AGENDA
METRO VISION ISSUES COMMITTEE
Wednesday, December 2, 2015
4 p.m.
1290 Broadway
First Floor Boardroom

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. Please note the public will have an opportunity to speak on specific items on the Metro Vision Plan between the staff presentation and committee discussion.

3. Summary of November 4, 2015 Meeting
(Attachment A)

ACTION ITEMS

4. *Discussion of a recommendation to the Regional Transportation Committee and DRCOG Board of Directors on the selection protocol for projects not funded in the 2016-2021 Transportation Improvement Program (TIP) (Attachment B) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations

5. *Discussion of direction for staff on the inclusion of Outcome 7 in the Metro Vision “Overarching Themes and Outcomes” recommendation to the DRCOG Board of Directors (Attachment C) Brad Calvert, Metro Vision Manager, Regional Planning & Operations

Time will be allotted after the staff presentation for the public to provide comment on this item prior to MVIC discussion. Those providing comment will be limited to 3 minutes.

6. *Discussion of a recommendation to the DRCOG Board of Directors the Metro Vision 2040 Plan Draft’s Overarching Themes and Outcomes as amended (Attachment D) Brad Calvert, Metro Vision Manager, Regional Planning & Operations

*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
ACTION ITEMS (cont.)

7. *Discussion of Selection of Members (2) and Alternates (at least 4) to serve on the Regional Transportation Committee (Attachment E) Jennifer Schaufele, Executive Director.

ADMINISTRATIVE ITEMS

8. Other Matters

9. **Next Meeting – January 6, 2016**

10. **Adjournment**
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 October 7, 2015 Meeting
The summary was accepted as submitted.

Ron Rakowsky introduced TJ Gordon, the new alternate for Greenwood Village. Council Member Gordon will attend the November 18 Board meeting.

Discussion of 2040 Metro Vision Plan Draft’s “Overarching Themes and Outcomes” for recommendation to the Board later this year
Brad Calvert reported on items left over from the previous meeting. Next steps were discussed. Members discussed the staff-revised language for Outcome 10, as requested from the last meeting.

Outcome 10:

Elise Jones moved to recommend approval of Outcome 10 as worded by staff.
The motion was seconded and passed unanimously

Outcome 1:
Staff noted Outcome 1 and the Narrative were previously approved by the committee. Members asked whether or not definitions will be included in the Metro Vision document, and whether they should be forwarded with the recommendation to the Board. Staff noted that it was not the intention to include definitions in the Metro Vision document. It was suggested that the definitions stay in the document as it moves forward to the Board. A final decision on whether to include them can be made at that time. Staff will work on definitions and bring back at a future meeting. The following actions are on the Outcomes and Narratives.
Elise Jones moved to recommend approval of the Outcome 1 narrative. The motion was seconded and passed unanimously.

Outcome 2:
Roger Partridge noted lingering issues associated with UGB/A. Staff noted UGB/A process improvements are needed and are working with local government staff to identify items that work well and those that aren't. A survey has been sent to local government staff and focus groups will be formed to explore UGB/A issues. Members noted the Outcome has already been approved; this action is on the narrative. A request was made to add a note in the Metro Vision document that examination and work on the UGB/A process is ongoing. Change the wording to “While locally adopted policies determine the location of urban development, commitment to the UGB/A leads to better use of regional resources for infrastructure, reduced regional vehicle travel and conservation of open land outside the boundary/area.”

Tim Plass moved to recommend approval of the Outcome 2 narrative as amended. The motion was seconded and passed unanimously.

Outcome 3

Herb Atchison moved to recommend approval of the Outcome 3 narrative as presented. The motion was seconded and passed unanimously.

Outcome 4 – this Outcome was previously removed from the Plan.

Outcome 5
Outcome 5 was previously approved; action is requested on the narrative.

Herb Atchison moved to recommend approval of the Outcome 5 narrative. The motion was seconded and passed unanimously.

Outcome 6
Outcome 6 was previously approved; action is requested on the narrative.

Herb Atchison moved to recommend approval of the Outcome 6 narrative. The motion was seconded and passed unanimously.

