

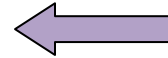
Board Officers

Jackie Millet, Chair
Elise Jones, Vice Chair
Bob Roth, Secretary
Herb Atchison, Treasurer
Sue Horn, Immediate Past Chair
Jennifer Schaufele, Executive Director

AGENDA
METRO VISION ISSUES COMMITTEE
Wednesday, April 1, 2015



4 p.m.



1290 Broadway
Independence Pass Conference Room

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 March 4, 2015 Meeting
(Attachment A)

INFORMATIONAL ITEMS

4. Presentation on Metro Vision Foundational Measures
(Attachment B) Brad Calvert, Metro Vision Manager, Regional Planning & Operations
5. Presentation on key elements from the *Regional Resiliency* element of Metro Vision
(Attachment C) Brad Calvert, Metro Vision Manager, Regional Planning & Operations
6. Presentation on Metro Vision 2035/Draft Metro Vision "Cross Walk"
(Attachment D) Brad Calvert, Metro Vision Manager, Regional Planning & Operations

ADMINISTRATIVE ITEMS

7. Other Matters
8. **Next Meeting – May 6, 2015**
9. Adjournment

***Motion Requested**

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

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METRO VISION ISSUES COMMITTEE MEETING SUMMARY

March 4, 2015

MVIC Members Present: Bob Roth – Aurora; Eva Henry – Adams County; Bill Holen – Arapahoe County; Tim Plass – Boulder; Elise Jones – Boulder County; Cathy Noon – Centennial; Robin Kniech, Anthony Graves – Denver; Roger Partridge – Douglas County; Don Rosier – Jefferson County; Marjorie Sloan – Golden; Ron Rakowsky – Greenwood Village; Shakti – Lakewood; Phil Cernanec – Littleton; Jackie Millet – Lone Tree; Ashley Stolzmann – Louisville; Joyce Downing – Northglenn; John Diak – Parker; Herb Atchison – Westminster.

Others present: Mac Callison – Aurora; Joe Fowler – Douglas County; Daniel Dick – Federal Heights; Kent Moorman – Thornton; Jennifer Schaufele, Executive Director, and DRCOG staff.

Call to Order

The meeting was called to order at 4:02 p.m.; a quorum was present.

Public Comment

No public comment was received.

Summary of February 4, 2015 Meeting

The summary was accepted as submitted.

Presentation on key elements from the *Efficient and Predictable Development Pattern* and *A Vibrant Regional Economy* elements of *Metro Vision*

Brad Calvert, Metro Vision Manager, provided a briefing on the *Efficient and Predictable Development Pattern* and *A Vibrant Regional Economy* element of *Metro Vision*. A link to the draft Plan was sent to all Board members after the Board Workshop, copies of the draft Plan were distributed to members. Brad noted that previous presentations have been made on Urban Centers and Growth and Development topics. Comments that may be viewed as direction to staff were requested to be provided through consensus of the group. The Plan consists of 3 volumes; the overall regional Plan is Volume 1, Volume 2 is how progress toward goals will be measured, and Volume 3 focuses on the kinds of activities that will help reach the goals. He noted that the draft document includes the outcome of nearly 3 years of stakeholder outreach and engagement, building upon what was in Metro Vision.

- Members expressed an interest in having a redlined version of the Plan.
- Members noted there seems to be a lot of redundancy in the draft Plan.
- A comment was made that compact development, environment, growth and diversity are mentioned but there is no mention of the need for an efficient, reliable transportation system. Staff and other members noted transportation is mentioned at various points throughout the Plan, and there is an entire section of the Plan devoted to transportation.
- Members expressed a desire to have just one document to review, rather than 3.
- Interest was expressed in seeing the raw data that shows current costs for housing and transportation by income level, as well as the cost of commuting.
- A request was made for an explanation of what Metro Vision is.
- A summary of the Metro Vision breakout sessions from the Board workshop should be distributed.

Metro Vision Issues Committee Summary

March 4, 2015

Page 2

Other Matters

No other matters were discussed.

Next Meeting

The next meeting is scheduled for **April 1, 2015**.

Adjournment

The meeting adjourned at 6:04 p.m.

ATTACH B

To: Chair and Members of the Metro Vision Issues Committee

From: Jennifer Schaufele, Executive Director
303-480-6701 or jschaufele@drcog.org

Meeting Date	Agenda Category	Agenda Item #
April 1, 2015	Informational Item	4

SUBJECT

Staff will provide an overview of draft Metro Vision measures and targets, including recent trend data.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

Background

Board members and alternates who attended the 2015 Board workshop were provided a copy of the current draft of the Metro Vision plan. All Board members and alternates were sent a link to the draft plan on Monday, March 2. In March, MVIC received a briefing on two draft plan elements – *A Vibrant Regional Economy* and *An Efficient and Predictable Development Pattern*. In February, staff shared key highlights from the *Healthy, Inclusive and Livable Communities* element, including the outline of housing outcomes, objectives and strategies developed by an Ad Hoc Committee of the Board.

All draft plan elements include performance measures designed to track the region's progress toward the outcomes and objectives. MVIC discussion in March focused on these performance measures, including proposed foundational measures (the *Efficient and Predictable Development Pattern* element includes three foundational measures and associated performance targets).

Today's Discussion

At the April meeting MVIC will continue the conversation on plan performance measures and targets the committee began in March. Staff will share background information on proposed foundational measures and targets, including recent trend information when available. Please see table and text below for highlights and the attached document (*Foundational Measures Supplement*) for additional details.

Foundational Measure (FM)	Baseline	Target
1 Share of region's housing and employment located in urban centers	10.2 percent of region's housing (2014) and 37.5 percent of region's employment (2010)	Increase to 25 percent of region's housing and 50 percent of region's employment by 2040

Foundational Measure (FM)	Baseline	Target
2 Housing density within the urban growth boundary/area (UGB/A)	1,154 units per square mile (2014)	25 percent increase between 2014 and 2040
3 Combined cost of housing and transportation as a percent of income as a percent of income for a median-income family	Housing costs: 29 percent Transportation costs: 20 percent Combined costs: 49 percent	Decrease to 45 percent by 2040
4 Share of the region's households that are housing cost burdened (spending 30 percent or more of income on housing)	36.2 percent (2013)	Reduce to 25 percent by 2040
5 Share of health services in urban centers, in rural town centers, within ½ mile of rapid transit stations, or within ¼ mile of high frequency bus stops	54.4 percent (2013)	Increase to 75 percent by 2040
6 Surface transportation related greenhouse gas emissions per capita	26.8 lbs./person (2010)	60 percent decrease between 2010 and 2040
7 Non-SOV (single occupancy vehicle) mode share to work	25.5 percent (2013)	Increase to 35 percent by 2040
8 Daily vehicle miles traveled (VMT) per capita	25.4 daily VMT per capita (2010)	Reduce 10 percent from the 2010 level by 2040
9 Severely congested roadways on the Regional Roadway System (RRS)	1,172 lane miles 18 percent of RRS (2011)	Not to increase above 2,000 lane miles through 2040
10 Number of surface transportation related fatalities	176 (2013)	Less than 100 per year by 2040

Key Highlights from *Foundational Measurement Supplement*:

- DRCOG staff is currently working on datasets needed to calculate trend data for housing and employment in urban centers (FM 1) – this information will be shared when available
- Between 2006 and 2014 density in the region's UGB/A increased by 7 percent (FM2)
- Combined housing and transportation costs (FM 3) measure uses the Location Affordability Index developed by USDOT and HUD – ***due to unknown data availability timelines and reliance on national cost assumptions staff is recommending this measure be removed from the foundational measures while remaining in the “secondary” measures***
- USDOT and HUD have invested in the Location Affordability Index and Portal to help consumers, lenders, planning agencies, and realtors understand the impact of housing location on the combined cost of housing and transportation.
- The share of cost burdened households decreased by 2.2 percentage points since 2010 (FM 4)
- The Colorado Department of Public Health and Environment (CDPHE) last published the health facility data set (FM 5) in December 2013 – DRCOG does not have the historic data sets needed to identify trends.

- Current planning assumptions result in a 47 percent decrease in GHG per capita (FM 6) between 2005 and 2040 compared to a 42 percent decrease if 2010 is used as the base year
- Non-SOV mode share to work (FM 7) has risen overall between 2005 and 2013, but there is no discernible trend.
- While both population and total VMT will increase significantly by 2040, per capita VMT (FM 8) may remain relatively flat. Per capita VMT dropped by 5 percent between 2005 and 2010.
- DRCOG's latest congestion report (2012) shows that that the region will have over 3,100 lane miles of severely congested roadways (FM 9) in 2040 – an increase of 166 percent over congested lane miles in 2010. (An updated congestion report will be completed this summer.)
- The number of traffic fatalities (FM 10) has steadily decreased since the early 2000s, though with some inherent variation year-by-year.

Potential Foundational Measure – Travel Costs

In March, MVIC discussed both the issues of regional housing and transportation costs. As noted above staff is recommending removing the combined cost of housing and transportation from the list of foundational measures. A closer look at the underlying methodology revealed that much of the fixed costs for transportation (i.e. vehicle costs, financing, maintenance costs, etc.) are based on a national survey of consumer expenditures. As a result changes in the Denver region may not be captured in the reported data. Additionally DRCOG staff is not aware of a published schedule as to how often this dataset will be updated.

