

AGENDA
DRCOG Board Work Session
Wednesday, March 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 February 3, 2021 Board Work Session
(Attachment A)
4. CDOT Greenhouse Gas (GHG) Rulemaking/Policy Discussion
(Attachment B) Ron Papsdorf, Director, Transportation Planning and Operations
5. Preliminary ideas for amendments to the Metro Vision
(Attachment C) Brad Calvert, Director, Regional Planning and Development
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

February 3, 2021

Note: Meeting held virtually via GoToWebinar

Directors present:

Ashley Stolzmann, Vice Chair	Louisville
Steve O'Dorisio	Adams County
Jeff Baker	Arapahoe County
Claire Levy	Boulder County
Matt Jones	Boulder County
Kevin Flynn	City and County of Denver
Nicholas Williams	City and County of Denver
George Teal	Douglas County
Bob Fifer	Arvada
Aaron Brockett	Boulder
William Lindstedt	Broomfield
Heidi Henkel	Broomfield
Deborah Mulvey	Castle Pines
Jason Gray	Castle Rock
Tim Dietz	Castle Rock
Tammy Maurer	Centennial
Randy Weil	Cherry Hills Village
Nicole Frank	Commerce City
Steve Conklin	Edgewater
Bill Gippe	Erie
Lynette Kelsey	Georgetown
Jim Dale	Golden
Paul Haseman	Golden
Tracy Kraft-Tharp	Jefferson County
Stephanie Walton	Lafayette
Tim Barnes	Lafayette
Pamela Grove	Littleton
James Kuemmerle	Lochbuie
Wynne Shaw	Lone Tree
Joan Peck	Longmont
Collen Whitlow	Mead
Julie Duran Mullica	Northglenn
John Diak	Parker
Neal Shah	Superior
Tim Howard	Superior
Jessica Sandgren	Thornton
Herb Atchison	Westminster
Anita Seitz	Westminster

Others present: Doug Rex, Executive Director; Bryan Weimer, Arapahoe County; Abel Montoya, Gilpin County; Brad Boland, Lauren Pulver, Douglas County; Glenda Lainis, Kent Moorman, Thornton; Danny Herrman, CDOT; Bill Sirois, RTD; Bradley Crowe, Citizen; and DRCOG staff.

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

Public Comment

There was no public comment.

Proposed approach for 2021 Metro Vision amendment process

Brad Calvert provided an overview of the process to the directors. DRCOG routinely offers opportunities for local governments, stakeholders, and members of the public to propose amendments to the plan. During these public amendment cycles, staff also considers the need to bring forward staff-initiated plan amendments for board consideration. 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. DRCOG staff recommended a more robust amendment process in 2021. This came about due to 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.

Directors were provided additional background and context related to the proposed amendment process. Mr. Calvert asked for directors' input on the following questions:

- Are directors amenable to staff preparing a board endorsed marked-up draft prior to opening call for sponsor-initiated amendments?
- Is the board comfortable with staff proposing amendments based on our review of aligned regional efforts?
- If so, what degree of documentation would you like to see?

There was an overall sense of agreement amongst directors for the suggestions put forth by DRCOG staff. There were a couple of additional suggestions regarding documentation. The first being a request that there always be a "crosswalk" between the initial documentation to what the new suggested amendment is. The second being that there is always a discussion/decision on internal needs and updates amongst the directors/staff before turning it out to the sponsors.

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

Jacob Riger presented an update to the directors on the 2050 MVRTP. Since December 2020, when the Board adopted the 2050 MVRTP fiscally constrained project and program investment, staff has since been undertaking several activities to complete the 2050 MVRTP:

- **Air quality conformity determination**
To meet the federal ozone standard, the RAQC and the CDPHE 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 emission results demonstrate that the plan will not result in pollution levels that exceed federal thresholds.

- **2050 MVRTP document & public comment review period**

Staff is preparing the 2050 MVRTP document for public and stakeholder review. DRCOG will publish the draft document and begin the public comment period in mid-February, in preparation for a public hearing at the March 17, 2021 DRCOG Board meeting.

- **2050 Financial Plan**

Staff has worked closely with transit partners and stakeholders to develop the 2050 financial plan. Staff provided directors with an overview of the complete financial plan addressing revenues, expenditures, project and program investments, programmatic categories, and other aspects of the 2050 financial plan.

The work session ended at 5:05 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

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

SUBJECT

CDOT Greenhouse Gas (GHG) Rulemaking/Policy Discussion.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

House Bill 19-1261 was signed into law on May 30, 2019. The bill concerns the reduction of greenhouse gas pollution and establishing statewide greenhouse gas pollution reduction goals. The law sets statewide goals to reduce greenhouse gas emissions from 2005 levels by at least 26% by 2025, at least 50% by 2030, and at least 90% by 2050.

The law further specifies considerations that the Air Quality Control Commission (AQCC) is to take into account in implementing policies and promulgating rules to reduce greenhouse gas pollution, including the benefits of compliance and the equitable distribution of those benefits, the costs of compliance, opportunities to incentivize clean energy in transitioning communities, and the potential to enhance the resilience of Colorado's communities and natural resources to climate impacts. The AQCC will also consult with the public utilities commission regarding rules that affect the providers of retail electricity in Colorado.

On January 14, 2021, Colorado released its [Greenhouse Gas Pollution Reduction Roadmap](#). The Roadmap establishes a pathway to meet the state's HB19-1261 climate targets. An executive summary of the Roadmap (also included in the full report) is available in [English](#) and in [Spanish](#).

The Roadmap shows Colorado's largest sources of GHG emissions are **transportation, electricity generation, oil and gas development and fuel use in homes, business, and industrial applications**. Findings show that meeting the 2025 and 2030 goals is achievable with existing cost-effective technologies but progressing toward these goals will require additional policies beyond the actions the state has taken already.

Key Steps to Achieving 2030 Targets

- Continue swift transition away from coal to renewable electricity
- Make deep reductions in methane pollution from oil and gas development
- Accelerate the shift to electric cars, trucks and buses
- Make changes to transportation planning and investment and land use planning to encourage alternatives to driving
- Increase building efficiency and electrification
- Reduce methane waste from landfills, waste water and other sources

One of the key recommendations stemming from the Roadmap is adopting a new GHG Pollution Standard for the transportation sector. This rule will be developed via the Air Quality Control Commission rulemaking process with the parallel development of a CDOT Policy Directive. In addition to having an active role in the rule development, CDOT is also working to ensure this effort is fully informed by transportation stakeholders from around the state.

The specific measure outlined in the 2020 Colorado GHG Emission Reduction Roadmap that will be addressed as part of this process is GHG pollution standards for transportation plans. The timeline for this effort is to draft a policy directive (and draft regulation text) by May 2021 with final approval occurring in August 2021.

CDOT, in partnership with the Colorado Department of Public Health and Environment (CDPHE) and the Colorado Energy Office (CEO), is holding regional listening sessions to ensure they hear from a range of voices from across the state. The first series of these meetings is taking place in February and March. The state anticipates at least two rounds of regional meetings during this process.

PREVIOUS DISCUSSIONS/ACTIONS

July 1, 2020 - Discussion of HB 19-1261: Concerning the reduction of greenhouse gas pollution

PROPOSED MOTION

N/A

ATTACHMENT

CDOT presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6747 or drex@drcoq.org ; or Ron Papsdorf, Division Director, Transportation Planning and Operations, at 303-480-6747 or rpapsdorf@drcoq.org .
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COLORADO

Department of Transportation

Incorporating Greenhouse Gas Emissions Reductions into Transportation Planning Regional Meetings - February, 2021



Today's Focus

1. Overview of Colorado's climate legislation/policy framework
2. Proposed rules and policy for transportation sector
3. Stakeholder Input



Colorado's Efforts To Address Climate Change

HB-1261

- In 2019, the Colorado General Assembly passed House Bill-1261, the *Climate Action Plan to Reduce Pollution*.
- HB 1261 established the following GHG reduction targets:
 - 26% by 2025, 50% by 2030, and 90% by 2050 from 2005 levels

GHG Roadmap

- Lays out near/long term actions in every sector to meet the established targets
- To ensure that Colorado continues to reduce emissions to meet greenhouse gas targets, reduce local air pollution, and realize the full economic benefits of the transition to a clean energy economy.
- Draft document released in Sept 2020; final in Jan 2021.
- <https://energyoffice.colorado.gov/climate-energy/ghg-pollution-reduction-roadmap>