Outcome 7
Outcome 7 was previously put on hold to consider placement of related objectives in future discussions. Concern was noted with not mentioning the I-25 corridor specifically.

Jackie Millet moved to keep this Outcome on hold for future discussion. The motion was seconded and passed unanimously.
Outcome 8
Outcome 8 was previously approved. Action is requested on the narrative.

   Herb Atchison moved to recommend approval of the Outcome 8 narrative. The motion was seconded and passed unanimously.

Outcome 9
Members discussed revisions to the narrative.

The narrative was revised to read:

The region’s protection and restoration of its diverse natural resource areas – its mountain backdrop, unique prairie landscapes, extensive riparian corridors, and other open space, parks and trail areas is essential as the region continues to grow. Access to these areas provides the opportunity to participate in a variety of recreational pursuits that support community health and wellness.

   Elise Jones moved to recommend approval of the Outcome 9 narrative as amended. The motion passed unanimously.

Outcome 10

   Elise Jones moved to recommend approval of the Outcome 10 narrative. The motion was seconded. There was discussion.

   Members discussed the narrative. Roger Partridge proposed an amendment to the second sentence to read “Livestock feeding and production, growing feed and forage crops for livestock…”

   After discussion, the motion passed unanimously as amended.

Outcome 11

   Robin Kniech moved to recommend approval of the Outcome 11 narrative. The motion was seconded and passed unanimously.

Outcome 12
Action was requested on the narrative. A request was made to add “increase access to local healthy food.” Members discussed the narrative, and directed staff to go back and rewrite the narrative.

Outcome 13
Members discussed the narrative for Outcome 13. Staff was directed to go back and rewrite the narrative.
Outcome 14
Members discussed the narrative for Outcome 14. “Housing choices allow individuals and families to find desirable housing affordable and accessible to them in communities throughout the region.”

Elise Jones moved to recommend approval of the Outcome 14 narrative as amended. The motion was seconded and passed unanimously.

Outcome 15

Robin Kniech moved to recommend approval of the Outcome 15 narrative. The motion was seconded and passed unanimously.

Outcome 16
Members noted the wording in the narrative isn’t consistent with the other narratives.

Robin Kniech moved to direct staff to edit the Outcome 16 narrative. The motion was seconded and passed unanimously.

Jerry Stigall briefed members on the path moving forward. He recommended the objectives be reduced from 168. He noted some of the objectives might be more appropriate as initiatives. A suggestion was made to pay attention to redundancy. A comment was made to keep things that are measurable. Staff will work on this and bring it back to the group.

Expression of interest in serving as a member or alternate on the Regional Transportation Committee
Members were asked to contact Connie Garcia to express interest in serving as a member or alternate on the Regional Transportation Committee (RTC) by November 24. The Metro Vision Issues Committee will appoint members and alternates to the RTC at the December meeting. The RTC meets the Tuesday before the Board meeting at 8:30 a.m. Robin Kniech noted there may be a change to the date of the meeting to allow more time between the RTC meeting and the Board meeting.

Other Matters
Elise Jones noted that this would be Tim Plass’ last meeting. She thanked him for his service on the Metro Vision Issues Committee.

Next Meeting
The next meeting is scheduled for December 2, 2015.

Adjournment
The meeting adjourned at 5:53 p.m.
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 #
--- | --- | ---
December 2, 2015 | Action | 4

SUBJECT
Development of the 2016-2021 Transportation Improvement Program (TIP) waiting list protocol.

PROPOSED ACTION/RECOMMENDATIONS
Recommendation on the protocol for selecting projects from the waiting list, should funding become available for the 2016-2021 Transportation Improvement Program (TIP).

ACTION BY OTHERS
August 24, 2015 TAC
Draft TIP Protocol recommended.

July 27, 2015 TAC
Draft TIP Waiting List recommended.

SUMMARY
At its October meeting, MVIC discussed TAC’s recommended protocol and waiting list for projects not selected for funding in the 2016-2021 TIP.

After discussion, MVIC voted to revise the TAC-recommended waiting list by removing projects partially funded in the TIP. The modifications are reflected in Attachment 1. However, it has come to staff’s attention the motion did not include a formal recommendation on the selection protocol for the waiting list (Attachment 2).