Several of the proposed foundational measures can serve as proxies for understanding potential changes to regional household transportation costs. For example reducing VMT could lower fuel and maintenance costs. Increasing the share of people using non-SOV modes to travel to and from work may contribute to more households that are able to reduce the total number of cars in their household – the great majority of travel costs are associated with the fixed costs of auto ownership and associated costs (i.e. insurance premiums) and not variable costs like fuel and distance driven each day.

Another potential option to indirectly bring transportation costs into the proposed list of foundational measures would be to replace or supplement the existing congestion measure (FM 9) with another measure focused the impact congestion has on time. This is most commonly thought of as travel time variation – the difference between non-peak (free flow) conditions and peak (potentially congested) travel times.

Other Potential Discussion Items

- Metro Vision does not have to include targets associated with the foundational measures. If MVIC and the Board are not comfortable setting targets based on currently available information the plan can move forward without targets for the foundational measures.
- The Metro Vision draft includes approximately 75 measures that will be measured periodically. MVIC previously noted that some of these measures appear in multiple

areas and that others should be elevated to a foundational measure. Are there “secondary” measures that should be elevated?

- A full list of “secondary” measures is located in the Draft Metro Vision Plan (see link provided below under Attachment heading).

Next Steps

MVIC will continue to review the draft Metro Vision plan over the coming months. In May MVIC will discuss two elements of the draft: *A Connected Multimodal Region* and *A Safe and Resilient Built and Natural Environment*.

PREVIOUS DISCUSSIONS/ACTIONS

Previous MVIC Metro Vision Discussions/Actions:

May 7, 2014 – MVIC Meeting Summary
June 4, 2014 – MVIC Meeting Summary
July 2, 2014 – MVIC Meeting Summary
August 6, 2014 – MVIC Meeting Summary
October 1, 2014 – MVIC Meeting Summary
February 4, 2015 – MVIC Meeting Summary
March 4, 2015 – MVIC Meeting Summary

PROPOSED MOTION

N/A

ATTACHMENT

Foundational Measure Supplement (Attached)

[Draft Metro Vision Plan \(consolidated based on MVIC feedback\) - Link](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org; Brad Calvert, Metro Vision Manager, Regional Planning and Operations at 303-480-6839 or bcalvert@drcog.org

Foundational Measures Supplement

March 23, 2015

FM 1: Share of region's housing and employment located in urban centers.....	2
FM 2: Housing density within the urban growth boundary/area.....	3
FM 3: Combined cost of housing and transportation as a percent of income	4
FM 4: Share of the region's households that are housing cost burdened.....	5
FM 5: Share of health facilities in urban centers, in rural town centers, and near high frequency transit..	6
FM 6: Surface transportation related greenhouse gas emissions per capita	7
FM 7: Non-single occupancy vehicle mode share to work	8
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FM 9 (Alternate): Average travel time variation (TTV) (peak vs. off-peak)	11
FM 10: Number of traffic fatalities	12

FM 1: Share of region's housing and employment located in urban centers

FOUNDATIONAL MEASURE	BASELINE	TARGET
1 Share of region's housing and employment located in urban centers	10.2 percent of region's housing (2014) and 37.5 percent of region's employment (2010)	Increase to 25 percent of region's housing and 50 percent of region's employment by 2040

Staff is currently checking and cleaning the housing and employment data necessary to recalculate the baseline for 2014 and provide updated trend information. This measure and target will be discussed in May.

FM 2: Housing density within the urban growth boundary/area

FOUNDATIONAL MEASURE	BASELINE	TARGET
2 Housing density within the urban growth boundary/area (UGB/A)	1,154 units per square mile (2014)	25 percent increase between 2014 and 2040

Background:

- *Metro Vision 2035* included as “10% increase in density between 2000 and 2035”
- Preferred scenario from the *Metro Vision 2020 Framework* (1995) achieved a 10% increase in urban density when compared to historical development trends (projected based on 1990-1995 data)
- 10% density increase target closely tied to the extent of the future urban growth boundary/area (UGB/A)

Target:

- Language from *Metro Vision 2035* is unclear whether to look at difference from trend, urban density, UGB/A density, or overall region’s density. Language for draft measure and target attempts to clarify.
- 10% increase target from past *Metro Vision* documents predates FasTracks and the region’s rapid transit build-out, which is expected to have an impact on urban density. Based on existing trends, stakeholders suggested a more ambitious target.

Trends & Projections:

Dwelling Units	2006	2007	2008	2009	2010	2011	2012	2013	2014
In UGB/A	1,060,611	1,075,608	1,087,460	1,095,487	1,102,271	1,106,240	1,114,297	1,121,764	1,130,956
Per sq. mi. of UGB/A ¹	1,082	1,097	1,110	1,118	1,125	1,129	1,137	1,145	1,154

- Inside the 2035 UGB/A, the region already achieved a 7% increase between 2006 and 2014.

¹ This assumes 980.1 sq. mi. of the 2035 UGB/A, despite portions not having been located on maps by communities.

FM 3: Combined cost of housing and transportation as a percent of income

FOUNDATIONAL MEASURE	BASELINE	TARGET
3 Combined cost of housing and transportation as a percent of income for a median-income family	Housing costs: 29 percent Transportation costs: 20 percent Combined costs: 49 percent	Decrease to 45 percent by 2040

Background:

- Similar metrics can be found in peer regions' plans.
- Housing and transportation are typically the two largest components of a household budget, and can have a relationship (i.e. household setting can impact transportation costs).
- USDOT and HUD have invested in the Location Affordability Index and Portal to help consumers, lenders, planning agencies, and realtors understand the impact of housing location on the combined cost of housing and transportation.

Target:

- The proposed target is based on the literature accompanying the creation of USDOT and HUD's Location Affordability Index and its predecessor, the Housing + Transportation Index from the Center for Neighborhood Technology.
 - The long standing rule of thumb for spending on housing has been 30 percent of household income.
 - In contrast, transportation spending by US households has been quite variable since the 1930s. Unfortunately, all information on transportation costs included in this model rely on national sampling from the Consumer Expenditure survey conducted by the Bureau of Labor Statistics (BLS)

Trends & Projections:

- Only one years' data is available from the Location Affordability Index.
- The ability to make projections is limited by the multivariate assumptions that would have to be made regarding increases in income and other variables difficult to project out to 2040.

Staff recommends keeping this measure only as a “secondary” measure. Various household types can be reported when data is available (e.g. median income family, very low-income individual, dual-professional family, etc.)

FM 4: Share of the region's households that are housing cost burdened

FOUNDATIONAL MEASURE	BASELINE	TARGET
4 Share of the region's households that are housing cost burdened (spending 30 percent or more of income on housing)	36.2 percent (2013)	Reduce to 25 percent by 2040

Background:

- Housing cost burden occurs when a household pays more than 30 percent of their gross household income towards housing costs.
 - For renters: rent, utilities (if not paid for by landlord)
 - For owners: mortgage payments, utilities, and condominium or mobile home fees (where appropriate)
- When a household is cost burdened, the household may need to cut back in other areas to afford housing costs. This includes the ability of households to contribute to consumer spending and investment, ultimately impacting the region's economic growth and local sales tax revenues.
- Access to housing options is a factor in attracting and retaining residents, including a strong work force that allows for continued growth and economic vitality.
- Access to housing options can allow those on fixed incomes, such as retired seniors, to remain independent.

Target:

- While an ideal target may be that no household is cost burdened, some households may continue to choose to spend more on housing.

Trends & Projections:

	2010	2011	2012	2013	Change
Housing Units with Cost Data	1,077,060	1,089,893	1,102,977	1,114,261	37,201
Occupied by Cost Burdened Household	413,052	410,862	408,193	403,089	-9,963
Share Cost Burdened	38.3%	37.7%	37.0%	36.2%	-2.2%

- The table above and chart below show that cost burdened households have decreased in the region from 2010 to 2013. In 2010, 38.4 percent of households were cost burdened. It decreased to 36.2 percent in 2013.
- As the region has come out of recession, the share of cost burdened households has decreased by 0.7% per year, on average.

FM 5: Share of health facilities in urban centers, in rural town centers, and near high frequency transit

FOUNDATIONAL MEASURE	BASELINE	TARGET
5 Share of health facilities in urban centers, in rural town centers, within ½ mile of rapid transit stations, or within ¼ mile of high frequency bus stops	54.4 percent (2013)	Increase to 75 percent by 2040

Background:

- One way to measure the ability of the region’s residents to access health care is by looking at the number of facilities that are connected to high-frequency transit or are located in one of the region’s urban centers or rural town centers.
- Increased access to these facilities benefits patients and clients, but also employees in this rapidly growing employment sector.
- The Colorado Department of Public Health & Environment (CDPHE) publishes a dataset containing the locations of all health facilities regulated by the state. This list is not inclusive of all types of health services, but remains the best available source of data with precise location information. Health facilities listed in the CDPHE dataset include a variety of facility types, such as community clinics, hospitals, and nursing homes.

