

John Diak, Chair  
Ashley Stolzmann, Vice Chair  
Kevin Flynn, Secretary  
Steve Conklin, Treasurer  
Bob Fifer, Immediate Past Chair  
Douglas W. Rex, Executive Director

**AGENDA**  
**DRCOG Board Work Session**  
**Wednesday, February 3, 2021**  
**4 p.m.**  
**VIDEO/WEB CONFERENCE**  
**Denver, CO**

1. Call to Order
2. Public Comment  
The chair requests that there be no public comment on issues for which a prior public hearing has been held before the Board of Directors.
3. Summary of December 2, 2020 Board Work Session  
(Attachment A)
4. Proposed approach for 2021 Metro Vision amendment process  
(Attachment B) Brad Calvert, Director, Regional Planning and Development
5. Status update on the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)  
(Attachment C) Jacob Riger, Manager, Transportation Planning and Operations
6. Adjourn

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) 480-6744.



**ATTACH A**

## BOARD WORK SESSION SUMMARY

December 2, 2020

**Note: Meeting held virtually via GoToWebinar**

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### **Directors present:**

Ashley Stolzmann, Vice Chair	Louisville
Jeff Baker	Arapahoe County
Elise Jones	Boulder County
Kevin Flynn	City and County of Denver
Roger Partridge	Douglas County
Aaron Brockett	Boulder
Deborah Mulvey	Castle Pines
Tammy Maurer	Centennial
Randy Weil	Cherry Hills Village
Roy Palmer	Columbine Valley
Nicole Frank	Commerce City
Steve Conklin	Edgewater
Linda Olson	Englewood
Bill Gippe	Erie
Lynette Kelsey	Georgetown
Libby Szabo	Jefferson County
Stephanie Walton	Lafayette
Pamela Grove	Littleton
Wynne Shaw	Lone Tree
Collen Whitlow	Mead
John Diak	Parker
Jessica Sandgren	Thornton
Herb Atchison	Westminster
Bill Van Meter	Regional Transportation District

Others present: Doug Rex, Executive Director; Adam Carrera, Chris Chovan, Adams County; Bryan Weimer, Arapahoe County; Mac Callison, Aurora; Brad Boland, Lauren Pulver, Douglas County; Kent Moorman, Thornton; Danny Herrman, CDOT; and DRCOG staff.

Board Vice Chair Ashley Stolzmann called the session to order at 4:00 p.m.

### Public Comment

No public comment was received.

### Results of 2050 small-area forecast “gap” analysis

Brad Calvert presented the results of the assessment to the directors. Small-area forecasts serve as one set of input assumptions for DRCOG’s regional travel demand modeling. These growth assumptions also inform other local and regional transportation planning and modeling efforts. At the October Board work session, directors noted ongoing challenges the region faces in increasing affordable and attainable housing options and reducing transportation-related greenhouse gas emissions. DRCOG staff provided additional analyses to illustrate “where the region is growing”, including growth

in existing communities and regionally designated urban centers. Metro Vision establishes the link between regional planning and growth assumptions and the ability of the region to achieve shared outcomes established by the board.

Directors were asked to provide guidance to shape additional research and future efforts to identify collaborative endeavors to address identified “gaps”. An overall suggestion among directors was that there be a more in-depth look into affordable/attainable housing and job growth as a singular correlation versus them being analyzed separately. And additional recommendation was to perform a deep dive into what policies/land use changes could be used to meet Metro Vision targets, since the current projection showed we were below that goal.

#### Briefing on the Wellness Fund

AJ Diamontopoulos provided an overview of initiatives and plans to the directors. The State of Colorado will begin providing financial incentives paid to hospitals in February 2022, to increase the number of patient referrals to community-based organizations (CBO) for social needs. These incentives are based on evidence that addressing people’s social needs like food security, inter-personal safety, and transportation improves health status and saves tax-payers money. There is growing concern that the high volume of referrals will present challenges for CBOs to provide critical services without new or increased funding. DRCOG staff are currently working on initiatives that will be operationalized by the State and health care companies to expand funding and partnerships, to ensure appropriate community-based services are available to those that need them. The biggest concern is that hospitals will make referrals to CBOs like DRCOG's AAA with the expectation that services will be provided. However, under the current situation, CBOs will not be provided with any additional funding to build CBO infrastructure. CBOs are already overwhelmed and at capacity.

The work session ended at 5:36 p.m.

**ATTACH B**

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director  
303-480-6747 or [drex@drcog.org](mailto:drex@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
February 3, 2021	Discussion	4

**SUBJECT**

Proposed approach for 2021 Metro Vision amendment process

**PROPOSED ACTION/RECOMMENDATIONS**

N/A

**ACTION BY OTHERS**

N/A

**SUMMARY**

Background: In January 2017, the DRCOG board of directors unanimously adopted Metro Vision, the region's aspirational plan for the future. Through the Metro Vision plan, the board established shared regional outcomes, objectives, initiatives, performance measures and performance targets. Since the adoption of the original Metro Vision plan in 1997, six core principles have shaped the roles and expectations of the region's plan, including a commitment that Metro Vision is dynamic, flexible and should reflect contemporary priorities.

DRCOG routinely offers opportunities for local governments, stakeholders and members of the public to propose amendments to the plan. DRCOG staff invites amendments during amendment cycles and makes recommendations to the board on sponsor-initiated amendments. During these public amendment cycles, DRCOG staff also considers the need to bring forward staff-initiated plan amendments for board consideration. DRCOG most recently issued a call for plan amendments in October 2018, with board approval of the revised plan in May 2019.

Since the board adopted Metro Vision in 2017, it has approved minor revisions to the plan, including adjustments to performance measures and recognizing new or revised urban centers. Staff is recommending a more robust amendment process in 2021.