As a result, staff is bringing back the TAC-recommended waiting list protocol to MVIC for formal action.

PREVIOUS DISCUSSIONS/ACTIONS
October 7, 2015 MVIC

PROPOSED MOTION
Move to recommend to the Regional Transportation Committee and the DRCOG Board the waiting list protocol for the 2016-2021 Transportation Improvement Program (TIP) as shown in Attachment 2.

ATTACHMENTS
1. October MVIC-recommended 2016-2021 TIP Project Waiting List
2. TAC-recommended 2016-2021TIP Waiting List Protocol

Link: 2016-2021 Transportation Improvement Program (TIP)

Link: Policy on Transportation Improvement Program (TIP) Preparation: Procedures for preparing the 2016-2021 TIP

ADDITIONAL INFORMATION
If you need additional information, please contact Jennifer Schaufele, Executive Director at 303 480-6701 or jschaufele@drcog.org; or Todd Cottrell, Senior Transportation Planner, at 303-480-6737 or tcottrell@drcog.org.
<table>
<thead>
<tr>
<th>Rank</th>
<th>Sponsor</th>
<th>Project Name</th>
<th>TIP Project ID</th>
<th>TIP Score</th>
<th>Project Type</th>
<th>Federal Funding Request</th>
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<tbody>
<tr>
<td>1</td>
<td>Commerce City</td>
<td>83rd Ave NEPA Study: 1-76 to Hwy 2</td>
<td>CoCy-2014-002</td>
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<td>2</td>
<td>Longmont</td>
<td>SW Longmont Subarea Operations Study</td>
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<td>3</td>
<td>Douglas County</td>
<td>US-83 Multimodal Improvement: Wadsworth Dr to County Line Rd **</td>
<td>Douglas-2014-003</td>
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<td>4</td>
<td>Commerce City</td>
<td>Vasquez Access Study: 1-75 to Hwy 212-BS</td>
<td>CoCy-2014-005</td>
<td>N/A</td>
<td>Studies</td>
<td>$180</td>
</tr>
</tbody>
</table>

** Project contains complete scope of other UC-Boulder project

** Requested funding reflects adjustment after receiving CDOT Region 1 controlled federal TAP funding

- **Project** contains complete scope of other project.
- **Study** is indicated for project types.
- **Rank**: Order by Sponsor and Project Name.
- **TIP Project ID**: Identification number for TIP project.
- **TIP Score**: Score for TIP project.
- **Project Type**: Type of project.
- **Federal Funding Request**: Requested federal funding.
ATTACHMENT 2

2016-2021 TIP Waiting List Protocol
(August 24, 2015 TAC Recommended Draft Language)

If additional funds become available in the first three years of the TIP (FY 2016-2018), DRCOG staff will initiate the process to allocate funds to waiting list projects as described below. Additional funding that becomes available in FY2019 (October 1, 2018) will be rolled over and included with the Call for Projects in the next TIP. This protocol does not apply to any TIP set-asides, pool programs, or projects not on the waiting list.

When DRCOG staff is informed of additional funds, the following steps will be followed:

1. Obtain official verification from CDOT of availability of funds.

2. When either a) $2 million is accrued within one of the two specific funding program categories (STP-Metro or CMAQ/TAP) or b) an amount equal to 100% of the next-in-line (top-ranked) project funding request is accrued, staff will first contact sponsors of projects to try to advance project phases already identified in the TIP. Staff will then select projects in order from the waiting list(s) included in Appendix E of the 2016-2021 TIP to the limit of applicable funds available.
   a. Contact the sponsor of the top ranked project on the waiting list, by funding category to determine the sponsor’s interest in being selected. If the amount of funds available is less than the requested cost of that project, the sponsor will be asked if it would be willing to complete the entire project as submitted for the amount of funds available. Projects that accept partial funding will be removed from the list. If the response is no, or if all the available funds have not been fully allocated, DRCOG staff will proceed to the next project on the waiting list. Sponsors that request to be passed over on the funding opportunity will remain on the waiting list.
   b. At the end of FY 2018 (September 30, 2018), even if less than $2 million has accrued within a funding category, staff will go down the wait list in accordance with section 2.a. above to allocate available funds.