Target:

- Several factors may indicate that a target for an increasing share of health facilities in proximity to high frequency transit and urban and rural town centers may be achievable:
 - The rapid transit network is expanding, opening up new sites for health care facilities with access to transit while connecting existing facilities.
 - Communities are designating new urban centers around major health facilities, which often serve as significant concentrations of employment (i.e. Fitzsimons).

Trends & Projections:

- Historical data from CDPHE is not currently available to analyze trends.
- The footprint of health care is rapidly changing. Projections are difficult with many moving variables: changes in transit frequency, new urban centers, new and moving health facilities, etc.
- Despite the difficulty with projections, the health sector is expanding as the population continues to grow and age, providing more opportunities to increase the share.

FM 6: Surface transportation related greenhouse gas emissions per capita

FOUNDATIONAL MEASURE	BASELINE	TARGET
6 Surface transportation related greenhouse gas emissions per capita	26.8 lbs./person (2010)	60 percent decrease between 2010 and 2040

Background:

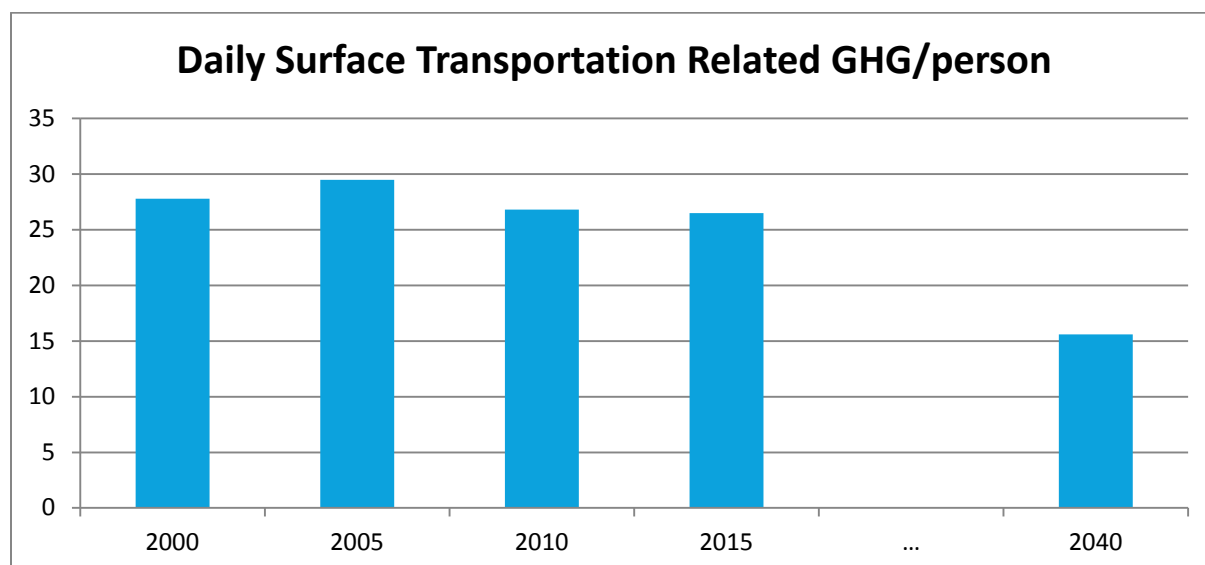
- Surface transportation greenhouse gas (GHG) emissions are associated with the burning of motor vehicle fuels.
- *Metro Vision 2035* established a target to decrease in greenhouse gas emissions by 60% between 2005 and 2035.

Target:

- Current projections indicate a reduction in fuel burned because of more efficient engines and an increase in the number of alternative fuel motor vehicles (e.g., electricity and natural gas).
- The proposed target aims for further decreases due not only to improved fuel economy but also through strategies and actions in *Metro Vision 2035* to reduce VMT and offer alternative travel choices.

Trends & Projections:

- The region has been experiencing reductions in per capita greenhouse gas (GHG) emissions since 2005.
- Current air quality model projections to 2040 indicate a further significant decrease:
 - 47 percent decrease (2005 to 2040)
 - 42 percent decrease (2010 to 2040)



FM 7: Non-single occupancy vehicle mode share to work

FOUNDATIONAL MEASURE	BASELINE	TARGET
7 Non-SOV (single occupancy vehicle) mode share to work	25.5 percent (2013)	Increase to 35 percent by 2040

Background:

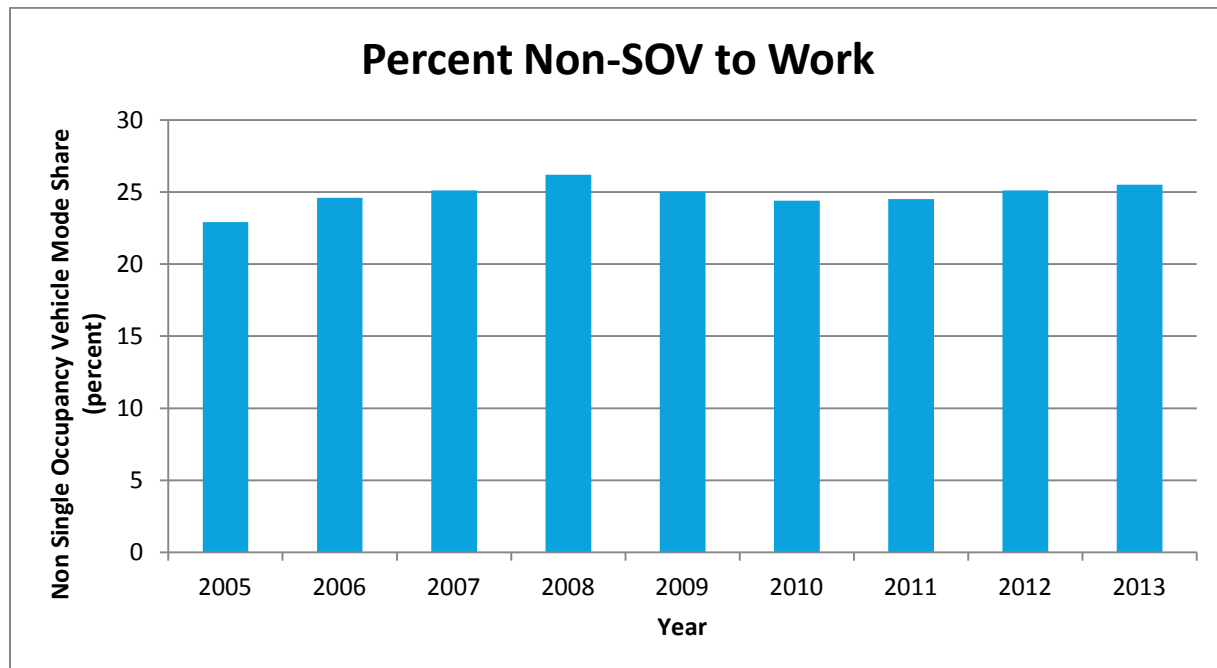
- *Metro Vision 2035* included a target for single occupancy vehicle (SOV) mode share: “65% of trips to work by SOV” by 2035.
- The data available to track this measure comes from the Census’ American Community Survey, which only measures work trips.

Target:

- The new proposed target is for non-SOV mode share, rather than SOV share.
- While there has been a small increase in non-SOV mode share to work in recent years, the draft *Metro Vision* proposes to retain the target from past versions as it is closely aligned with per capita VMT reductions and greenhouse gas reductions.

Trends & Projections:

- Non-SOV mode share to work has risen overall between 2005 and 2013, but there is no discernible trend.
- The largest percentage of non-SOV travel was experienced in 2008 at 26.2%



FM 8: Daily vehicle miles traveled per capita

FOUNDATIONAL MEASURE	BASELINE	TARGET
8 Daily vehicle miles traveled (VMT) per capita	25.4 daily VMT per capita (2010)	Reduce 10 percent from the 2010 level by 2040

Background:

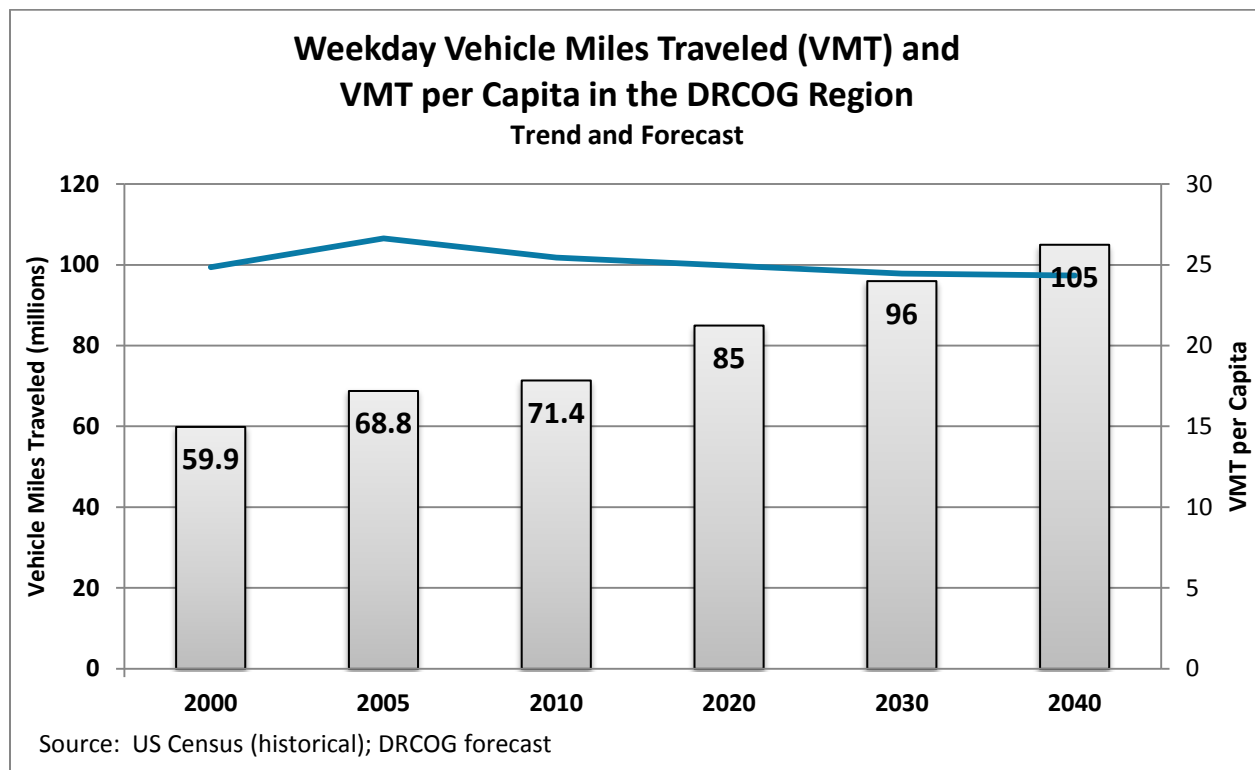
- A reduction in per capita VMT would help the region meet various draft plan outcomes and objectives related to air quality, congestion, household transportation costs, and infrastructure investment.
- *Metro Vision 2035* included a target for a “10% decrease in daily VMT per capita between 2005 and 2035.”

Target:

- The draft *Metro Vision* proposes to retain the target from *Metro Vision 2035*.

Trends & Projections:

- VMT per capita decreased five percent between 2005 and 2010.
- VMT per capita is decreasing or holding steady even as total VMT has increased.



FM 9: Severely congested roadways on the Regional Roadway System

FOUNDATIONAL MEASURE	BASELINE	TARGET
9 Severely congested roadways on the Regional Roadway System (RRS)	1,172 lane miles (2011)	Not to increase above 2,000 lane miles through 2040

Background:

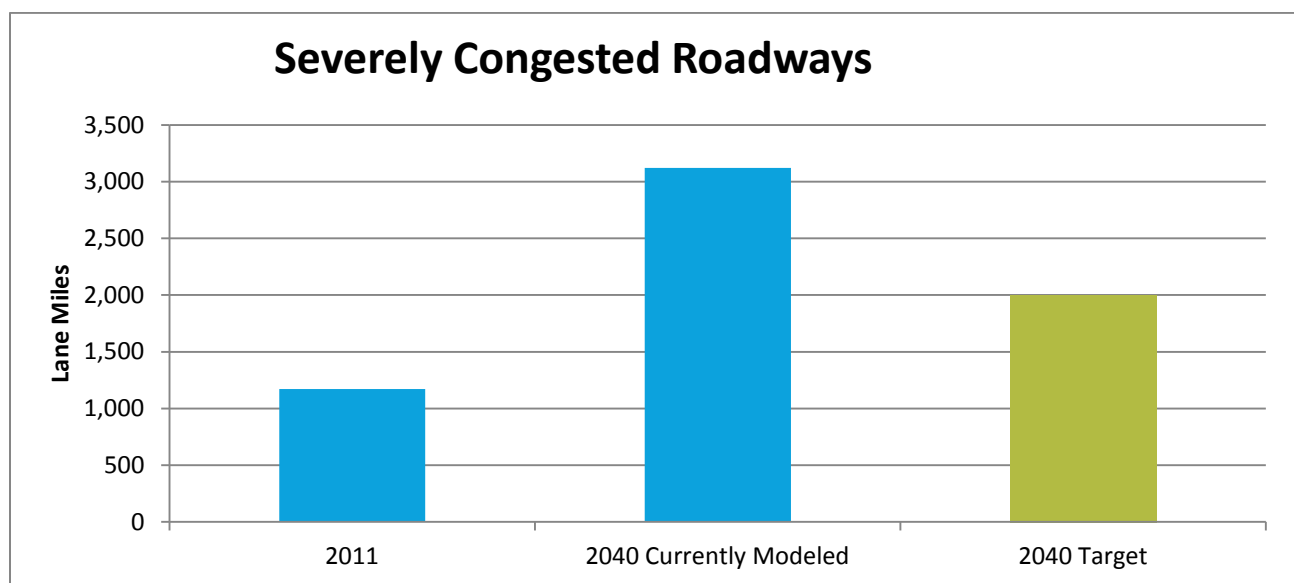
- Growth in total VMT and population (+1.2 million by 2040) will result in additional congested roadway miles.
- Traffic congestion is one of the topics covered by the national performance goals created by Congress.
- Severely congested roadways are defined as those experiencing congestion for 3+ hours a day.

Target:

- The target recognizes that traffic congestion will increase as the region grows.
- With the proposed target, draft *Metro Vision* strategies and actions can seek to limit the forecasted congestion increase to 2,000 lane miles or less.

Trends & Projections:

- The Congestion Management Program (CMP) forecasts that the number of congested roadway miles will nearly triple by 2040 to approximately 3,100 lane miles.



FM 9 (Alternate): Average travel time variation (TTV) (peak vs. off-peak)

Background:

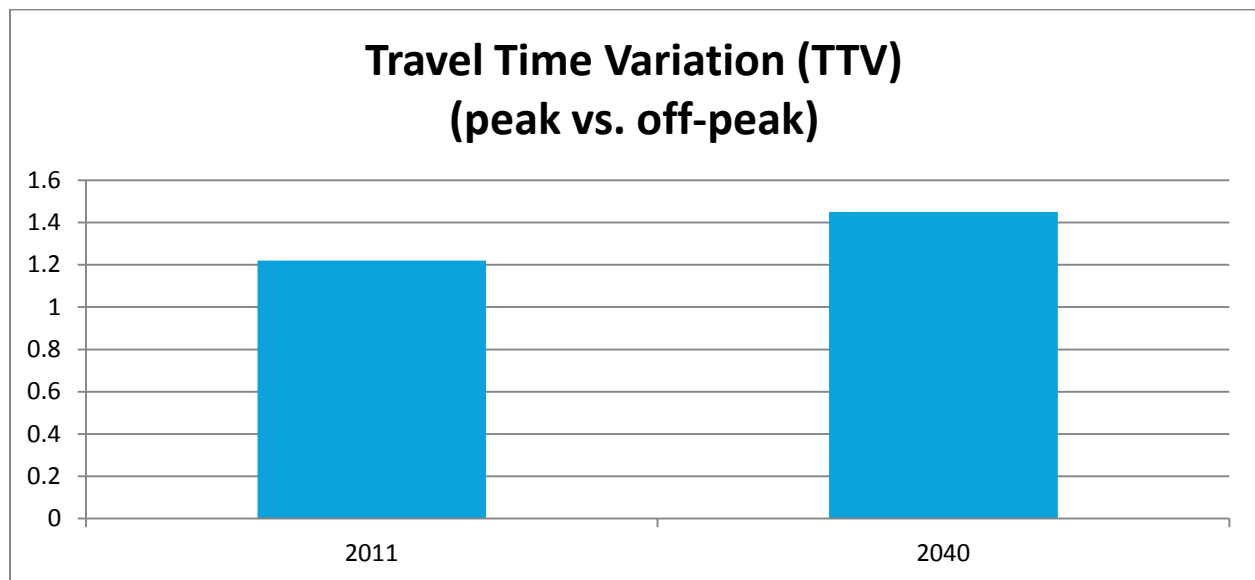
- An alternate way of looking at congestion is travel time variation (TTV): The TTV measures how much longer a trip will take in rush hour than in non-rush hour. For example, the average rush hour trip in 2011 took 20% longer than during non-rush hour.
- More reliable travel times reduce the amount of delay faced by drivers, passengers, and trucks on the roadway system during peak periods.

Target:

- The Congestion Management Program (CMP) forecasts a TTV increase from 1.2 to 1.45 by 2040.
- Suggested target: TTV of 1.33 (average peak trip no more than 1/3 higher than in off-peak)
- The suggested target follows the lead of the existing FM 9 - there will still be an increase in TTV by 2040, also due to population growth, but seeks to limit that increase.

