report must include the following information for each mitigation measure:

- The implementation timelines
- The current status
- For measures that are in progress or completed, quantification of the annual benefit of such measures



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- For measures that are delayed, canceled, or substituted, an explanation of why that decision was made and, how these measures or the equivalent will be achieved
- For project-based measures located in a Disproportionately Impacted Community that are delayed, canceled, or substituted, an explanation of why that decision was made and, how these measures or the equivalent will still be achieved in Disproportionately Impacted Communities

As with the [2023 Report](#), the 2024 Report will focus on the broader framework of how to define the data, methodologies, processes, resources, and other elements of tracking the implementation of the mitigation measures over time. Staff have also been thinking strategically about how to leverage this work with related projects, such as the Regional Housing Needs Assessment currently underway. The ultimate objective is to continue to advance good planning in the region in addition to meeting the specific requirements of the Greenhouse Gas Rule. Finally, Staff have also been coordinating with CDOT staff on Mitigation Action Plan reporting, as CDOT also has a Greenhouse Gas Mitigation Action Plan associated with its 10-Year Plan. There are some similarities – but also key differences – between both agencies' Mitigation Action Plans.

### **Action by others**

n/a

### **Previous discussion/action**

n/a

### **Recommendation**

n/a

### **Attachment**

Staff presentation

### **For more information**

If you need additional information, please contact Douglas W. Rex, Executive Director, at [drex@drcog.org](mailto:drex@drcog.org) or (303) 480-6701; or Jacob Riger, Multimodal Transportation Planning Manager, Transportation Planning and Operations, at 303-480-6751 or [jriger@drcog.org](mailto:jriger@drcog.org)