3. Recommend projects to be programmed and take them through the committee process to the Board as TIP Amendments.
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 #
-------------|----------------|--------------
December 2, 2015 | Action | 5

SUBJECT
Using DRCOG’s Strategic Framework, review/markup the 2040 Metro Vision Plan Draft

PROPOSED ACTION/RECOMMENDATIONS
Direction staff on the inclusion of Outcome 7 in the Metro Vision “Overarching Themes and Outcomes” recommendation to the DRCOG Board of Directors

ACTION BY OTHERS
N/A

SUMMARY
In August, MVIC began its full review and markup of the 2040 Metro Vision Draft Plan. Since August the committee has focused on “Overarching Themes and Outcomes”. The committee has reviewed and made recommendations on 15 of the 16 outcomes included in the draft plan. In September MVIC decided to put Outcome 7 “on hold” and to revisit objectives associated with Outcome 7 at a later meeting. The committee will revisit Outcome 7 in December.

Background
The 2040 Metro Vision Draft provided to the Board in February 2015 included three outcomes focused on transportation – Outcomes 5, 6 and 7. The three outcomes were written to be complementary of each other. In general terms Outcome 5 focuses on transportation infrastructure, Outcome 6 notes the importance of operating and maintaining the transportation system and Outcome 7 describes the connections between transportation planning and infrastructure and other quality of life elements, including land use patterns, the environment and the unique needs of mobility-limited populations.

In September, several MVIC members recommended the eliminating Outcome 7 from the draft because the key concepts were covered in other areas of the draft plan. Other members noted that the objectives included in Outcome 7 were important as they clearly made the connection between transportation and important quality of life issues. MVIC ultimately decided to place Outcome 7 “on hold” and to revisit at a later date to ensure that MVIC-supported objectives remain in the draft.

MVIC Discussion in December
In December, MVIC will determine whether to include Outcome 7 (including narrative) in the final set of outcomes MVIC will recommend to the Board of Directors. If the committee decides to include Outcome 7 it will review the outcome and narrative language as it has with the other outcomes. See Attachment 1 for Agenda Item 6 for current outcome and narrative language.
As described above, in September some MVIC members noted that the objectives included under Outcome 7 are, or could be, included elsewhere in the draft plan. Attachment 1 for this agenda item is a “crosswalk” developed by staff that illustrates where objectives currently under Outcome 7 are, or could be, addressed under other outcomes previously recommended by MVIC or objectives that will be considered at future MVIC meetings.

Nearly all of the concepts covered by objectives currently associated with Outcome 7 are consistent with other objectives included in the draft Metro Vision plan. Attachment 1 notes three objectives under Outcome 7, if supported by MVIC, could be moved to other outcomes (see shaded rows in last two pages of Attachment 1). These three objectives are also listed below.

- **Objective 7.3(a):** Expand Travel Demand Management (TDM) services and strategies
- **Objective 7.3(c):** Ensure traditionally underserved populations receive a proportionate share of transportation improvements and are not disproportionately affected by negative impacts
- **Objective 7.3(f):** Support legislation that increases fuel economy standards and incentives

**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
- April 1, 2015 – MVIC Meeting Summary
- May 6, 2015 – MVIC Meeting Summary
- June 3, 2015 – MVIC Meeting Summary
- July 1, 2015 – MVIC Meeting Summary
- August 5, 2015 – MVIC Meeting Summary
- September 2, 2015 – MVIC Meeting Summary
- October 7, 2015 – MVIC Meeting Summary
- November 4, 2015 – MVIC Meeting Summary

**PROPOSED MOTION**

Motion to direct staff on the inclusion of Outcome 7 in the Metro Vision “Overarching Themes and Outcomes” recommendation to the DRCOG Board of Directors.