Largest GHG Emissions Sources

2005 Largest Emission Source:

1. Electric power
2. Transportation
3. Oil & Gas
4. Buildings

2020 Largest Emissions Sources

1. Transportation
2. Electric power
3. Oil & Gas
4. Buildings

2020 CO GHG Emissions (MMT CO₂e, AR5 100-yr GWP)

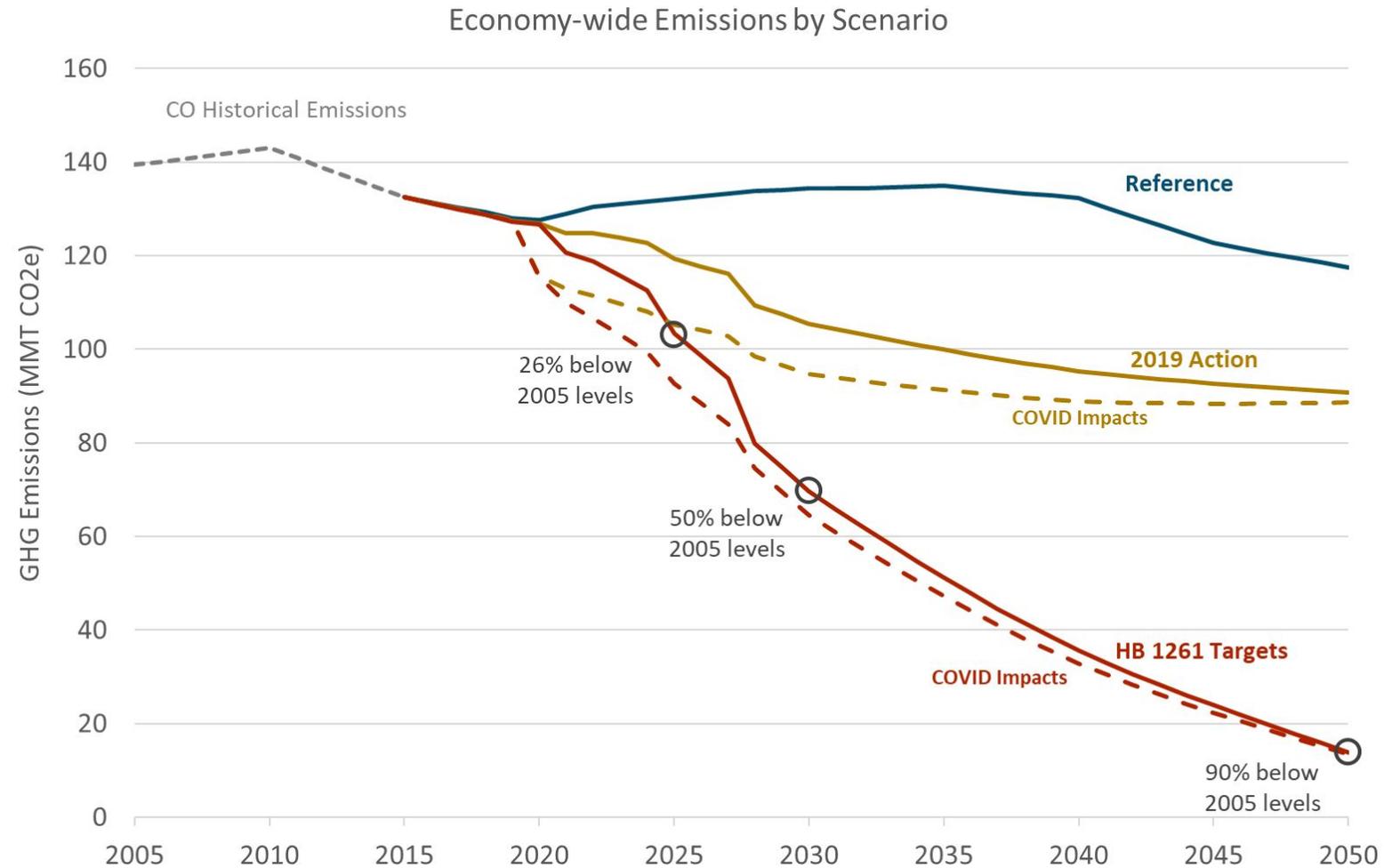




Colorado GHG Pollution Over Time

SIGNIFICANT PROGRESS UNDERWAY & MORE ACTION NECESSARY

- As a result of the state's actions to date, we are on a trajectory to achieving approximately half the level of emission reductions to meet the 2025 and 2030 goals.
- Additional strategies can advance co-benefits such as reducing local air pollution, generating economic growth, advancing environmental justice and equity.





Near-Term Transportation Actions included in the CO GHG Roadmap

Infrastructure
(Planning &
Projects)

- GHG pollution standards for transportation plans [FOCUS of MTG]

- Indirect source standards for some types of new development.

- Trip reduction/TDM requirements and encouraging telecommuting for large employers [Separate process]

- Expansion of public transit, including setting the stage for Front Range Rail

- Incentives for land use decisions by local governments that reduce pollution and support greater access to housing near jobs.

- Clean trucking strategy including evaluation of Advanced Clean Truck ZEV standards

- New revenue mechanism to fund infrastructure and incentives to transition to low and zero emissions cars, trucks and buses

Human
Factors
(Behavior
Change)

Mobile
Sources
(Vehicles)



Regulatory Approach

- The Colorado Air Quality Control Commission (AQCC) is appointed by the governor and authorized by the Colorado General Assembly. The AQCC develops air pollution control policy and regulates pollution sources.
- The AQCC is taking up a series of rulemakings across all sectors to address GHG emissions and implement recommendations in the Roadmap. One of these rulemakings will focus on the transportation sector.
- The Colorado Department of Transportation, and its Governor-appointed Transportation Commission has statutory authority over the transportation planning process. This process is guided by a series of Policy Directives issued by the Transportation Commission.
- The GHG Pollution Standard will therefore include actions by both bodies.



Proposed Transportation Rule & Policy Directive

AQCC Rulemaking

- Integrate GHG pollution standards and analysis in regional and statewide transportation plans: GHG Pollution Standard
- Reduce SOV commuter trips: Large Employer Trip Reduction
- Both included in single rulemaking via the CDPHE/Air Quality Control Commission process
 - May draft; August final

CDOT Policy

- In parallel, CDOT will develop implementation guidance via a policy directive specific to GHG Pollution Standard