The primary driver of staff's recommendation to pursue a major plan amendment in 2021 is the board's upcoming adoption of the 2050 Metro Vision Regional Transportation Plan. Additionally, DRCOG and key planning partners have adopted plans, strategies or pursued notable regional initiatives consistent with the intent of the Metro Vision plan in the years since the board considered and adopted Metro Vision.

Today's Discussion: Staff's presentation (Attachment 1) will provide additional background and context related to the proposed amendment process. Staff is particularly interested board input on staff's proposal to prepare a marked-up version of an amended plan that can be available prior to the public call for amendments. Additionally, staff will seek board feedback on the following discussion questions:

- Is the board comfortable with staff proposing amendments based on our review of aligned regional efforts (plans, strategies, initiatives, etc.)?
- If so, what degree of documentation would you like to see?

PREVIOUS DISCUSSIONS/ACTIONS
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N/A

PROPOSED MOTION
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N/A

ATTACHMENTS
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Staff presentation

ADDITIONAL INFORMATION
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If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6747 or [drex@drcog.org](mailto:drex@drcog.org); or Brad Calvert, Director, Regional Planning and Development, at 303-480-6839 or [bcalvert@drcog.org](mailto:bcalvert@drcog.org).

# PROCESS TO AMEND METRO VISION IN 2021

Board Work Session

February 3, 2021

Brad Calvert, Director, Regional Planning and Development



# OVERVIEW OF TODAY'S DISCUSSION



- Staff will preview overall approach to preparing an amended Metro Vision plan for board consideration
- Seeking board input to assist staff in finalizing approach related to staff-initiated amendments

# QUICK METRO VISION RECAP



*Metro Vision fulfills DRCOG's duty to make and adopt a regional plan...*

- 2011 – 2017: most recent major update
- Adopted unanimously in 2017
- Minor amendments in 2018 and 2019
  - Staff-initiated (measures/targets)
  - Sponsor-initiated (urban centers)

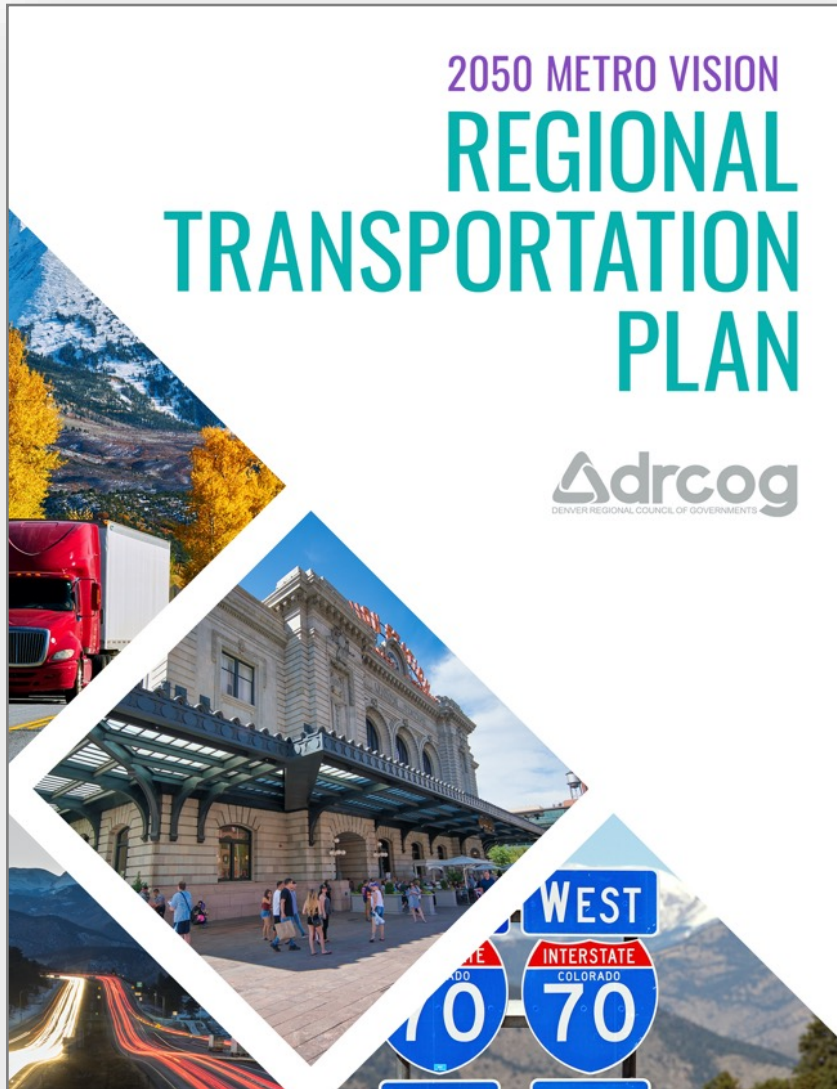


# PROPOSED 2021 AMENDMENT – PRIMARY MOTIVATION



- **Greater alignment** with DRCOG- and partner-led efforts **developed since adoption:**
  - February 2015: board begins formal deliberation on draft Metro Vision plan
  - September 2016: board releases Metro Vision for public review and comment
  - Practical reality: **external “information flow” ceased in late 2014 / early 2015**

# REGIONAL PLANNING LANDSCAPE – KEY INPUTS



## Other inputs:

- 2050 small-area forecast “gap analysis”
- HB19-1261 / GHG Roadmap
- Front Range Waste Diversion (FRWD) enterprise
- Prosper CO
- State Water Plan – Technical Update
- Colorado Resiliency Framework