**ATTACHMENT**

Attachment 1 – Options to Consolidate and Redistribute Material from Outcome 7
Link: 2040 Metro Vision Plan Draft

ADDITIONAL INFORMATION
If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org; or Brad Calvert, Metro Vision Manager at 303-480-6839 or bcalvert@drcog.org. For information on DRCOG’s strategic planning model please contact Jerry Stigall, Director of Organizational Development at 303-480-6780 or jstigall@drcog.org
# Attachment 1: Options to Consolidate and Redistribute Material from Outcome 7

**Outcome 7: A transportation system contributing to a better quality of life**

<table>
<thead>
<tr>
<th>Outcome 7 Objectives</th>
<th>Covered under:</th>
<th>Potentially move to:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Objective 7.1: Expand transit-supportive land use and development patterns</td>
<td>Objective 1.1(c): Promote compact, mixed-use development patterns</td>
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<tr>
<td></td>
<td>Objective 14.2(a): Promote transit-oriented communities that ensure a mix of housing affordability in transit station areas, including preservation of existing affordable housing</td>
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<tr>
<td>Objective 7.1(a): Maintain and improve efficient transportation access to regional employment hubs</td>
<td>Objective 15.2: Improve access to and from the region’s developed and emerging employment centers</td>
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<td>Objective 15.2(a): Track, assess, and respond to the mobility needs of major employment centers</td>
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<tr>
<td>Objective 7.1(b): Expand mobility options within urban centers and other areas of concentrated major activity centers</td>
<td>Objective 3.1(g): Enhanced internal and regional connectivity</td>
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<tr>
<td></td>
<td>Objective 3.2: Continue to create and revitalize multimodal corridors that connect and support the vitality of the region’s urban centers</td>
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<td>Objective 3.2(a) Invest in multimodal enhancements along corridors</td>
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<tr>
<td>Objective 7.1(c): Focus roadway capacity increases within the urban growth boundary/area</td>
<td>Objective 2.2(a): Prioritize funding to serve urbanized areas</td>
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<tr>
<td>Objective 7.1(d): Promote multimodal connectivity</td>
<td>Objective 3.2(a) Invest in multimodal enhancements along corridors</td>
<td>Objective 5.1(b): Incorporate multimodal facilities or treatments into all roadways and streets</td>
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<td>Objective 5.4(d): Maintain Denver Union Station as the region's primary multimodal hub and further develop other transit mobility hubs</td>
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<td>Objective 7.1(e): Implement transportation improvements that enhance transit-oriented development (TOD) opportunities</td>
<td>Objective 3.1(c): Prioritize investment in urban centers served by transit</td>
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<td>Objective 7.1(f): Consider issues of land use compatibility</td>
<td>Objective 2.1(e): Protect the long-term viability of significant regional facilities</td>
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<tr>
<td>Objective 7.2: Expand transportation services and access that address the needs of persons with mobility obstacles or impairments</td>
<td>Outcome 5: The regional transportation system is well-connected and serves all modes of travel.</td>
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<td>Outcome 7 Objectives</td>
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<tr>
<td>Objective 7.2(a): Provide local and regional transportation services that improve personal mobility, employment access, independence and well-being, and access to health services for those with mobility obstacles or impairments</td>
<td>Objective 5.2(d): Provide demand-response service for targeted needs</td>
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<td>Outcome 5: The regional transportation system is well-connected and serves all modes of travel.</td>
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<td>Objective 13.1(b): Improve transit accessibility to health services</td>
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<td>Outcome 13: The region’s residents have expanded connections to health services</td>
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<td>Objective 13.1(b): Improve transit accessibility to health services</td>
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<td>Objective 7.2(b): Address the transportation needs mobility-limited populations in land use planning and development</td>
<td>Objective 1.1: Promote development patterns and community design features that meet the needs of people of all ages, incomes, and abilities</td>
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<td>Objective 1.1(f): Integrate universal design strategies</td>
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<tr>
<td>Objective 7.2(c): Address the needs of older adults and mobility-limited populations in upgrading and redeveloping existing transportation facilities</td>
<td>Objective 1.1: Promote development patterns and community design features that meet the needs of people of all ages, incomes, and abilities</td>
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<td>Objective 1.1(d): Create pedestrian- and bicycle-friendly environments</td>
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<td>Objective 5.1(b): Incorporate multimodal facilities or treatments into all roadways and streets</td>
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<tr>
<td>Objective 7.3:</td>
<td>Objective 5.1(b): Incorporate multimodal facilities or treatments into all roadways and streets</td>
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<td>Objective 5.1(d): Consider the use of managed lanes in new capacity projects where feasible</td>
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<td>Outcome 8: The region has clean water and air, and lower greenhouse gas emissions.</td>
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<td>Outcome 8 Narrative: The region meets or exceeds applicable federal, state, and local requirements and regional targets for air and water quality.</td>
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<td>Objective 8.1: Improve air quality and reduce greenhouse gas emissions</td>
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<td>Objective 8.2(b): Promote best management practices (nonpoint water pollution – e.g. sediment control ordinances)</td>
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<tr>
<td>Objective 7.3(a): Expand Travel Demand Management (TDM) services and strategies</td>
<td>OBJECTIVE 7.3(a) CONCEPT NOT EXPLICITLY INCLUDED IN ANY EXISTING OBJECTIVE</td>
<td>Outcome 6: The transportation system is safe, reliable and well-maintained.</td>
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<td>Objective 7.3(b): Provide efficient, low-polluting alternatives to single-occupant vehicles</td>
<td>Objective 8.1(b): Incentivize alternative fuel vehicles and infrastructure</td>
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<td></td>
<td>Objective 8.1(e): Collaborate with local and regional partners on air quality initiatives</td>
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<td>Objective 7.3(c): Ensure traditionally underserved populations receive a proportionate share of transportation improvements and are not disproportionately affected by negative impacts</td>
<td>OBJECTIVE 7.3(c) CONCEPT NOT EXPLICITLY INCLUDED IN ANY EXISTING OBJECTIVE</td>
<td>Outcome 15: All residents have access to a range of transportation, employment, commerce, housing, educational, cultural, and recreational opportunities.</td>
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<td>Objective 7.3(d): Reduce potential environmental impacts of roadway construction and maintenance</td>
<td>Objective 8.2(b): Promote best management practices (nonpoint water pollution – e.g. sediment control ordinances)</td>
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<td>Objective 7.3(e): Encourage the use of alternative fuel vehicles and infrastructure</td>
<td>Objective 8.1(b): Incentivize alternative fuel vehicles and infrastructure</td>
<td>Objective 8.1(e): Collaborate with local and regional partners on air quality initiatives</td>
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<tr>
<td>Objective 7.3(f):  Support legislation that increases fuel economy standards and</td>
<td><strong>OBJECTIVE 7.3(F) CONCEPT NOT EXPLICITLY INCLUDED IN ANY EXISTING OBJECTIVE</strong></td>
<td>Outcome 8: The region has clean water and air, and lower greenhouse gas emissions.</td>
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<td>incentives</td>
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To: Chair and Members of the Metro Vision Issues Committee  
From: Jennifer Schaufele, Executive Director  
303-480-6701 or jschaufele@drcog.org