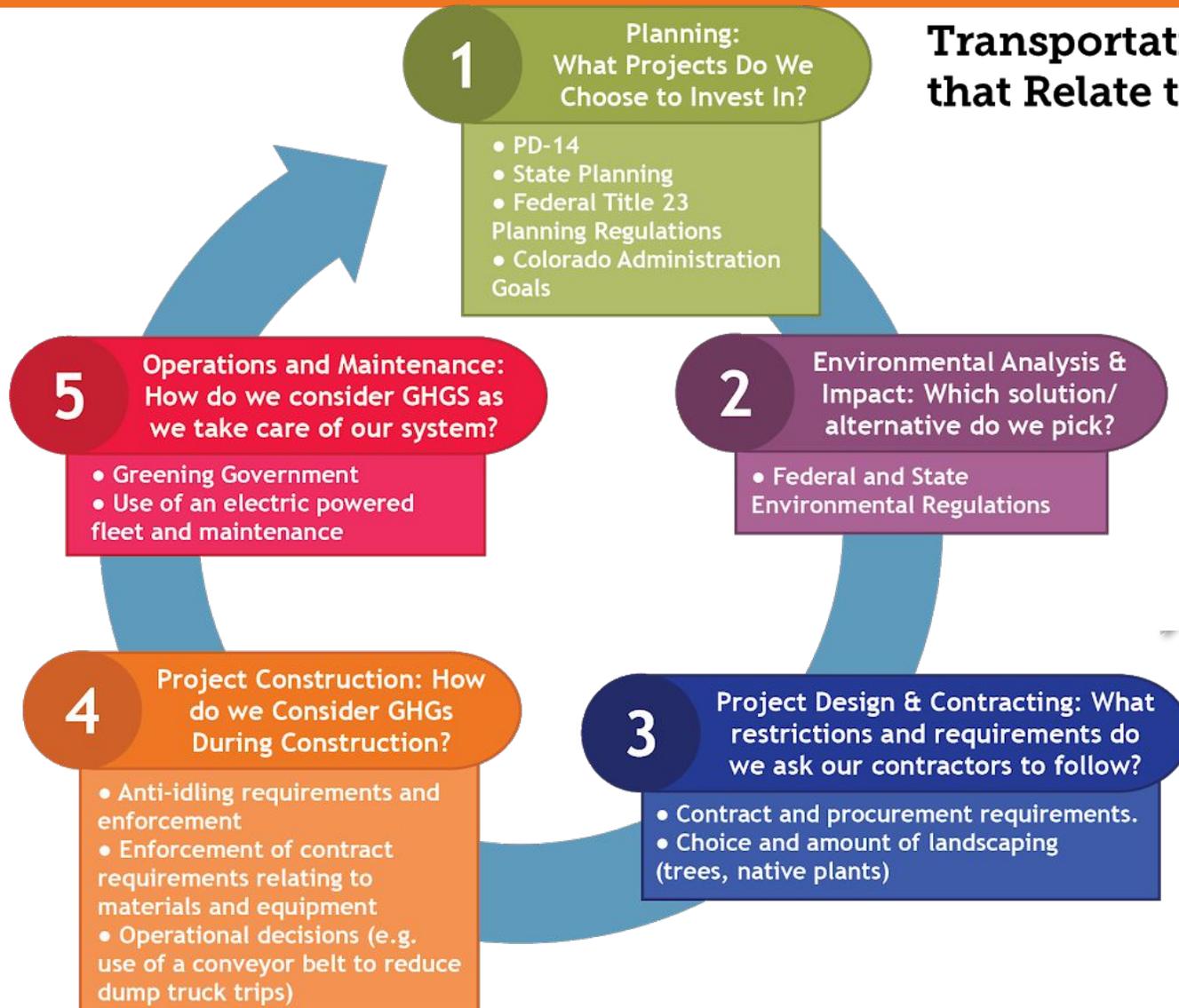
GHG Pollution Standard (GPS) Rule Approach

Initial Thinking

- Set a numeric GHG “budget” for transportation plans (statewide and regional).
- Phased implementation with initial focus on state and certain MPO plans.
- Focus on projects that increase capacity
- CDOT guidance will focus on the practicalities of how the policy translates into specific project-based requirements.
- Inclusion of other measures to meet budget.



Transportation Guidance and Regulations that Relate to Greenhouse Gas Emissions





Transportation GHG Pollution Standard

- What are your questions?
- What concerns do you have?
- What challenges do you see as important to address when developing these rules and policies?
- Who else should we reach out to for future regional discussions?



Regional Meetings

- Feb 16 10:30-11:30 (Region 1 - Denver Metro Area)
- Feb 16 1-2pm (Region 4 - Northeast)
- Feb 18 3-4pm (Region 2 - South/SouthEast)
- Feb 19, 9-10am (Region 3 - Northwest)
- Feb 22, 1:30-2:30 (Region 5 - Southwest)

CDOT Advisory Group

Feb 25 - CDPHE Listening Session

April - another opportunity to hear from Regional Stakeholders

Other ideas?



Contact Information

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GHG Climate Action Specialist

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ATTACH C

To: Chair and Members of the Board of Directors

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

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

SUBJECT

Staff will provide an overview of potential outcome- and objective-level amendments to Metro Vision

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. DRCOG routinely offers opportunities for local governments, stakeholders and members of the public to propose amendments to the plan. DRCOG staff also brings 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.

Today's Discussion

As described in February, DRCOG staff is recommending a significant Metro Vision amendment in 2021 to better align the plan with the 2050 Metro Vision Regional Transportation Plan, currently out for public review and comment. Additionally, staff will explore alignment with other plans, strategies or regional initiatives pursued by planning partners since the original plan was adopted.

In February, staff outlined an approach to draft an amended plan, including steps to prepare a working version of the amended plan for public review and comment. Board members indicated support for staff's proposal and requested that staff develop a "crosswalk" that would detail any changes to plan structure and organization, particularly any changes to plan outcomes and objectives.

Staff's presentation (Attachment 1) will describe potential outcome- and objective-level changes to plan, as informed by aligned partner plans and strategies and staff's holistic review of plan organization and structure. For reference, the plan's current organization is summarized in slides located at the end of the presentation (see section entitled "As adopted Outcomes and Objectives").

PREVIOUS DISCUSSIONS/ACTIONS

[February 3, 2021 – Proposed approach for 2021 Metro Vision amendment process](#)

PROPOSED MOTION

N/A

ATTACHMENTS

Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6747 or drex@drcog.org; or Brad Calvert, Director, Regional Planning and Development, at 303-480-6839 or bpcalvert@drcog.org; or Andy Taylor, Manager, Regional Planning, at 303-480-5836 or ataylor@drcog.org.

AMENDING METRO VISION

Preliminary ideas for addition, revision and reorganization

Brad Calvert,
Director, Regional Planning and
Development

Andy Taylor,
Manager,
Regional Planning

PREVIOUS, CURRENT AND FUTURE DISCUSSIONS



Feb. Work Session

Introduce and discuss **process to amend** Metro Vision

Mar. Work Session

Preview staff proposals involving **outcomes** and **objectives**

Future discussions

New or revised **performance measures**

New **targets** for performance measures

Preview staff proposals involving voluntary **strategic initiatives**

Summary of staff proposals and request for sponsor-initiated amendments

QUICK METRO VISION RECAP



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

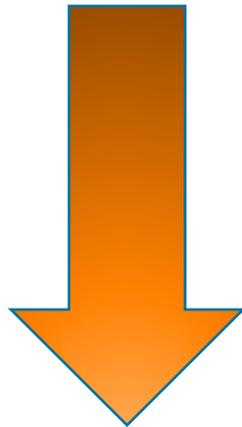
- 2011 – 2017: most recent major update
- Adopted unanimously in 2017
- Minor amendments in 2018 and 2019
 - Staff-initiated (measures/targets)
 - Sponsor-initiated (urban centers)



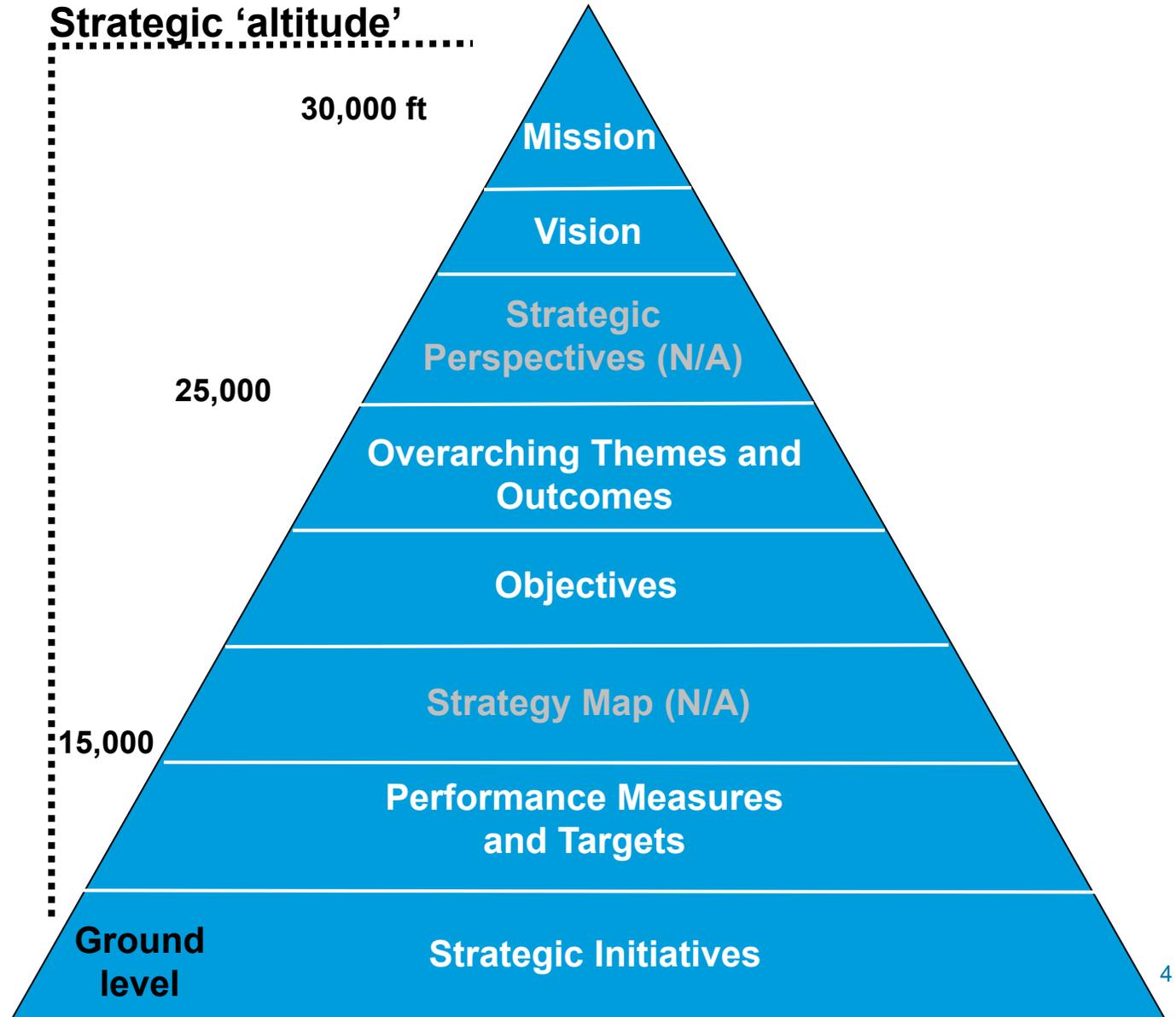
STAFF-INITIATED AMENDMENTS BY “ALTITUDE”