Trends and Projections:

- Travel time variation is forecast to increase from 1.22 in 2011 to 1.45 in 2040 (an increase of 19%)



FM 10: Number of traffic fatalities

FOUNDATIONAL MEASURE	BASELINE	TARGET
10 Number of traffic fatalities	176 (2013)	Less than 100 per year by 2040

Background:

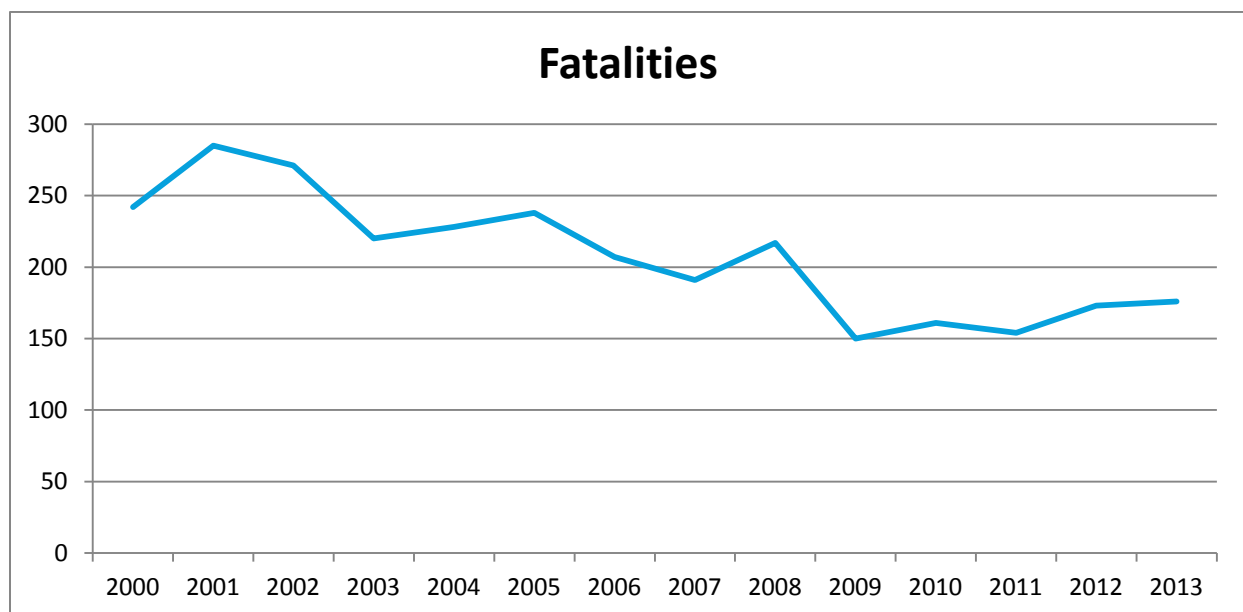
- Traffic fatalities are covered by the national performance goals created by Congress. CDOT is also setting statewide safety targets.
- The goal for USDOT and CDOT is to keep moving *Towards Zero Deaths*.

Target:

- A nearly 45% reduction in fatalities will be required to meet this target.

Trends & Projections:

- The overall recent trend for fatalities is downward.
- Improvements in vehicle technology, emergency response, enforcement efforts, education, and other safety improvements will likely help continue this trend.



ATTACH C

To: Chair and Members of the Metro Vision Issues Committee

From: Jennifer Schaufele, Executive Director
303-480-6701 or jschaufele@drcog.org

Meeting Date	Agenda Category	Agenda Item #
April 1, 2015	Informational Item	5

SUBJECT

Staff will provide an overview of how the draft Metro Vision plan incorporates the issues of regional resiliency.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

Background

The DRCOG Board last adopted a major update to Metro Vision in February 2011. For nearly three years, DRCOG staff worked with the Board, member governments, partner agencies, regional stakeholders and the public to transform the Metro Vision plan into a shared vision for action. At the Board's 2013 workshop resilient infrastructure and communities were noted as potential points of emphasis for the current update. The importance of regional resiliency was echoed by stakeholders throughout the plan development process.

Board members and alternates present at the 2015 Board workshop began an initial conversation on the importance of regional resiliency as an overarching theme in Metro Vision. Workshop participants stressed the importance of regional resiliency and the need to define and describe the term in ways that meet the needs of our diverse region.

Today's Discussion

As drafted, the Metro Vision plan element entitled *A Safe and Resilient Built and Natural Environment* most directly addresses the issues of resiliency. This element includes numerous references to resiliency including a plan outcome to reduce the risk and effect of natural hazards and disasters. In general terms the draft plan defines resiliency as the ability to respond and recover from major events. The draft plan further describes several strategies to enhance community resiliency, including limiting new development in areas recognized as a high risk areas and promoting integrated planning and decision making.

Objectives and strategies aimed at supporting other plan outcomes that may also increase regional resiliency are included throughout the draft plan. Examples include:

- Objective 5.4: Provide efficient interconnections of the transportation system within and beyond the region

- Strategy 7.2(c): Address the needs of older adults and mobility-limited populations in upgrading and redeveloping existing transportation facilities.
- Strategy 12.2(a): Expand opportunities for local food production and processing
- Objective 13.1: Improve connections to health care facilities and service providers
- Objective 14.1: Increase the regional supply of ownership and rental housing that is affordable to a variety of households at all income levels
- Strategy 15.1(a): Invest in the region's infrastructure to ensure the region remains globally competitive

At the April meeting staff requests initial guidance from MVIC on potential ways to more fully integrate the concept of resiliency into the Metro Vision draft. Potential areas of discussion include:

- Does MVIC have a suggested working definition to include the draft plan?
- How can MVIC use the "lens" of resiliency as the committee guides staff toward a document for the Board?
- Are there particular plan elements that would benefit most from an increased emphasis on this topic?
- How can the importance of regional resiliency be captured in the plan's measures and targets?

Next Steps

MVIC will continue to review the draft Metro Vision plan over the coming months. In May MVIC will discuss two elements of the draft: *A Connected Multimodal Region* and *A Safe and Resilient Built and Natural Environment*.

PREVIOUS DISCUSSIONS/ACTIONS

Previous MVIC Metro Vision Discussions/Actions:

May 7, 2014 – MVIC Meeting Summary
June 4, 2014 – MVIC Meeting Summary
July 2, 2014 – MVIC Meeting Summary
August 6, 2014 – MVIC Meeting Summary
October 1, 2014 – MVIC Meeting Summary
February 4, 2015 – MVIC Meeting Summary
March 4, 2015 – MVIC Meeting Summary

PROPOSED MOTION

N/A

ATTACHMENT

[Draft Metro Vision Plan \(consolidated based on MVIC feedback\) - Link](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org; Brad Calvert, Metro Vision Manager, Regional Planning and Operations at 303-480-6839 or bcalvert@drcog.org

ATTACH D

To: Chair and Members of the Metro Vision Issues Committee

From: Jennifer Schaufele, Executive Director
303-480-6701 or jschaufele@drcog.org

Meeting Date	Agenda Category	Agenda Item #
April 1, 2015	Information	6

SUBJECT

Staff has developed a crosswalk between Metro Vision 2035 (February 2011) and the Draft Metro Vision (March 2015) under consideration. This crosswalk will be presented and instructions will be provided to maximize the usefulness of this tool.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

DRCOG staff was asked by various Board Members to create a redline version of the current draft of the Metro Vision plan that was presented at the 2015 Board workshop, which would identify new and deleted language from Metro Vision 2035. Because the format for the current draft Metro Vision plan has been significantly reorganized to reflect DRCOG's new strategic planning model, staff created a crosswalk to identify linkages between Metro Vision 2035 content and the current draft Metro Vision outcomes, objectives, and strategies.

The attached crosswalk provides a linkage between these two documents to help one more easily identify: new elements in the draft Metro Vision, the location of reorganized content from Metro Vision 2035 in the draft Metro Vision, and other topical additions and subtractions. The attachment also describes the new structure inside the draft Metro Vision, based on the new strategic planning model at DRCOG.

Next Steps

Staff will present and provide this crosswalk to the Board on April 15.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Metro Vision 2035 (2011) to Draft Metro Vision (Mar. 2015) Crosswalk

ADDITIONAL INFORMATION

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Metro Vision 2035 (2011) to DRAFT Metro Vision (Mar. 2015) Crosswalk

DRCOG is undertaking a significant update to *Metro Vision*. This document will help trace the changes between *Metro Vision 2035 (2011)* and the *DRAFT Metro Vision (Mar. 2015)*. The current draft of *Metro Vision* was directly shaped by several years of stakeholder and public engagement. The DRCOG Board of Directors began their review of the draft plan in February 2015. Board review is expected to take several months with a public review draft released later this summer. The major changes between the currently adopted plan (*Metro Vision 2035*) and the current Board review draft fall into four categories:

1. **New elements:** *Metro Vision 2035* was organized around three elements (or sections). The March *Metro Vision* draft includes five elements, including two new elements.
2. **Reorganization of carried-over elements:** The three continuing elements from *Metro Vision 2035* are organized based on a new organizational framework shaped by DRCOG's strategic planning model. Much of the content from *Metro Vision 2035* remains in the March *Metro Vision* draft.
3. **Revisions to carried-over elements:** A few topics were removed or added to the three continuing elements from *Metro Vision 2035*. These changes were informed by significant stakeholder input.
4. **Measures and supportive actions:** The *Metro Vision* draft includes a suite of performance measures to help the region track progress toward the draft outcomes and objectives going forward. It also includes potential actions that local and regional entities could take to support the same outcomes and objectives. Previous Board actions and stakeholder input lead to the focus on plan performance measures and potential actions.

1. New Elements

Over the course of nearly three years, DRCOG staff worked closely with the DRCOG Board and its policy committees, member governments, partner agencies, a host of other regional stakeholders, and the community at large to create a new *Metro Vision* draft that captures a shared vision for the future of the Denver Metro Area. Consequently, the resulting March *Metro Vision* draft reflects an increased emphasis on the need to plan for not just the physical aspects of the region, but also the social and economic health of the region.