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<tr>
<td>December 2, 2015</td>
<td>Action</td>
<td>6</td>
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**SUBJECT**
Using DRCOG’s Strategic Framework, review/markup the 2040 Metro Vision Plan Draft

**PROPOSED ACTION/RECOMMENDATIONS**
Review, discuss, and recommend modifications to the 2040 Metro Vision Plan Draft’s outcome narratives to be advanced to the Board for action.

**ACTION BY OTHERS**
N/A

**SUMMARY**
In August, MVIC began its full review and markup of the 2040 Metro Vision Draft Plan. Since August the committee has focused on “Overarching Themes and Outcomes.” The committee has reviewed and made recommendations on 15 of the 16 outcomes included in the draft plan.

Revised Outcome Narratives
In November the committee reviewed narratives associated with each of the draft plan outcomes. MVIC directed staff to draft revised narratives for Outcomes 12, 13 and 16 for the committee’s review in December.

Attachment 1 includes MVIC recommendations to date on “Overarching Themes and Outcomes” as well as revised narratives for Outcomes 12, 13 and 16 as drafted by DRCOG staff. Revised outcome narratives are also provided below.

- **Outcome 12 narrative – staff suggestion:** A deliberate focus on the built environment’s influence on physical activity, mobility choices, access to healthy food, and the natural environment supports the opportunity to lead healthy and active lifestyles throughout the region.

- **Outcome 13 narrative – staff suggestion:** Improved and expanded connections to health services maintain and improve the health and wellness of residents in the Denver region. Connections to health services are expanded through improved multimodal transportation access, the location of new health services, and other innovative approaches resulting in more convenient access to health services.