# PRELIMINARY STAFF ACTIVITIES



- Reviewing “key inputs” documentation to better understand potential staff-initiated amendments
- Developing rough schedule based on a few key issues:
  - 2050 MVRTP: public review and adoption schedule
  - Opportunities to engage board
  - Public and stakeholder engagement considerations

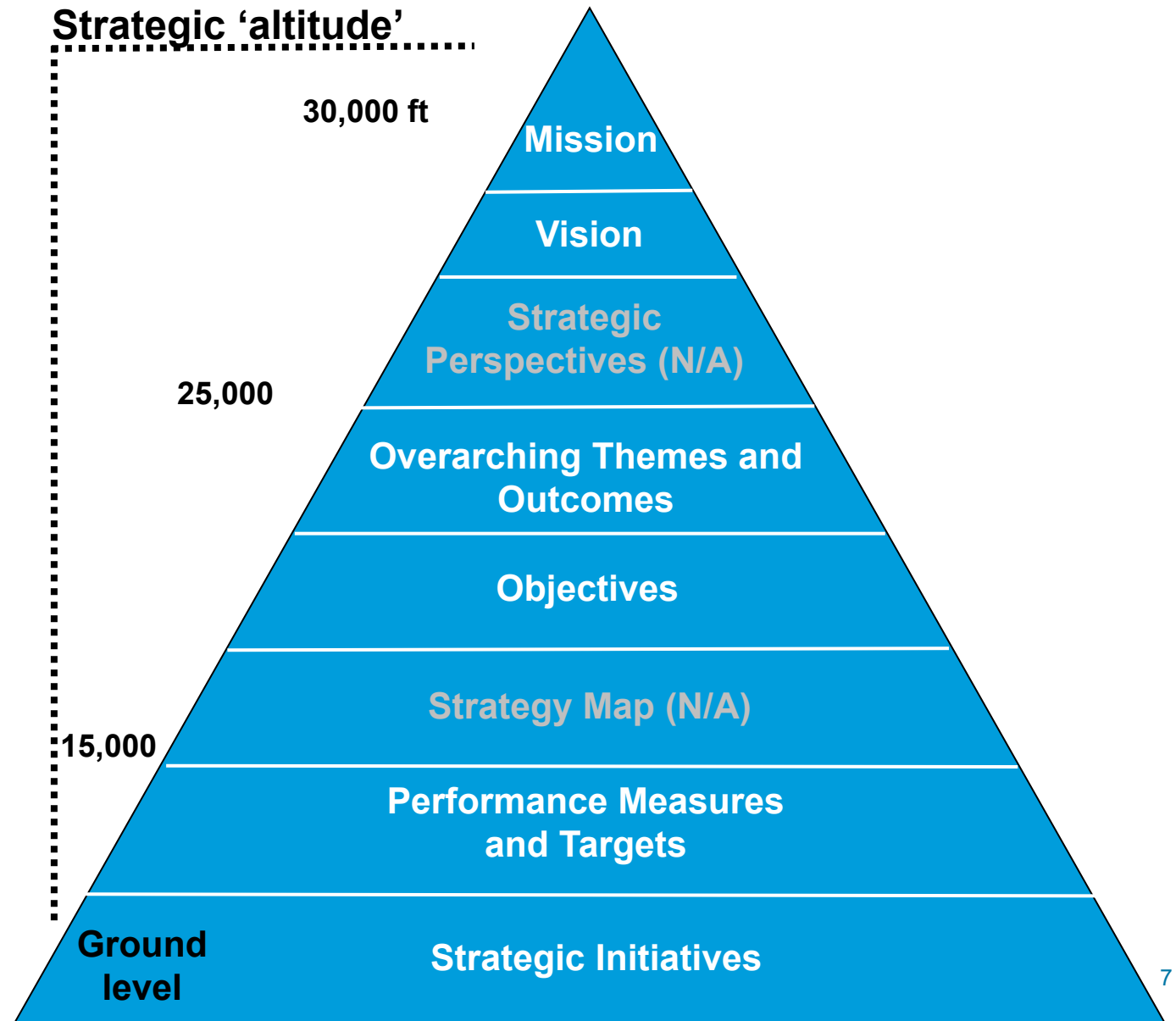
# STAFF-INITIATED AMENDMENTS BY “ALTITUDE”



**Less likely / changes to  
plan organization**



**More likely / new content**



# A FEW ILLUSTRATIVE EXAMPLES FOR CONTEXT



## MV Theme: A Connected Multimodal Region

### 2050 MVRTP

- Measure / target alignment: e.g. number of traffic fatalities
- Reflect public, stakeholder and board priorities included in MVRTP
  - Objectives / supporting objectives
  - Initiatives

## MV Theme: A Vibrant Regional Economy

### Prosper CO

- Translate Prosper CO goals into supporting objectives:
  - Reduce cost-burdened households
  - Increase the number of people of color in pathway jobs (\$40K+ w/ health care, PTO, etc)

# PRIMARY QUESTION FOR BOARD



## Reminder about key steps:

- Staff-initiated amendments (in consultation with board)\*
- Call for sponsor-initiated amendments
- Public review of amended Metro Vision plan
- Board adoption

\* Staff's goal: prepare a "marked up" Metro Vision plan prior to solicitation of sponsor-initiated amendments that is consistent with board priorities.

- Question to board: How do we get there?



# POTENTIAL STAFF-INITIATED AMENDMENT SCHEDULE



- March BWS: Review staff proposed changes at the outcome and objective “altitude”
- April BWS: Provide guidance on adjustments to performance measures and targets
- April BOD: Action to endorse release of “marked-up” draft and initiate sponsor-initiated amendment process\*

*\* Process for staff and board review of sponsor-initiated amendments varies based on type of amendment proposed*

# DISCUSSION QUESTIONS



- Are you comfortable with staff proposing amendments based on our review of aligned regional efforts?
- If so, what degree of documentation would you like to see?
- Do you agree with staff's recommendation to prepare a board endorsed "marked-up" draft prior to opening call for sponsor-initiated amendments?