**Less likely / changes to
plan organization**



More likely / new content



“ALTITUDE” OF PROPOSED CHANGES TO METRO VISION



“ALTITUDE”	STAFF-INITIATED PROPOSAL
MISSION:	remain aligned with agency
VISION:	
OVERARCHING THEMES:	no changes
OUTCOMES:	limited revisions to help organize new objectives alongside existing

“ALTITUDE” OF PROPOSED CHANGES (CONTINUED)



“ALTITUDE”	STAFF-INITIATED PROPOSAL
OBJECTIVES:	additions, revisions and <u>reorganization</u>
PERFORMANCE MEASURES:	additions and revisions tied to outcome and objective proposals

Focus of today’s conversation

Future conversation



WHAT'S NOT CHANGING?



- **MISSION:** The Denver Regional Council of Governments is a planning organization where local governments collaborate to establish guidelines, set policy, and allocate funding in the areas of:
 - growth and development
 - aging and disability resources
 - transportation and personal mobility
- **VISION:** Our region is a diverse network of vibrant, connected, lifelong communities with a broad spectrum of housing, transportation and employment, complemented by world-class natural and built environments.

OVERARCHING THEMES

**AN EFFICIENT AND
PREDICTABLE
DEVELOPMENT
PATTERN**

**A CONNECTED
MULTIMODAL
REGION**

**A SAFE AND
RESILIENT BUILT
AND NATURAL
ENVIRONMENT**

**HEALTHY,
INCLUSIVE AND
LIVABLE
COMMUNITIES**

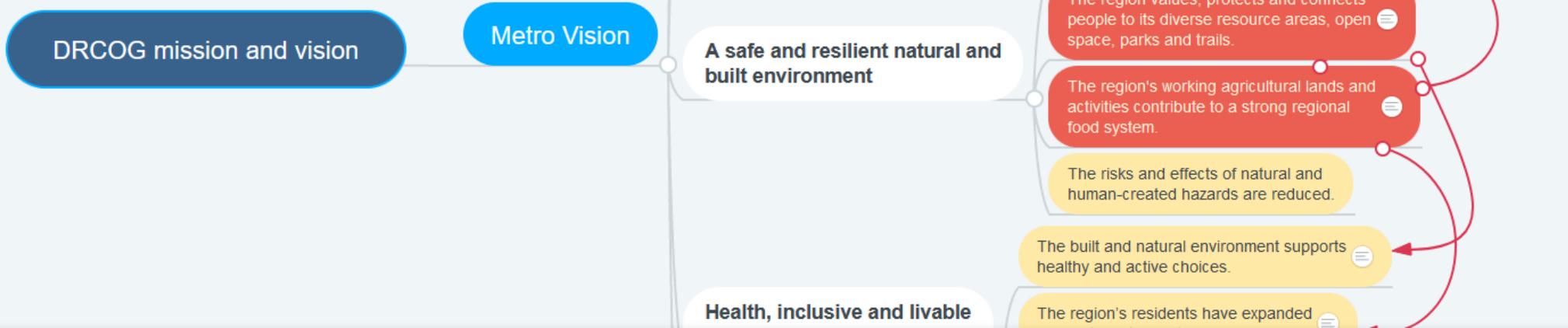
**A VIBRANT
REGIONAL
ECONOMY**



STARTING TO REFLECT OTHER EFFORTS

Proposed **objective movement, addition** more common

See high-level view of impact of potential changes on outcomes
(details follow as slides)



<<THEME>>

<<Outcome>>

Key:

<u>Double underline</u>	= Adopted text in proposed location
Double strikethrough	= Adopted text in original location
<u>Single underline</u>	= Proposed addition
Single strikethrough	= Proposed deletion
Highlight	= Any change, color coded to annotation
<i>Italics</i>	= Annotation to help orient change

- <<Objective.>>
- <<Supporting objective.>>
- <<Supporting objective **addition**.>>
- <<Supporting objective **revision**.>>
- ~~<<Moved supporting objective in original location.>>~~
- **<<New objective.>>**
- **<<Moved supporting objective in destination.>>**
- **<<New supporting objective.>>**



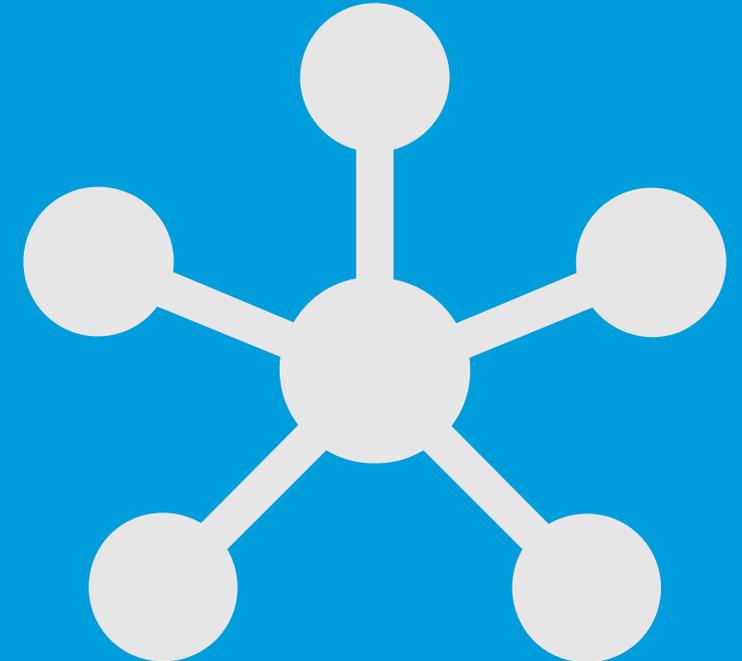
<<Annotation to note where moved from or to>>

WHY ALL THIS SHUFFLING OF OBJECTIVES?



Our region is a **complex and connected system.**

- Objectives and initiatives may have **any number of logical places** within Metro Vision.
- **Is our “strategic house” in order?**
 - Does Metro Vision reflect the structure of the strategic work of DRCOG, its partners and the region’s communities?
 - Do we need to make space for new voluntary strategic initiatives where they can be listed close to other related ones?



COLORADO WATER PLAN



Colorado Water Plan Technical Update (2019) scenarios explored show:

- significant gap in future water supply for agriculture and
- connection between urban growth, form and municipal and industrial (M&I) water needs

ANALYSIS & TECHNICAL UPDATE TO THE

COLORADO WATER PLAN



Figure ES.1 CWP Planning Scenarios Key Drivers Graphical Summary

	A Business as Usual	B Weak Economy	C Cooperative Growth	D Adaptive Innovation	E Hot Growth
Water Supply					
Climate Status					
Social Values					
Agri. Needs					
M&I Needs					

COLORADO WATER PLAN (CONTINUED)



Reflect **Colorado Water Plan Technical Update** by making these connections clearer within Metro Vision:

1. Continued agricultural capacity is about water use, not just land conversion.
2. How we grow affects water and land availability for agriculture.