- **Outcome 16 narrative – staff suggestion:** The region’s continuous investments in infrastructure support a globally connected economy and offer opportunities for all residents to share and contribute to sustained regional prosperity. Vibrant and thriving communities, accessible and protected natural resources, and diverse
cultural amenities are considered economic assets and make our region a highly desirable place to live, work and raise a family.

Definitions of Terms in Outcomes and Outcome Narratives

In November MVIC requested that staff review and revise, as needed, previously provided definitions for terms used in the “Overarching Themes and Outcomes” in the draft plan. The committee noted the importance of the Board, stakeholders and the public having a common understanding of terms used in Metro Vision. Attachment 1 includes revised definitions for consideration by MVIC.

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
- April 1, 2015 – MVIC Meeting Summary
- May 6, 2015 – MVIC Meeting Summary
- June 3, 2015 – MVIC Meeting Summary
- July 1, 2015 – MVIC Meeting Summary
- August 5, 2015 – MVIC Meeting Summary
- September 2, 2015 – MVIC Meeting Summary
- October 7, 2015 – MVIC Meeting Summary
- November 4, 2015 – MVIC Meeting Summary

PROPOSED MOTION

Move to recommend to the DRCOG Board of Directors the Metro Vision 2040 Plan Draft’s Overarching Themes and Outcomes as amended.

ATTACHMENT

Attachment 1 – Metro Vision Plan draft (Themes, Outcomes and Outcome definitions)

Link: 2040 Metro Vision Plan Draft

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org; or Brad Calvert, Metro Vision Manager at 303-480-6839 or bcalvert@drcog.org. For information on DRCOG’s strategic planning model please contact Jerry Stigall, Director of Organizational Development at 303-480-6780 or jstigall@drcog.org
Overarching Theme: An Efficient and Predictable Development Pattern

MVIC Recommended Outcome 1 (October):
The region is comprised of diverse, livable communities.

Outcome 1 Narrative – Recommended by MVIC (August):
The Denver metro region will continue to embrace its diverse urban, suburban and rural communities. Varied housing and transportation options, access to employment and a range of services and recreational opportunities will promote livable communities that meet the needs of people of all ages, incomes, and abilities.

Proposed Definitions (as reviewed/revised by staff – November 2015)

Diverse communities\(^1\): Communities ranging from urban downtown areas to suburban and rural communities, as well as freestanding cities and towns.

Livable communities\(^2\): Communities consisting of varied housing options, access to employment and a range of services and recreational opportunities, and the successful integration of multimodal transportation choices that meet the needs of people of all ages, incomes, and abilities.

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\(^1\) As defined in MVIC recommended narrative

\(^2\) As defined in MVIC recommended narrative
Overarching Theme: An Efficient and Predictable Development Pattern

MVIC Recommended Outcome 2 (October):

New urban development occurs within the contiguous and designated areas identified in the Urban Growth Boundary/Area (UGB/A).

Outcome 2 Narrative – Recommended by MVIC (November):

A defined Urban Growth Boundary/Area (UGB/A) leads to an orderly and more compact pattern of future development. While locally adopted policies and market demand determine the location of urban development, commitment to the UGB/A leads to better use of regional resources for infrastructure, reduced regional vehicle travel and conservation of open land outside the boundary/area.

Proposed Definitions (as reviewed/revised by staff – November 2015)

- **urban development**: Residential subdivisions or other groupings of 10 or more residential parcels with an average residential lot size of less than 1 acre; commercial and industrial subdivisions; commercial activity on isolated parcels, not within platted subdivisions, with more than 50 employees; enclaves of other development within the urban area.

- **Urban growth boundary/area (UGB/A)**: the urban growth boundary/area defines where urban development will take place in the region over the next 25 years.

- **Locally adopted policies**: policies of local governments that shape the location and intensity of development, including comprehensive and area plans, zoning, subdivision regulations, etc.

- **orderly and more compact pattern of future development**: New urban development contiguous to the larger urban area, urban areas associated with freestanding communities or rural town centers, or undeveloped land that is both planned for and with infrastructure capacity for urban development contiguous to these urban areas.