**THANK YOU!**  
**QUESTIONS?**

**Brad Calvert**  
Division Director, Regional Planning and Development  
[bpcalvert@drcog.org](mailto:bpcalvert@drcog.org)  
(303) 480-6839

**ATTACH C**

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director  
(303) 480-6701 or [drex@drcog.org](mailto:drex@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
February 3, 2021	Discussion	5

**SUBJECT**

Status update on the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)

**PROPOSED ACTION/RECOMMENDATIONS**

N/A

**ACTION BY OTHERS**

N/A

**SUMMARY**

The DRCOG Board adopted the 2050 MVRTP fiscally constrained project and program investment priorities in [December 2020](#). Staff has since been undertaking several activities to complete the 2050 MVRTP:

Air quality conformity determination

In 2019, the Denver Metro/North Front Range was designated by the Environmental Protection Agency (EPA) as a Serious nonattainment area for the 2008 federal ozone standard. To meet the federal ozone standard, the Regional Air Quality Council, in partnership with the Colorado Department of Health and Environment, developed a State Implementation Plan (SIP) to reduce ozone precursor emissions. The ozone SIP identifies emission control measures and motor vehicle emissions budgets for Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx) that the region must not exceed for air quality conformity. The total estimated emissions from mobile sources in all staging years must be lower than the budgets. The emission results associated with the 2050 fiscally constrained MVRTP demonstrate that the plan will not result in pollution levels that exceed federal thresholds.

2050 MVRTP document & public comment review period

Staff is currently preparing the 2050 MVRTP document and appendices for public and stakeholder review. The focus is on a compelling visual document that is accessible and engaging for all audiences, tells the story of the 2050 planning process, incorporates the federal planning framework, and sets the stage for meaningful implementation.

DRCOG will publish the draft document and begin the public comment period in mid-February, culminating in a public hearing at the March 17, 2021 DRCOG Board meeting. Staff is also planning a variety of engagement techniques during the public comment period.

2050 Financial Plan

Staff has worked closely with RTD, CDOT, TAC, and other stakeholders to develop the 2050 financial plan. At the February 3<sup>rd</sup> Board work session, staff will provide an overview of the complete financial plan addressing revenues, expenditures, project and program investments, programmatic categories, and other aspects of the 2050 financial plan.

PREVIOUS DISCUSSIONS/ACTIONS
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BOD – [December 16, 2020](#)

PROPOSED MOTION
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N/A

ATTACHMENT
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Staff presentation

ADDITIONAL INFORMATION
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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, Manager, Long Range Transportation Planning, at 303-480-6751 or [jriger@drcog.org](mailto:jriger@drcog.org)



# 2050 MVRTP STATUS UPDATE

February 3, 2021 Board Work Session

Jacob Riger, AICP

Alvan-Bidal Sanchez, AICP

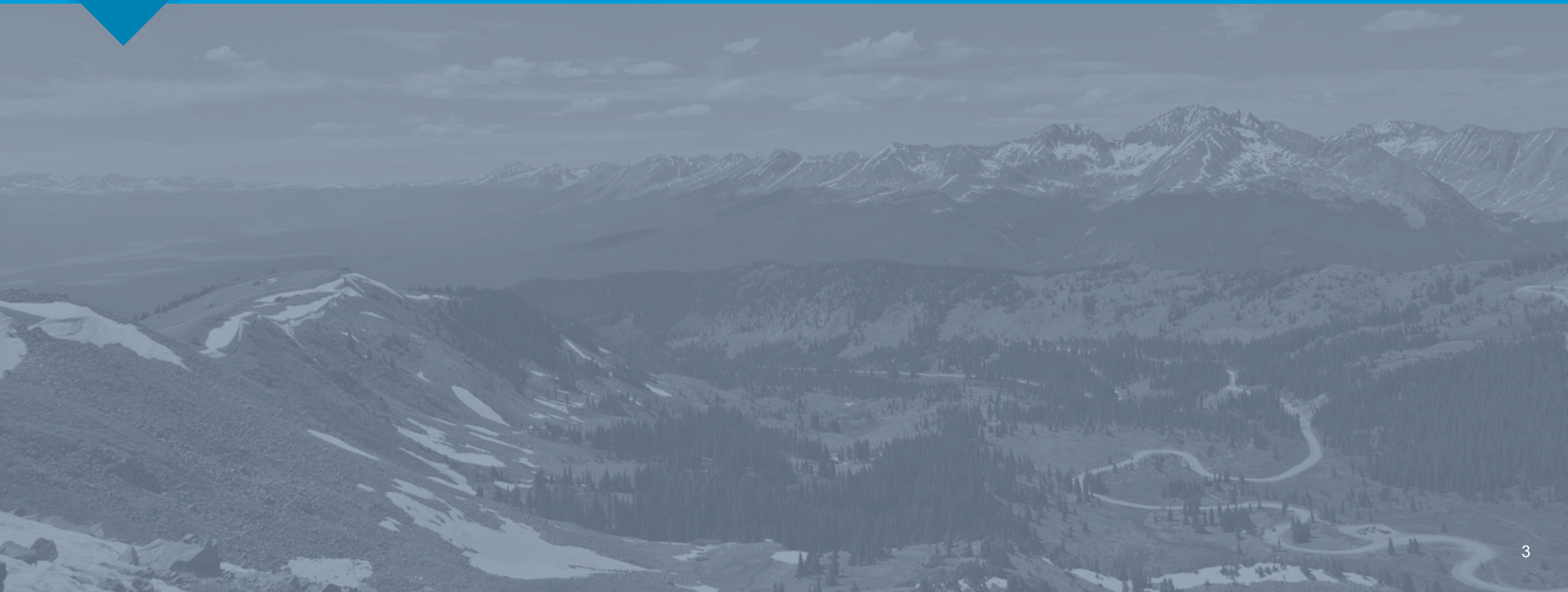
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- Air quality conformity determination
- Draft document & public comment review period
- 2050 financial plan overview