The addition of two new elements to the March *Metro Vision* draft represents the biggest variation between it and *Metro Vision 2035*, as shown in Table 1 (next page).

Table 1. Elements of Metro Vision

Metro Vision 2035		DRAFT Metro Vision
Growth and Development	→	An Efficient and Predictable Development Pattern
Transportation	→	A Connected Multimodal Region
Environment	→	A Safe and Resilient Built and Natural Environment
New Element		Healthy, Inclusive, and Livable Communities
New Element		A Vibrant Economy

Based on early Board input the March Metro Vision draft addresses a number of new and/or enhanced topics. These topics include housing, economic vitality, community health and wellness, and hazard mitigation/resiliency. The DRCOG Board of Directors formed two ad hoc committees that shaped the integration of housing and economic vitality into the Metro Vision draft.

2. Reorganization of carried-over elements

The most visible change in the continuing elements starts with their titles. Previously, the titles described a specific topic in one or two words. The titles in the March Metro Vision draft state an aspiration for the future in relation to the topic, or collection of topics, included in the element. This is part of the shift to a more outcome-oriented document and planning framework.

Beyond the titles, the continuing elements from Metro Vision 2035 have been significantly reorganized in the March Metro Vision draft. As noted previously the reorganization is based on a new strategic planning model in place at DRCOG. DRCOG's strategic planning effort recently resulted in new organizational mission and vision statements. Figures 3, 4, and 5 at the end of this document help illustrate how topics covered in Metro Vision 2035 carry forward into this new structure.

Metro Vision 2035 elements were organized around vision statements, goals, and lists of policy statements. There was no clear hierarchy of demonstrating how these pieces interacted.

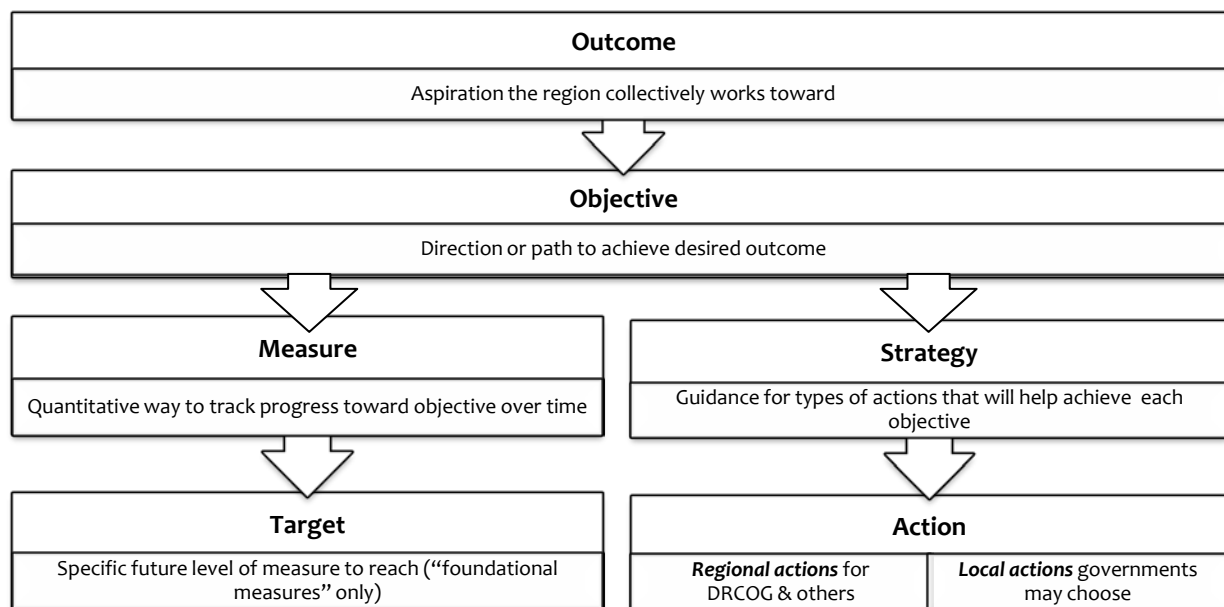
The structure of the elements in the March Metro Vision draft mirrors organizational strategic planning efforts. This also continues the shift to a more outcome-oriented document. Each element has multiple **outcomes**, as shown on table 2 (next page). Individual outcomes are region-wide aspirations that local governments and other partners will collectively work toward, each contributing in a manner appropriate to local circumstances and priorities. When combined, the full set of outcomes (see Table 2) serve as the overall vision for the region – replacing the Metro Vision Guiding Vision present in Metro Vision 2035.

Table 2. DRAFT Metro Vision (Mar. 2015) Outcomes

Elements	Outcomes
An Efficient and Predictable Development Pattern	Diverse, livable communities offer a continuum of lifestyle options
	Urban development is focused within the region's defined urban growth boundary/area
	Vibrant and connected urban centers and multimodal corridors accommodate a growing share of the region's housing and employment needs
	Freestanding communities and rural town centers remain distinct from the larger urban area
A Connected Multimodal Region	A well-connected, regional multimodal transportation system
	A safe, dependable, and efficiently operated transportation system
	A transportation system contributing to a better quality of life
A Safe and Resilient Built and Natural Environment	A region with clean water and air, and lower greenhouse gas emissions
	An interconnected network of widely accessible open space, parks, and trails
	Working agricultural lands of significance are conserved for current and future generations
	Reduced risk and effects from natural hazards
Healthy, Inclusive, and Livable Communities	A built and natural environment that supports healthy and active lifestyle choices
	The region's residents have expanded connections to health services
	Diverse housing options meet the needs of residents of all ages, incomes and abilities
A Vibrant Regional Economy	Access to opportunity for all residents
	Investments in infrastructure and amenities allow people and businesses to thrive and prosper

All of Metro Vision's **objectives, strategies, actions, and measures** flow from these **outcomes**. The structure allows for a clear hierarchy from outcomes down, as shown in Figure 1 (next page).

Figure 1. Metro Vision Key Terms



3. Revisions to carried-over elements

The continuing elements from *Metro Vision 2035* carry forward much of the content into the March *Metro Vision* draft. However, there were some changes and additions.

As mentioned above, over the course of nearly three years, DRCOG staff worked closely with the DRCOG Board and its policy committees, member governments, partner agencies, a host of other regional stakeholders, and the community at large to transform *Metro Vision 2035*. A variety of outreach mechanisms were used to help engage participants and inform the process: *Metro Vision* Idea Exchanges, local government surveys, listening sessions, stakeholder interviews with public and private sector interest groups, online forums, and neighborhood meetings, among others.

To be responsive to this input, the March *Metro Vision* draft includes changes and additions. These changes and additions are highlighted in figures 3, 4, and 5 on the following pages (see pages 7 through 9).

Key changes include:

- The importance of multimodal corridors in connecting and supporting urban centers is specifically called out in the March *Metro Vision* draft.
- The transportation action strategies that supported the *Metro Vision 2035* goals and policies were previously located in the *2035 Metro Vision Regional Transportation Plan*. Based on input from stakeholders the action strategies were updated and refined, and they were integrated into the March *Metro Vision* draft as strategies and actions.
- The topic of noise does not appear in the March *Metro Vision* draft environment element. It had previously featured in the *Metro Vision 2035* environment element.

Metro Vision 2035 (2011) to DRAFT Metro Vision (Mar. 2015) Crosswalk

- The concept of community resiliency was introduced to the environment element in the March *Metro Vision* draft.

4. Measures and Supportive Actions

Metro Vision 2035 began the shift to a more outcome-oriented regional plan by including a series of goals with “measurable outcomes.” Based on stakeholder input almost all of these are carried forward in the March *Metro Vision* draft as “foundational measures” and “targets” under the new key terms and structure of the document. Figure 2 (page 6) illustrates the changes and additions to plan performance measures in the draft *Metro Vision* plan.

Beyond the “foundational measures,” the March *Metro Vision* draft includes a comprehensive set of 75 measures to help track progress toward the desired outcomes and objectives. Many of these “secondary” measures are new and reflect conversations with DRCOG technical committees, specifically the Metro Vision Planning Advisory Committee (MVPAC) and Transportation Advisory Committee (TAC).

For each objective the March *Metro Vision Draft* lists potential regional and local actions to help support progress toward the related outcomes. Including potential regional and local actions responds to stakeholder feedback to create more action-oriented regional plan.

Guide to Figures 2, 3, 4, and 5

The figures on the following pages trace the flow of material from the elements in *Metro Vision 2035* on the left side of the page, to their placement in the March *Metro Vision* draft in the middle of the page. Text along the right of the page highlights or explains some of the differences between *Metro Vision 2035* and the March *Metro Vision* draft.