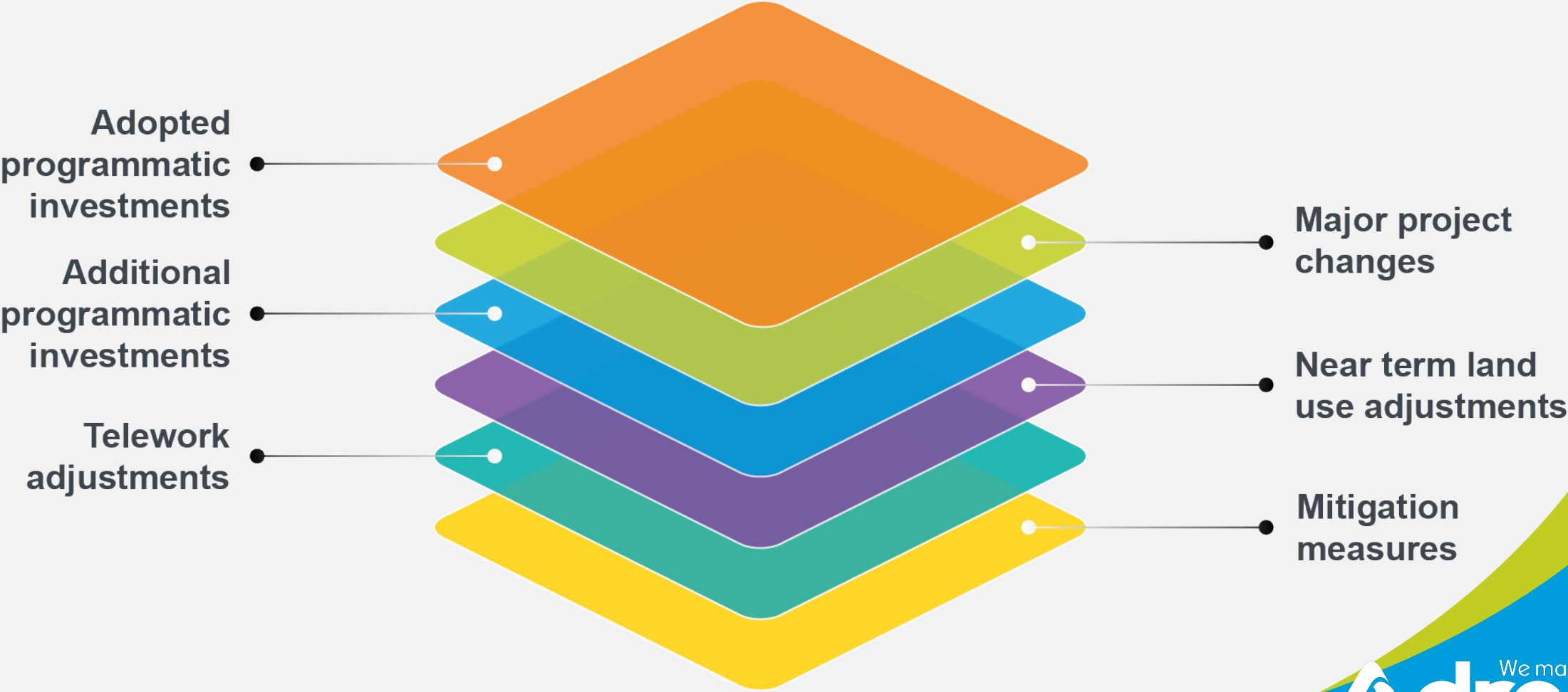


# 2024 Mitigation Action Plan Report Overview

February 2024 Board work session



# Framework to meet greenhouse gas reductions



# Components to achieve reduction levels

<b>Greenhouse gas emission reduction results</b> (million metric tons per year)	<b>2025</b>	<b>2030</b>	<b>2040</b>	<b>2050</b>
<b>2050 Regional Transportation Plan update modeling</b> (network updates, programmatic funding, and observed data)	0.68	0.68	0.57	0.35
<b>Additional programmatic transportation investments</b> (active transportation, complete street retrofits, signal timing, and Bustang)	N/A	0.07	0.05	0.03
<b>Mitigation Action Plan</b> (commitment to further action in Appendix A)	N/A	0.10	0.12	0.08
<b>Total greenhouse gas reductions:</b>	<b>0.68</b>	<b>0.85</b>	<b>0.74</b>	<b>0.46</b>
<b>Required reduction levels from Greenhouse Gas Rule Table 1</b> <b>(2 CCR 601-22, Section 8.02.6)</b>	<b>0.27</b>	<b>0.82</b>	<b>0.63</b>	<b>0.37</b>
<b>Reduction level achieved:</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>

# Mitigation Action Plan background

- Needed as a **last step** to close the remaining reduction level gap
- Documents the **region's approach** to using mitigation measures
- Reports & analyzes measures at the **regional level**
- Implementation anticipated in a **small fraction** of the region in strategic/applicable geographies
- Ample opportunity to implement successfully **over time** to help achieve compliance (starts in 2030)

# Mitigation measures background

- Measures are **policy-based**, not project-based
- Measured **regionally**, implemented **locally**
- Mitigation measures are **voluntary and not required** to implement in any specific location
- Can be **adjusted over time** based on implementation status
- However, **annual reporting** on implementation progress is required (transmit to Transportation Commission by April 1)



# Mitigation measures and reduction amounts

Increase residential density



40,116  
metric tons

Increase job density



6,964  
metric tons

Mixed-use transit-oriented development



78,921  
metric tons

Reduce or eliminate minimum parking requirements



176,902  
metric tons

Adopt local complete streets standards



656  
metric tons

# Mitigation Action Plan Report required elements

For each mitigation measure:

- Implementation timelines
- Current status
- For those in progress or completed, quantification of the annual benefit
- For those delayed, canceled, or substituted, an explanation of why and how these measures or the equivalent will be achieved
- For measures located in a Disproportionately Impacted Community that are delayed, canceled, or substituted, an explanation of why and how these measures or the equivalent will still be achieved in Disproportionately Impacted Communities

# Key issues

- How to track mitigation measures?
  - Potentially very data, staff, financial and other resource-intensive
  - What does “adequate progress” look like?
  - How to define measurement baseline and change over time
  - Policy changes (e.g., rezonings) ≠ development activity
- Local government outreach & support
  - Ongoing communication about needed information
  - What resources & supports do interested local governments need?
- Leveraging data & processes for multiple efforts and good planning

# Focus areas for 2024 report

- 2024-2025 Unified Planning Work Program mitigation measures implementation work activities
- Local government actions related to mitigation measures
- DRCOG local government outreach efforts
- DRCOG equity index
- Potential legislation (future-focused, not affecting 2024 Report)

# Thank you!

**Jacob Riger, AICP**

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