ANALYSIS & TECHNICAL UPDATE TO THE

**COLORADO
WATER PLAN**

AN EFFICIENT AND PREDICTABLE DEVELOPMENT PATTERN (continued)

Through a coordinated effort between DRCOG and local communities, new urban development occurs in an orderly and compact pattern within regionally designated growth areas.

- **Contain urban development in locations designated for urban growth and services.**
- Monitor and increase awareness of the region's existing and planned urban footprint.
- Coordinate local and regional urban growth priorities in order to improve forecasting, planning and investment decisions.
- **Support continued agricultural capacity in the region.**
- **Maximize the efficient use of municipal and industrial water.**
- **Conserve significant agricultural lands.**

Move from outcome: The region's working agricultural lands and activities contribute to a strong regional food system.

Move from outcome: The region has clean water and air and lower greenhouse gas emissions. (see next slide)

Click to see
as adopted



A SAFE AND RESILIENT NATURAL AND BUILT ENVIRONMENT

The region has clean water and air, and lower greenhouse gas emissions.

Revise to reflect objective move (and better alignment with existing outcome)

- **Improve air quality and reduce greenhouse gas emissions.**
- Increase collaboration with local and regional partners on air quality initiatives.
- Increase public awareness of air quality issues.
- Reduce greenhouse gas emissions
- Improve the fuel economy of the region's vehicle fleet.
- **Improve ~~the efficient use and~~ water quality of the region's waters.**
- Increase collaboration with local and regional partners on water quality initiatives.
- Increase public awareness of water quality issues.
- ~~Maximize the efficient use of municipal and industrial water.~~

See previous slide for move

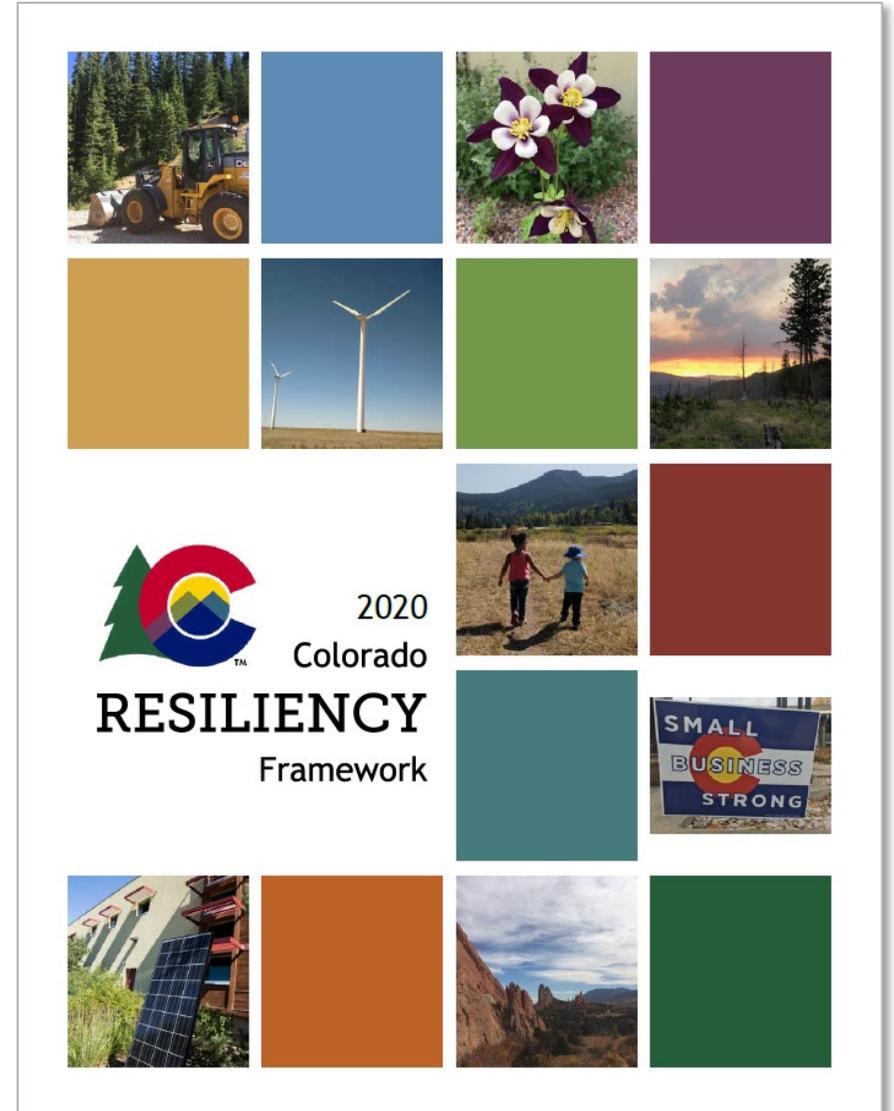


COLORADO RESILIENCY FRAMEWORK



The **2020 Colorado Resiliency Framework** is structured around:

- 6 resiliency priorities and
- 29 strategies



COLORADO RESILIENCY FRAMEWORK



Reflect the **2020 Colorado Resiliency Framework** by:

- Identifying **strategies** that might be reflected in **voluntary strategic initiative sections** throughout Metro Vision (upcoming conversation)
- Focusing the theme “A safe and resilient built and natural environment” on two of the six priorities (others reflected elsewhere)



2020
Colorado

RESILIENCY
Framework



Climate & Natural Hazard Resiliency

Reduce Colorado’s risk from climate change and natural hazards through integrated land use, ecosystem, and natural resource planning, management, and investment.



Building & Infrastructure Sustainability

Reimagine and modernize Colorado’s built environment to be both climate and hazard resilient and environmentally sustainable.

A SAFE AND RESILIENT NATURAL AND BUILT ENVIRONMENT (continued)

~~The region values, protects and connects people to its diverse natural resource areas, open space, parks and trails.~~



*Eliminate outcome,
BUT "REHOME"
OBJECTIVES*

- ~~• **Protect a variety of open spaces.**
Protect and restore natural resources of local and regional significance.~~
- ~~• **Connect people to natural resource and recreational areas.**
Improve opportunities for recreation and access to nature.~~
- ~~• **Improve multimodal linkages to and between the region's parks, open spaces and developed areas.**~~

Move to urban growth outcome (see next slide)

Move to outcome: The built and natural environment supports healthy and active choices. (see in two slides)

**Click to see
as adopted**



AN EFFICIENT AND PREDICTABLE DEVELOPMENT PATTERN (continued)

Through a coordinated effort between DRCOG and local communities, new urban development occurs in an orderly and compact pattern within regionally designated growth areas.

Proposed water plan related moves

[Click to see as adopted](#)

- **Contain urban development in locations designated for urban growth and services.**
- Monitor and increase awareness of the region's existing and planned urban footprint.
- Coordinate local and regional urban growth priorities in order to improve forecasting, planning and investment decisions.
- **Protect a variety of open spaces.**
- **Protect and restore natural resources of local and regional significance.**
- **Support continued agricultural capacity in the region.**
- **Maximize the efficient use of municipal and industrial water.**
- **Conserve significant agricultural lands.**

Move from open space outcome. (see previous slide)



HEALTHY, INCLUSIVE AND LIVABLE COMMUNITIES

The built and natural environment supports healthy and active choices.

- Increase access to amenities that support healthy, active choices.
- Increase safe and convenient active transportation options for all ages and abilities.
- Expand the regional trail network.
- Connect people to natural resource and recreational areas.
- Improve opportunities for recreation and access to nature.
- Improve multimodal linkages to and between the region's parks, open spaces and developed areas.