Figure 2. Foundational Measures Crosswalk

Metro Vision
Goals for 2035 (2011)

DRAFT Metro Vision (Mar. 2015)

Explanation of Changes and Additions

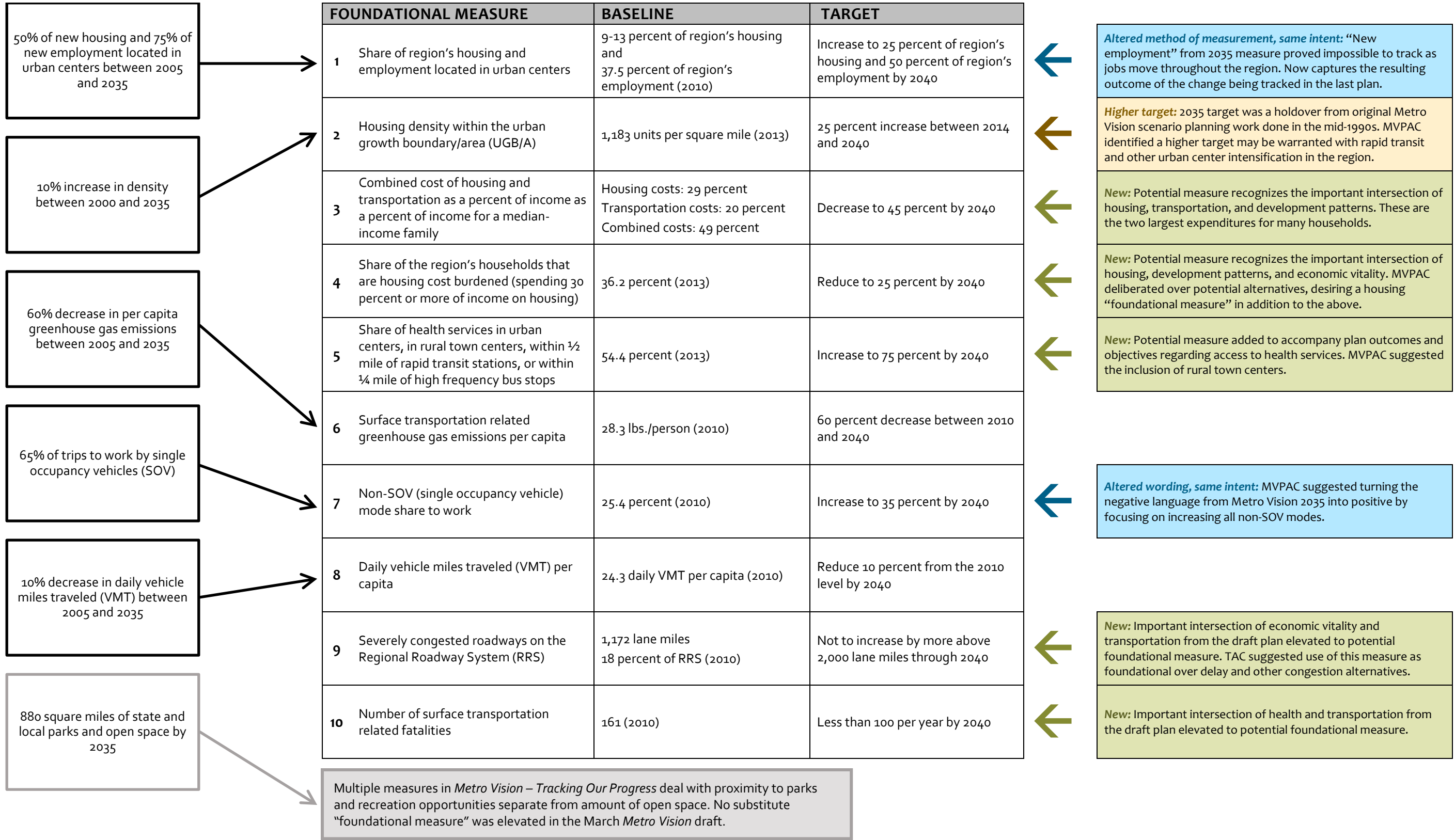
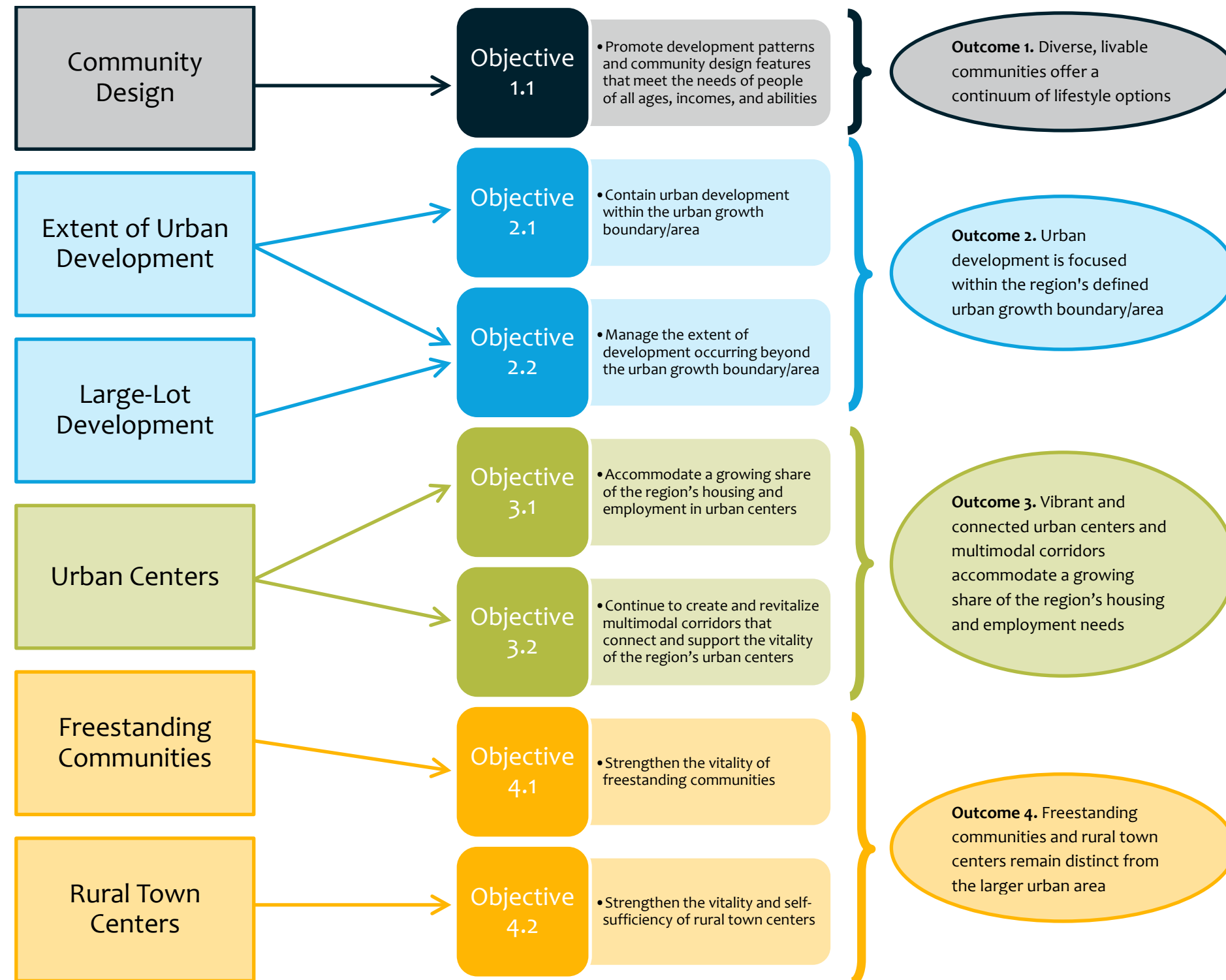