# AIR QUALITY CONFORMITY DETERMINATION



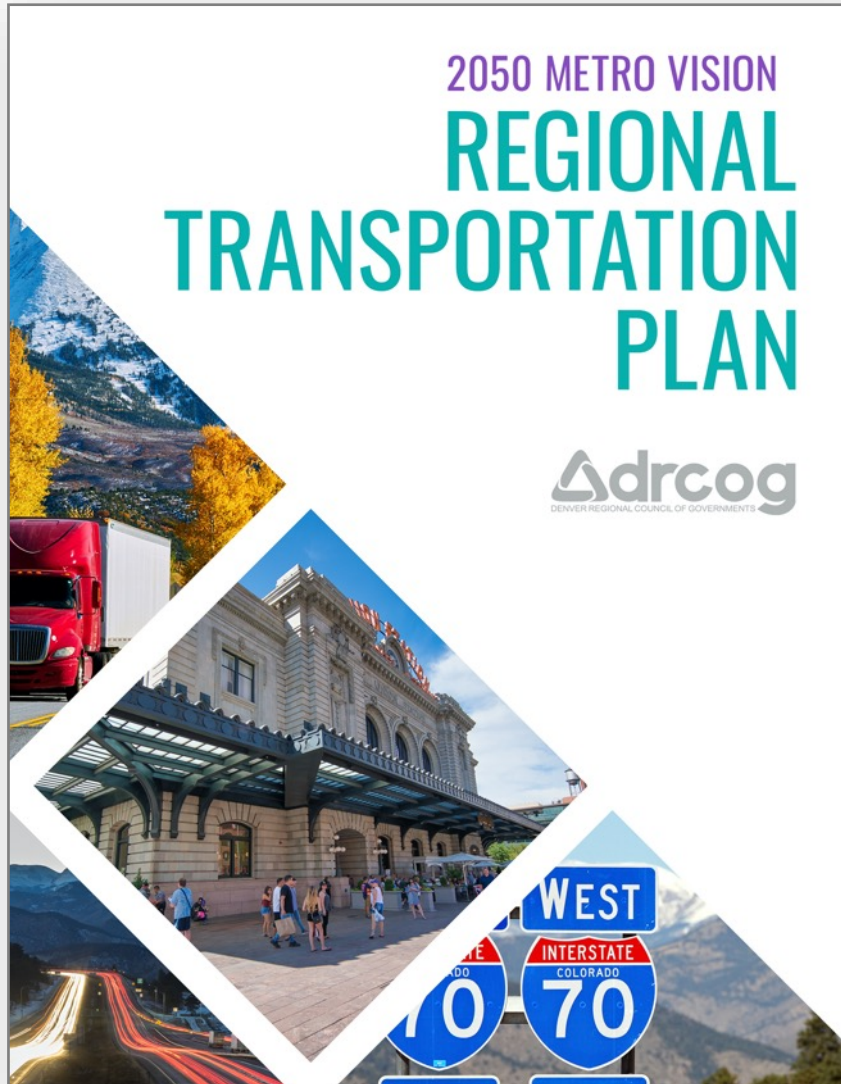
# REGIONAL AIR QUALITY CONFORMITY RESULTS

- Must address ozone, carbon monoxide, and PM-10 (particulate matter) pollutants
  - Motor vehicle emission budgets established in State Implementation Plan (SIP)
- Air quality conformity is for regional system, not individual projects
- Emission modeling based on most recent planning assumptions
  - Demographics, transportation networks and services, vehicle fleet characteristics, etc.
  - DRCOG conducts model runs to produce VMT and operating speeds
  - CDPHE completes final emission calculations and results: must be < budgets
- 2050 MVRTP passed all emission budget tests



# 2050 MVRTP DRAFT DOCUMENT & PUBLIC COMMENT PERIOD

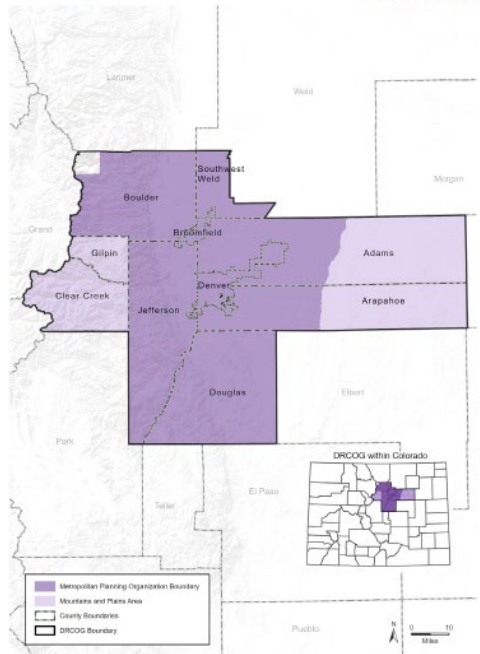




- Visually compelling
- Engaging for all audiences
- Tells the planning story
- Includes federal framework
- Guides implementation

# VISUALLY COMPELLING PLAN

The DRCOG region



## What is DRCOG?

DRCOG is a planning organization where local governments collaborate to establish guidelines, set policy and allocate funding in the areas of transportation, personal mobility, growth and development, and aging and disability resources.