Click to see
as adopted

Move from outcome: The region values, protects and connects people to its diverse natural resource areas, open space, parks and trails. (see two slides previous)



A SAFE AND RESILIENT NATURAL AND BUILT ENVIRONMENT (continued)

~~The region's working agricultural lands and activities contribute to a strong regional food system.~~

- ~~• Support continued agricultural capacity in the region.~~
- ~~• Conserve significant agricultural lands.~~
- ~~• Increase access to healthy and local foods.~~
- ~~• Increase the efficiency of food distribution.~~



Eliminate outcome, BUT "REHOME" OBJECTIVES

Proposed water plan related moves

Move as part of proposal to better reflect Accountable Health Communities (AHC) work at DRCOG

Move as part of proposal to reflect Greenhouse Gas Pollution (GHG) Reduction Roadmap (more Roadmap-related adjustments to come)

Click to see as adopted



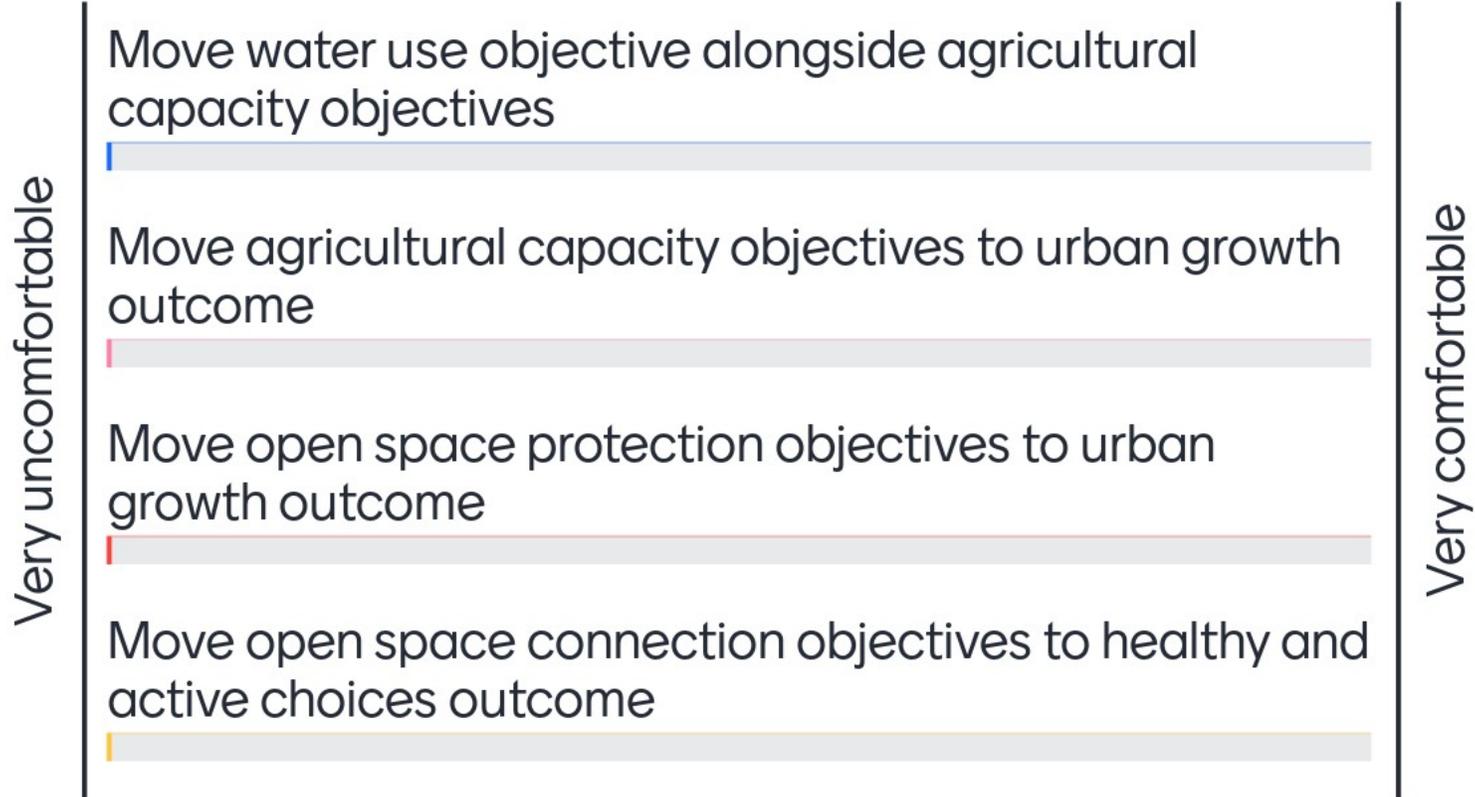
INTERACTIVE QUESTIONS



1. Open a **new browser window** or a browser **window on another device**
2. Go to www.menti.com
3. Type in the **code** provided



What's your comfort level with staff's proposal to:

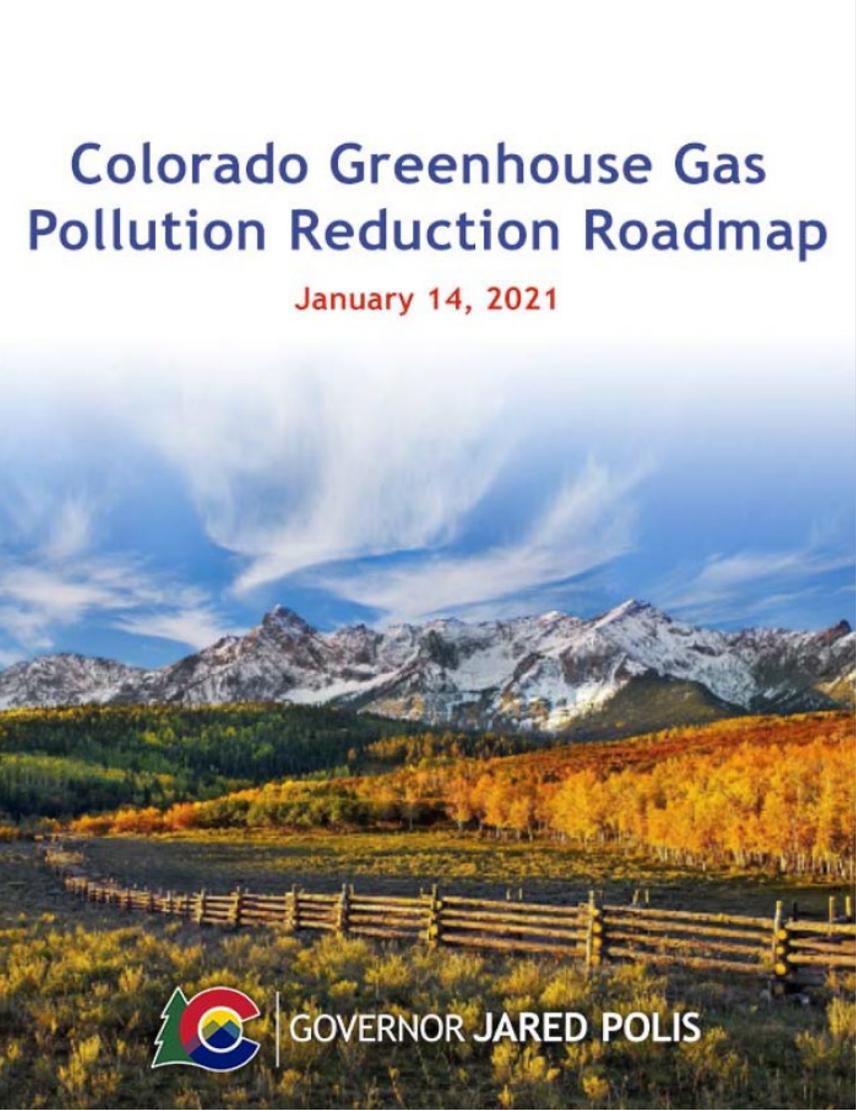


GREENHOUSE GAS POLLUTION REDUCTION ROADMAP



Reflect **GHG Roadmap (2021)** in order to:

- Align with state's direction under 2019's **House Bill 1261** (HB-19-1261)
- Focus on energy use and GHG emissions separate from other air pollution **where there is a clear local and/or regional role**



The image shows the cover of the 'Colorado Greenhouse Gas Pollution Reduction Roadmap' report. The title is in a dark blue font at the top. Below the title is the date 'January 14, 2021' in a smaller red font. The background of the cover is a scenic photograph of a Colorado landscape with snow-capped mountains, a forest of trees with vibrant autumn foliage in shades of yellow and orange, and a wooden fence in the foreground. At the bottom left of the cover is the Colorado state logo, and at the bottom right is the text 'GOVERNOR JARED POLIS'.