Figure 3. Growth and Development Crosswalk

**Metro Vision 2035:
Growth and Development**

**Metro Vision:
An Efficient and Predictable
Development Pattern**



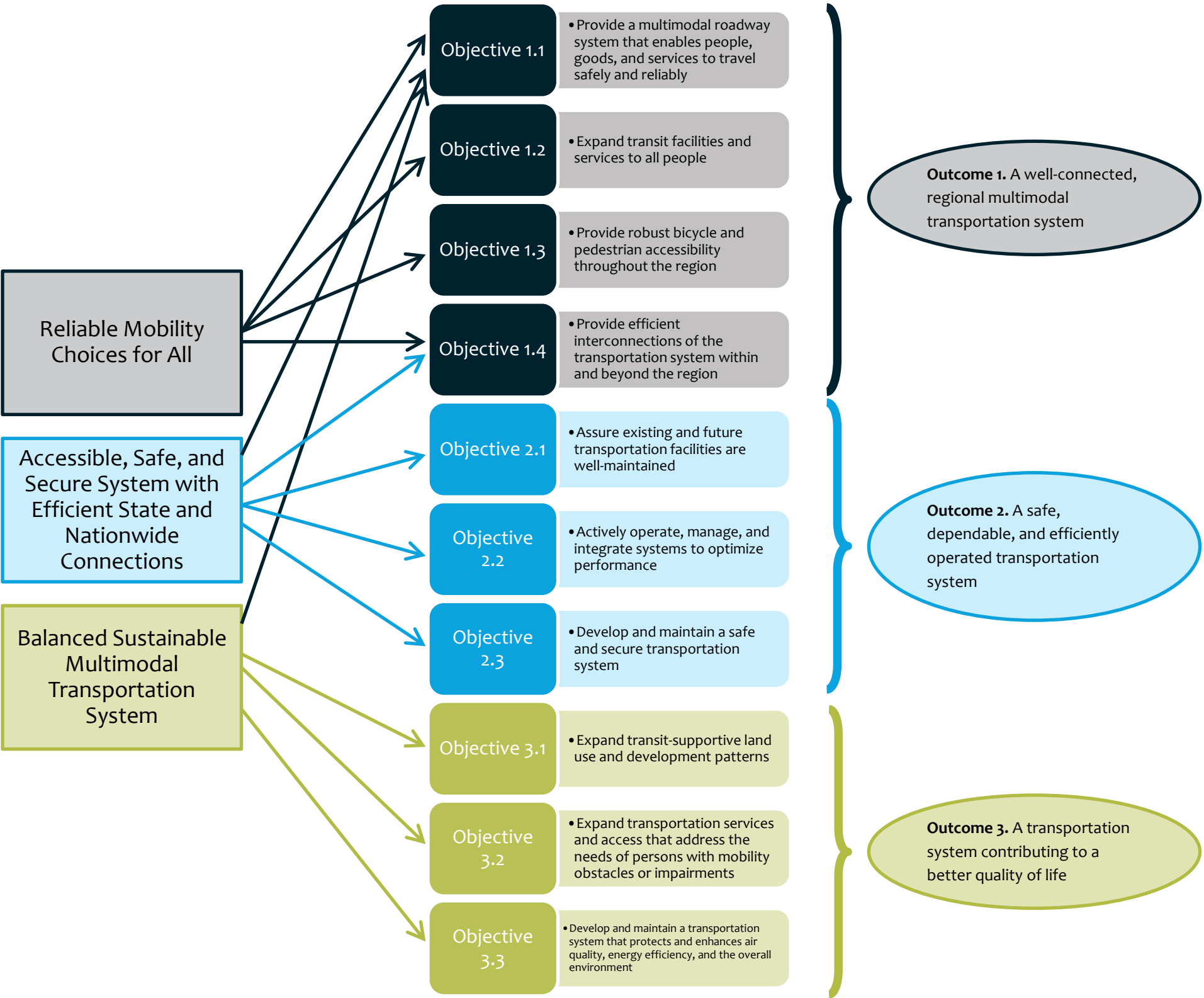
Highlights

- The importance of providing a diverse continuum of lifestyle options, including rural, suburban, neighborhoods and urban environments, is emphasized in the revised element. This element includes new language embracing the unique characteristics of all communities in the region, recognizing that the ways in which each community will support the implementation of the region's goals may be distinctly different based upon the local context.
- Community design is essential to promote livable, walkable communities which provide access to opportunities to residents of all ages, incomes and abilities. Revitalization and infill development at all scales is also encouraged. The draft element puts this topic first, as it provides context for the remaining outcomes and objectives.
- This element includes objectives and strategies focusing growth within the Urban Growth Boundary/Area, while providing guidance for development beyond. References to "large-lot development" from Metro Vision 2035 have been adjusted in this element to reflect the broader intent of the section addressing growth outside the UGB/A. The UGB/A remains both a policy and tool to encourage predictable development patterns and help focus local and regional resources.
- Urban centers are prominently featured. The importance of multimodal corridors has been added, reflecting MVPAC discussions and other stakeholder feedback throughout the planning process.
- Rural Town Centers and Freestanding Communities remain distinct from the larger urban area and contribute to the diverse settings available for residents and businesses.

Figure 4. Transportation Crosswalk

Metro Vision 2035:
Transportation

Metro Vision: A Connected
Multimodal Region



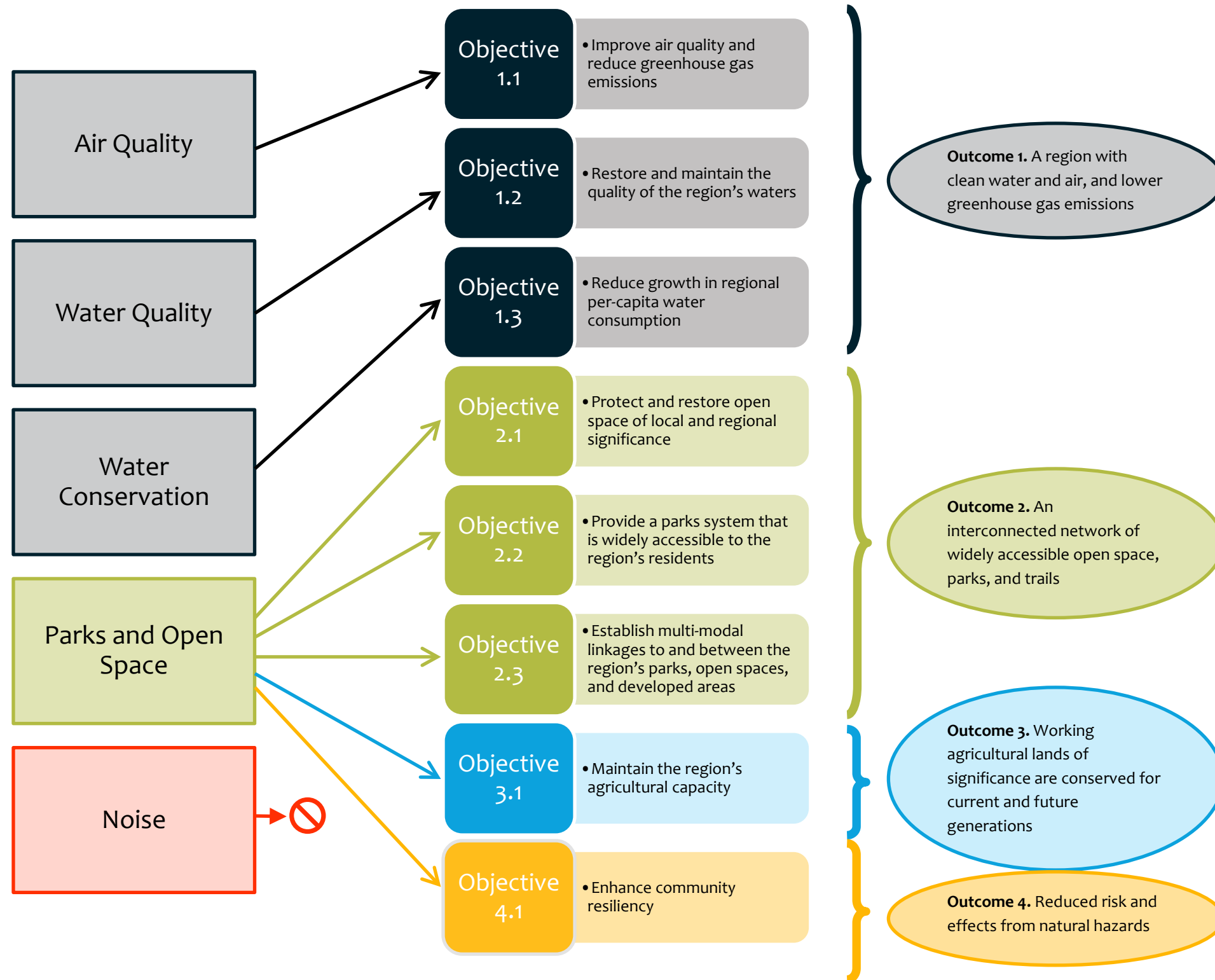
Highlights

- The draft reflects a significant restructuring of the 2035 vision, goals, and policies into the March Metro Vision draft outcomes and objectives structure.
 - The 2035 transportation vision was a narrative that blended multiple outcomes together, then listed policies to help achieve that vision without any correlation or association.
 - The March Metro Vision draft is instead organized around three key outcomes. The same focus areas remain, but organized around related objectives, strategies, and actions.
- The third outcome is an example of how, the material within each element may expand beyond the strict topic-oriented approach found in *Metro Vision 2035*. In this case, it helps make the connection between transportation, development patterns, the environment, and quality of life.
- The transportation action strategies previously located in the 2035 *Metro Vision Regional Transportation Plan* are integrated into the March Metro Vision draft as strategies and actions.

Figure 5. Environment Crosswalk

**Metro Vision 2035:
Environment**

**Metro Vision:
A Safe and Resilient Built and
Natural Environment**



Highlights

- The noise section from the Metro Vision 2035 element was removed. This was the only featured topic to not transition into the March Metro Vision draft.
- Key natural environment issues, such as air and water, are located under a single outcome, including specific references to greenhouse gas emissions.
- The draft includes minor changes to water quality and conservation topics – including removing references to DRCOG's Clean Water Plan. DRCOG no longer maintains this plan, nor does DRCOG review waste water utility plans.
- The draft element provides a single outcome for parks and open space, but includes specific objectives and strategies for each. This change was discussed and accepted by MVPAC. The importance of trail and greenway connections is also noted.
- The importance of protecting agricultural lands is highlighted in the revised element. This was only partially covered by the parks and open space items in Metro Vision 2035 and did not receive an independent focus.
- The revised element includes an outcome and related objectives and strategies on the issue of natural hazards and resiliency – an issue consistently identified by stakeholders during plan development. This was only partially covered by the parks and open space items in Metro Vision 2035. The focus on hazards builds on a previous amendment to Metro Vision 2035 focusing on wildfire issues.