**Vision:** Our region is a diverse network of vibrant, connected, lifelong communities with a broad spectrum of housing, transportation, employment, complemented by world-class natural and built environments.

## The Denver region

The Denver region is a dynamic region of 3.4 million people and 58 communities anchoring Colorado's Front Range. Consistently rated one of the best places to live in the country, the region will add a million more people and half a million more jobs by 2050. The 2050 Metro Vision Regional Transportation Plan balances investments to address this new growth while repairing and maintaining the existing transportation system.

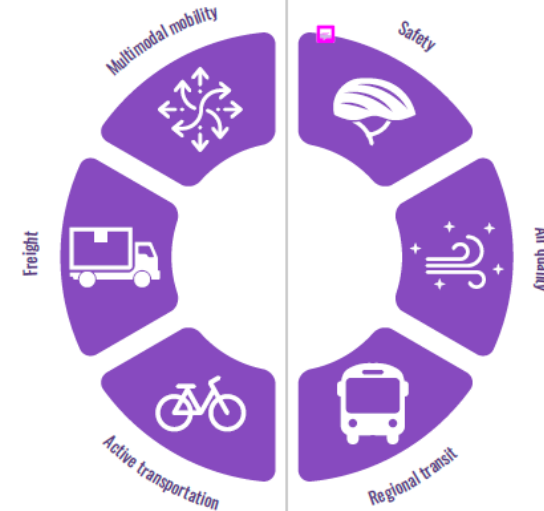
The Flatirons near Boulder are a popular destination for outdoor recreation.

The 2050 planning process also emphasized specific considerations for projects contained in the 2050 RTP:

- Projects that are multimodal, recognizing the unique context of each project and its location, and that provide multiple benefits consistent with the investment priorities.
- Projects with potential regional benefit (instead of primarily local benefit) or driven primarily by local growth or development). County forum candidate project rankings (described in Chapter 3).
- Regional agency priorities (described in Chapter 3).
- Geographic balance of projects across the region.

Together, these project and program investment priorities will address the region's shared multimodal transportation planning priorities.

## 2050 RTP priorities



DRCOG carries out a comprehensive, continuing and cooperative transportation planning process.

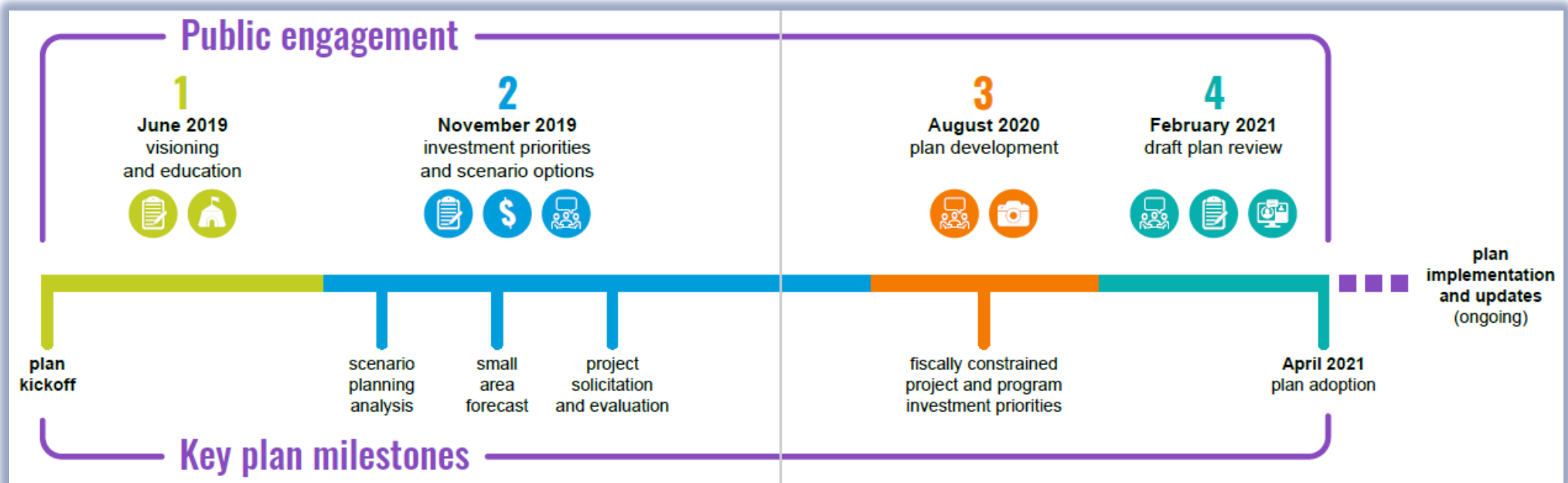
## State and federal context

DRCOG updates the 2050 RTP every four years and amends it frequently to ensure that its content remains relevant and reflects current trends, needs and priorities. The 2050 RTP performs several important functions as the region's multimodal transportation plan, including:

- Setting the region's long-range vision for transportation over the next 20-plus years.
- Reflecting a broad set of public and stakeholder input.
- Demonstrating enough available revenue to fund the projects and programs identified in the 2050 RTP.
- Identifying how funds will be spent on projects and programs across all modes of transportation.
- Conforming to all applicable air quality regulations.
- Ensuring that low-income and minority communities will not be disproportionately negatively affected.
- Incorporating the 10 planning factors into the planning process. The 10 planning factors include economic vitality; safety; security; accessibility and mobility; environment; multimodal connectivity; system preservation; resilience and reliability; and travel and tourism.
- Linking investment priorities to achieving performance measure targets.