Colorado Greenhouse Gas Pollution Reduction Roadmap

January 14, 2021



GOVERNOR JARED POLIS

A SAFE AND RESILIENT NATURAL AND BUILT ENVIRONMENT

The region has clean water and air, and lower greenhouse gas emissions.

Convert to two separate objectives

Revise, add and "rehome" supporting objectives

Move from outcome: The region's working agricultural lands and activities contribute to a strong regional food system.

Click to see as adopted

- **Improve air quality and reduce greenhouse gas emissions.**
- Increase collaboration with local and regional partners on air quality initiatives.
- Increase public awareness of air quality issues.
- **Reduce greenhouse gas emissions**
- Improve the fuel economy and increase the electrification of the region's vehicle fleet.
- **Improve the energy efficiency of new and existing buildings.**
- **Increase collaboration with local and regional partners for waste reduction and diversion in the region's wasteshed.**
- **Increase collaboration with local, regional and state partners on incentivizing local land use decisions that reduce growth in driving.**
- **Increase the efficiency of food distribution.**
- ...



ACCOUNTABLE HEALTH COMMUNITY (AHC)



Lessons from **Accountable Health Community (2017-)** effort at DRCOG:

- Improving health outcomes involves more than access to health care.
- Health-related social needs include **housing**, **transportation** and **food** security.



HEALTHY, INCLUSIVE AND LIVABLE COMMUNITIES

The region's residents have expanded connections to health services.

Move supporting objective

New objective and supporting objective

Click to see as adopted

- Improve transportation connections to health care facilities and service providers.
- ~~Increase awareness and knowledge of community health and wellness issues and support networks.~~
- Increase collaboration among stakeholders at the local, regional and state levels.
- Locate health services in accessible areas.
- **Improve connections to and increase the capacity of community resources that improve health outcomes.**
- ~~Increase awareness and knowledge of community health and wellness issues and support networks.~~
- **Increase access to healthy and local foods.**
- **Locate community resources in accessible and underserved areas.**

Move from agricultural capacity objective



HEALTHY, INCLUSIVE AND LIVABLE COMMUNITIES

Diverse housing options meet the needs of residents of all ages, incomes and abilities.

New supporting objective



- **Diversify the region's housing stock.**
- Increase the supply of housing attainable for a variety of households.
- Improve the security and quality of housing opportunities.
- Increase opportunities for diverse housing accessible by multimodal transportation.

**Click to see
as adopted**





Joint initiative launched in 2019 by:

- Denver Metro Chamber of Commerce,
- Metro Denver Economic Development Corporation and
- Denver Metro Chamber Leadership Foundation

Visit
denverchamber.org/prosper-colorado/

“Prosper CO brings together the public, private and nonprofit sectors to **identify, understand and eliminate the barriers to opportunity in Colorado.**”

A VIBRANT REGIONAL ECONOMY

All residents have access to a range of transportation, employment, commerce, housing, educational, cultural and recreational opportunities.

New supporting objective

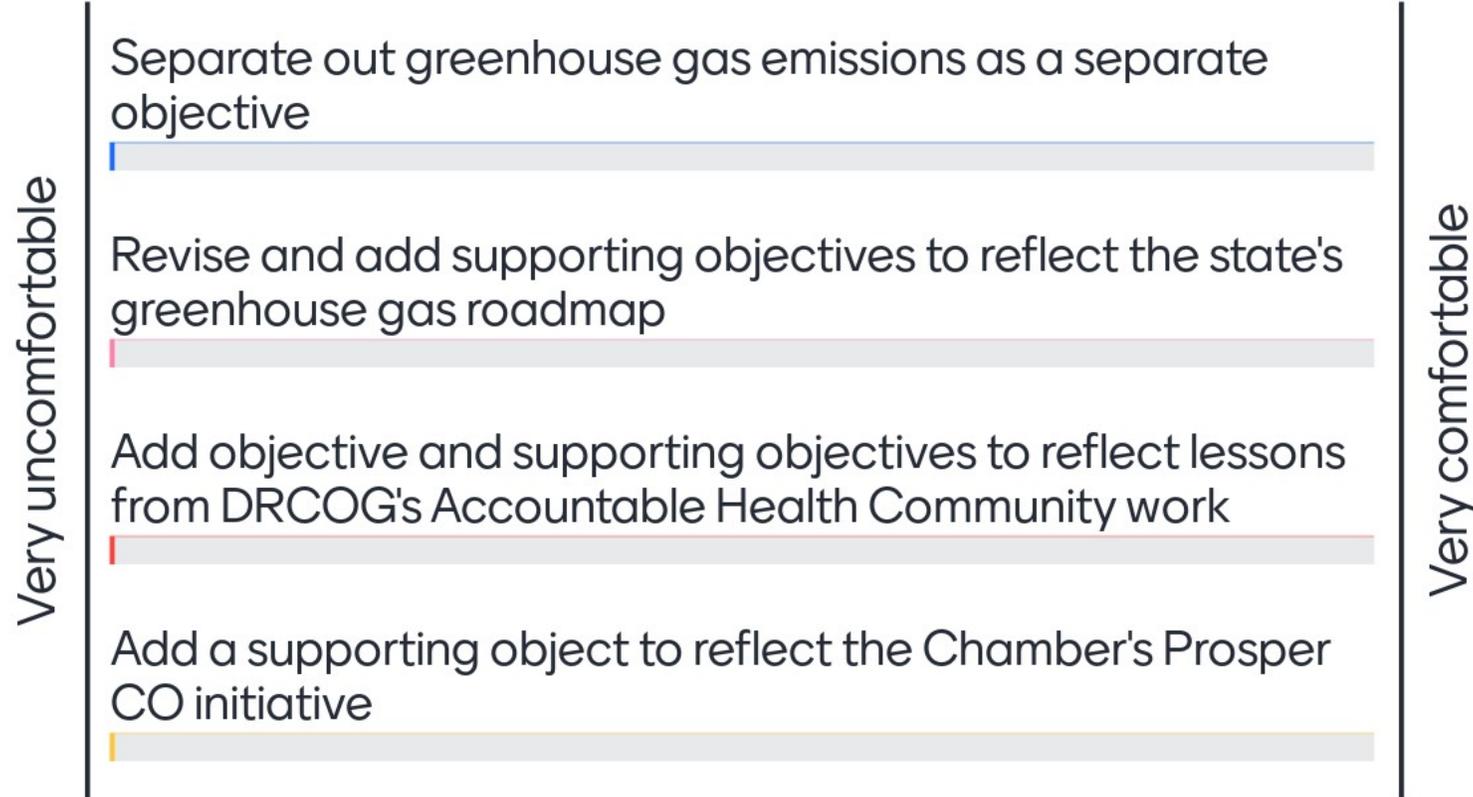


- **Improve access to opportunity.**
- Improve the flow of people, goods, services and information within and through the region.
- Improve access for traditionally underserved populations.
- Improve access to and from the region's developed and emerging housing and employment centers.
- Increase collaboration with local and regional partners on the availability and accessibility of quality job and entrepreneurship opportunities.

**Click to see
as adopted**



What's your comfort level with staff's proposal to:



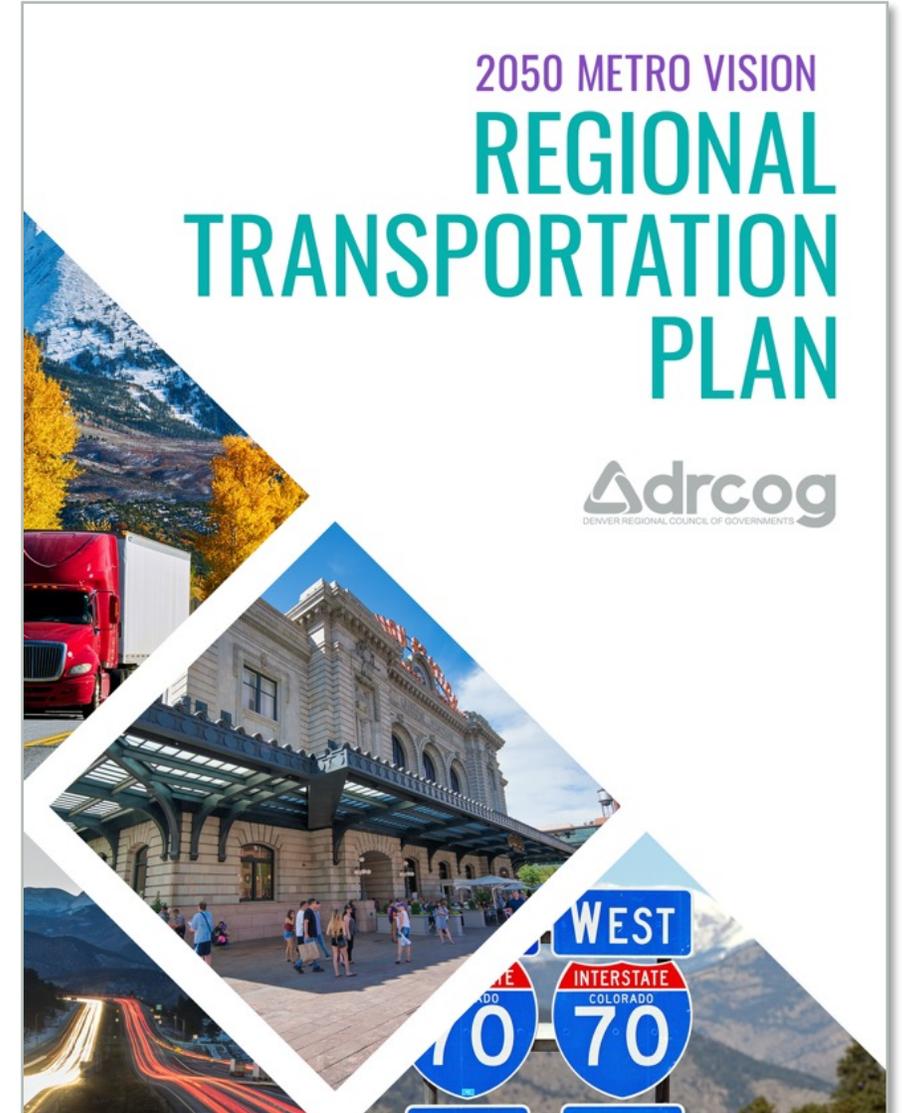
2050 METRO VISION REGIONAL TRANSPORTATION PLAN



Out for **public comment** now!

Integrating board-adopted plans and priorities, including:

- Taking Action on Regional Vision Zero (2020)
- Denver Regional Active Transportation Plan (2019)



Do you have any concerns to be discussed or addressed before staff advances this proposal?





THANK YOU!
QUESTIONS?

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AS ADOPTED OUTCOMES AND OBJECTIVES

AN EFFICIENT AND PREDICTABLE DEVELOPMENT PATTERN

The region is comprised of diverse, livable communities.

- **Improve the diversity and livability of communities.**
- Encourage development patterns and community design features that meet the needs of people of all ages, incomes and abilities.
- Preserve and leverage the unique characteristics of the region's communities.
- Promote investment/reinvestment in existing communities.

**No changes
proposed**



AN EFFICIENT AND PREDICTABLE DEVELOPMENT PATTERN (continued)

Through a coordinated effort between DRCOG and local communities, new urban development occurs in an orderly and compact pattern within regionally designated growth areas.

- **Contain urban development in locations designated for urban growth and services.**
- Monitor and increase awareness of the region's existing and planned urban footprint.
- Coordinate local and regional urban growth priorities in order to improve forecasting, planning and investment decisions.


Back to Water
Plan change

Back to
Resiliency
Framework
change

AN EFFICIENT AND PREDICTABLE DEVELOPMENT PATTERN (continued)

Connected urban centers and multimodal corridors throughout the region accommodate a growing share of the region's housing and employment.

- **Increase housing and employment in urban centers.**
- Increase public/private investment and partnerships in urban centers.
- Increase transit service and ridership within and to urban centers.
- Invest in multimodal enhancements along corridors.

**No changes
proposed**



A CONNECTED MULTIMODAL REGION

The regional transportation system is well-connected and serves all modes of travel.

- **Improve and expand the region's multimodal transportation system, services and connections.**
- Improve the capacity of the multimodal regional roadway system.
- Improve the region's comprehensive transit system, including the timely completion of the FasTracks program.
- Improve pedestrian and bicycle accessibility.
- Improve interconnections of the multimodal transportation system within and beyond the region for people and freight.
- Expand travel demand management services and strategies.

**Back to MVRTP
slide**



A CONNECTED MULTIMODAL REGION (continued)

The transportation system is safe, reliable and well-maintained.

- **Operate, manage and maintain a safe and reliable transportation system.**
- Maintain existing and future transportation facilities in good condition.
- Improve transportation system performance and reliability.
- Improve transportation safety and security.

**Back to MVRTP
slide**



A SAFE AND RESILIENT NATURAL AND BUILT ENVIRONMENT

The region has clean water and air, and lower greenhouse gas emissions.

- **Improve air quality and reduce greenhouse gas emissions.**
- Increase collaboration with local and regional partners on air quality initiatives.
- Increase public awareness of air quality issues.
- Reduce greenhouse gas emissions
- Improve the fuel economy of the region's vehicle fleet.
- **Improve the efficient use and quality of the region's waters.**
- Increase collaboration with local and regional partners on water quality initiatives.
- Increase public awareness of water quality issues.
- Maximize the efficient use of municipal and industrial water.

**Back to water
plan change**

**Back to GHG
roadmap
change**



A SAFE AND RESILIENT NATURAL AND BUILT ENVIRONMENT (continued)

The region values, protects and connects people to its diverse natural resource areas, open space, parks and trails.

- **Protect a variety of open spaces.**
- Protect and restore natural resources of local and regional significance.
- **Connect people to natural resource and recreational areas.**
- Improve opportunities for recreation and access to nature.
- Improve multimodal linkages to and between the region's parks, open spaces and developed areas.

Back to
Resiliency
framework
change



A SAFE AND RESILIENT NATURAL AND BUILT ENVIRONMENT (continued)

The region's working agricultural lands and activities contribute to a strong regional food system.

- **Support continued agricultural capacity in the region.**
- Conserve significant agricultural lands.
- Increase access to health and local foods.
- Increase the efficiency of food distribution.

**Back to
Resiliency
framework
change**



A SAFE AND RESILIENT NATURAL AND BUILT ENVIRONMENT (continued)

The risks and effects of natural and human-created hazards are reduced.

- **Reduce the risk of hazards and their impact.**
- Increase open space in high risk areas.
- Limit new development in areas susceptible to hazards.
- Increase the use of best practices in land use planning and management to decrease risk.
- Promote integrated planning and decision-making in hazard mitigation.
- **Improve disaster response.**
- Enhance community resiliency.
- Increase interagency coordination.

**No changes
proposed**



HEALTHY, INCLUSIVE AND LIVABLE COMMUNITIES

The built and natural environment supports healthy and active choices.

- **Increase access to amenities that support healthy, active choices.**
- Increase safe and convenient active transportation options for all ages and abilities.
- Expand the regional trail network.

**Back to
Resiliency
framework
change**



HEALTHY, INCLUSIVE AND LIVABLE COMMUNITIES

The region's residents have expanded connections to health services.

- **Improve transportation connections to health care facilities and service providers.**
- Increase awareness and knowledge of community health and wellness issues and support networks.
- Increase collaboration among stakeholders at the local, regional and state levels.
- Locate health services in accessible areas.

**Back to AHC
change**



HEALTHY, INCLUSIVE AND LIVABLE COMMUNITIES

Diverse housing options meet the needs of residents of all ages, incomes and abilities.

- **Diversify the region's housing stock.**
- Increase the supply of housing attainable for a variety of households.
- Increase opportunities for diverse housing accessible by multimodal transportation.

**Back to AHC
change**



A VIBRANT REGIONAL ECONOMY

All residents have access to a range of transportation, employment, commerce, housing, educational, cultural and recreational opportunities.

- **Improve access to opportunity.**
- Improve the flow of people, goods, services and information within and through the region.
- Improve access for traditionally underserved populations.
- Improve access to and from the region's developed and emerging housing and employment centers.

**Back to
Prosper CO
change**



A VIBRANT REGIONAL ECONOMY (continued)

Investments in infrastructure and amenities allow people and businesses to thrive and prosper.

- **Improve the region's competitive position.**
- Invest in the region's infrastructure to ensure the region remains globally competitive.
- Increase awareness of key regional growth, transportation and economic trends based on the region's shared vision for the future.

**No changes
proposed**