# PUBLIC REVIEW COMMENT PERIOD

- Draft 2050 MVRTP available February 12<sup>th</sup>
- Public hearing on March 17<sup>th</sup> (DRCOG Board)
- Numerous engagement activities during public comment period

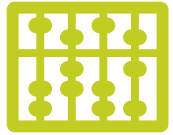






# 2050 FINANCIAL PLAN

# UNDERSTANDING THE FINANCIAL PLAN



The Metro Vision Regional Transportation Plan is not a budget document



It outlines the region's long-range vision and provides a funding framework for priority investments



Staff have been intentional about soliciting and including multimodal projects and programs in the 2050 MVRTP



The financial plan has been developed with that same intentionality to identify the best available resources



# DEVELOPING THE FINANCIAL PLAN



# REVENUE ASSUMPTIONS

## DRCOG Key Takeaways

- Forecasts based on CDOT's Program Distribution
- Assumed additional regional revenue

## CDOT Key Takeaways

- Assumed a high-revenue scenario
- Focused on implementing the 10-Year Strategic Pipeline of Projects

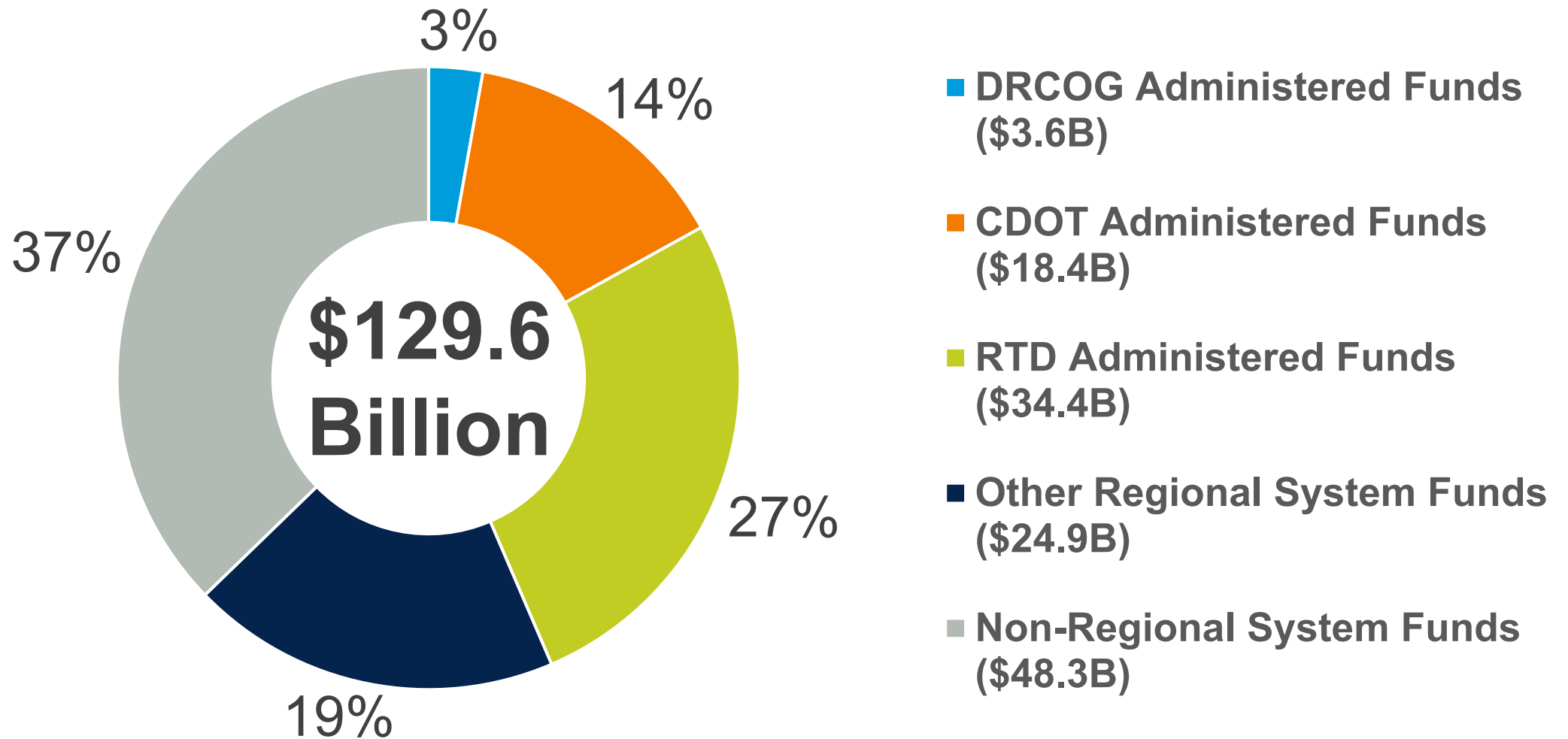
## RTD Key Takeaways

- Forecasts reflect impact of COVID-19
- Prioritizes maintaining and operating the existing system over expansion

## Additional Key Takeaways

- Developed forecasts for federal discretionary grants
- Coordinated with toll authorities to include their investments
- Included project sponsor funding assumptions when specified

# REVENUES AVAILABLE TO 2050



# EXPENDITURE CATEGORIES



## Multimodal Capital Projects

Individually listed projects in the plan. They include roadway and transit capacity projects, as well as priority Regional Vision Zero, Active Transportation, and Freight projects.

**Examples:** Road widenings, bus rapid transit, and major freight, active transportation, safety projects

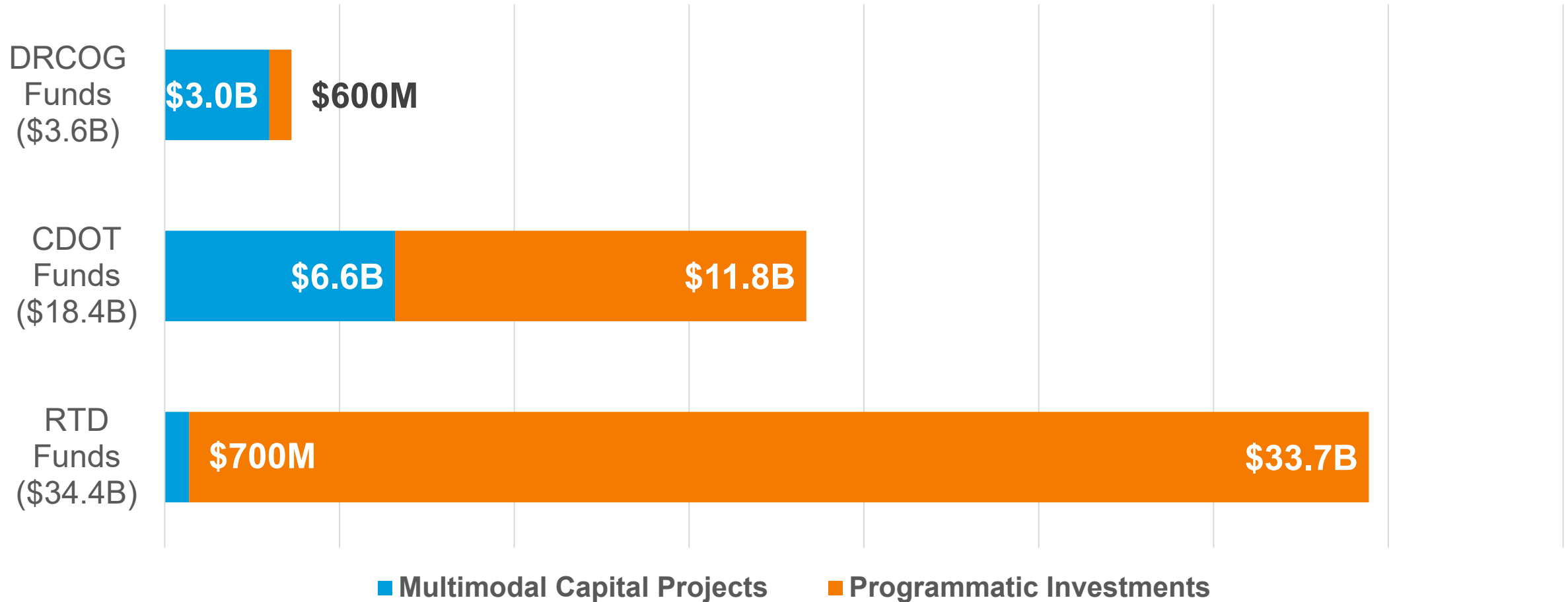


## Programmatic Investments

Lump sum or funding allocations. Individual projects are not identified in the plan; instead, these investments reflect continued efforts to manage, operate and preserve the system.

**Examples:** System preservation, local bus service, roadway operations, sidewalks, safety

# REGIONAL AGENCIES BREAKDOWN



# ESTIMATING PROJECT COSTS

## Planning-level Cost Estimates

- DRCOG staff rely on project sponsor provided cost estimates
- Costs include all phases to design, construct, and open

## Implementation Timeline

- Based on when the project will be open for traffic or service
- Tied to the air quality staging periods for modeling
- Projects placed into five-year tiers within each 10-year staging period

## Future Cost or Year-of-Expenditure

- Reflects the trend that project costs increase the further out in time its implemented

# YEAR OF EXPENDITURE ANALYSIS


## Revenue Analysis

- Funding was inflated for each year out to 2050 for a total amount available
- Funding was combined within 5-year tiers for fiscal constraint analysis
- A standard inflation rate of 2.22% was used based on the FAST Act, unless specified by the lead agency

DRCOG STBG Revenue Example		
Year	Current Year	Year of Expenditure
2021	\$41,710,826	\$42,636,806
2022	\$41,928,649	\$43,810,945
2023	\$42,149,278	\$45,019,199
2024	\$42,369,827	\$46,259,421
2025	\$42,593,181	\$47,535,652
<b>2021-2025 Tier</b>	<b>\$210,751,760</b>	<b>\$225,262,024</b>

## Project Cost Analysis

- Projects costs were provided by the sponsor in current year (2020) dollars
- Individual costs were inflated into the midpoint of a five-year tier to match implementation timeline
- A standard inflation rate of 2.34% was used for all projects

Project Cost Example		
Year	Project Cost	Programmed?
2020 (Current Year)	\$100,000,000	
2023 (2021-2025)	\$107,185,549	
2028 (2026-2030)	\$120,327,059	
2033 (2031-2035)	\$135,079,786	
2038 (2036-2040)	\$151,641,275	
2043 (2041-2045)	\$170,233,289	
2048 (2046-2050)	\$191,104,782	

# FINANCIAL PLAN TAKEAWAYS

- The 2050 MVRTP is “fiscally constrained” – project costs do not exceed forecasted revenues in current year dollars and YOE dollars

2050 MVRTP Revenues & Expenditures	Current Year (2020)	Year of Expenditure (YOE)
Revenues	\$129,638,000,000	\$182,170,000,000
Expenditures	\$129,638,000,000	\$182,170,000,000

- DRCOG staff coordinated with CDOT, RTD, FHWA, FTA, toll authorities, and local governments
- Revenue assumptions are based on the best available information for each agency/program





**THANK YOU!**  
**QUESTIONS?**

**Alvan-Bidal Sanchez, AICP (He, Him, His)**  
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