- **urban area**: Land that is currently classified as urban development.

- **larger urban area**: The contiguous urban area associated with Denver and its neighboring communities.

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3 As defined in the Board adopted Metro Vision Growth and Development Supplement
4 As defined in Metro Vision 2035
Overarching Theme: An Efficient and Predictable Development Pattern

MVIC Recommended Outcome 3 (September 2015):
Connected urban centers and multimodal corridors accommodate a growing share of the region’s housing and employment.

Outcome 3 Narrative – Recommended by MVIC (November):
The location and context of each center define its unique character. They are transit-, pedestrian-, bicycle-friendly places that contain a more dense and diverse mix of land uses than the surrounding areas; are designed to allow people of all ages, incomes and abilities to access a range of housing, employment, and services without sole reliance on having to drive. Urban centers provide public spaces where people can gather; aid in reducing per capita VMT, air pollution, greenhouse gas emissions and water consumption; and respect and support existing neighborhoods.

Proposed Definitions (as reviewed/revised by staff – November 2015)

**Urban centers**: Urban centers will:
- be active, pedestrian-, bicycle-, and transit-friendly places that are more dense and mixed in use than surrounding areas;
- allow people of all ages, incomes and abilities to access a range of housing, employment, and service opportunities without sole reliance on having to drive;
- promote regional sustainability by reducing per capita vehicle miles traveled, air pollution, greenhouse gas emissions and water consumption; and
- respect and support existing neighborhoods.

- **Urban centers**: urban centers include traditional downtowns, transit stations areas, existing and emerging employment centers, and greenfield areas with development plans consistent with the key characteristics of urban centers described in Metro Vision

**multimodal**: more than one travel mode

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5 As defined in Metro Vision 2035
6 As further defined in the Board adopted Metro Vision Growth and Development Supplement
Attachment 1 – Metro Vision Themes, Outcomes, Narratives and Definitions

**Overarching Theme: An Efficient and Predictable Development Pattern**

**MVIC recommended removing Outcome 4 from the Draft Metro Vision Plan (September 2015)**

**March DRAFT Outcome 4:**

Freestanding communities and rural town centers remain distinct from the larger urban area.

**Staff Suggestion Outcome 4**

Freestanding communities and rural town centers remain geographically separated from the larger urban area.

**Staff Suggested Outcome 4 Narrative:**

Freestanding communities are separate from the larger urban area, surrounded by an open space or rural buffer, with an adequate mix of jobs and housing, an internal transportation system with regional transportation connections, and a town center at its core. Rural town centers remain unique places that provide services, employment, and entertainment for the surrounding community, as well as for tourists and travelers.

**Definitions**

*Freestanding communities* as defined in Metro Vision 2035: the outlying communities of Boulder, Brighton, Castle Rock and Longmont are recognized as freestanding. They will continue to be distinguished by their historic town centers, their separation from the larger urban area, and their capacity to absorb future population and employment growth.

*Rural town centers* as defined in Metro Vision 2035: Small, established towns and villages found in rural places beyond the region’s urban area will provide services, employment and entertainment for residents of the surrounding trade area, and tourists and travelers.

*Larger urban area*: The contiguous urban area associated with Denver and its neighboring communities.

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7 As defined in Metro Vision 2035
8 As defined in Metro Vision 2035
Overarching Theme: A Connected Multimodal Region

MVIC Recommended Outcome 5 (September 2015):
The regional transportation system is well-connected and serves all modes of travel.

Outcome 5 Narrative – Recommended by MVIC (November):
The transportation system integrates regional and local roadways and streets, transit (bus and rail), bicycle and pedestrian facilities, and air and freight rail linkages. The transportation system connects the region to the rest of the state and beyond, and will evolve to include future technology and mobility innovations as appropriate.

Proposed Definitions (as reviewed/revised by staff – November 2015)

*transportation system*: a system of rapid transit, a regional bus system, a regional roadway system, local streets, bicycle and pedestrian facilities, railroads, and associated system and travel demand management services.

*freight rail linkages*: e.g. railroad yards, auto/rail transfer centers, similar facilities

*mobility innovations*: e.g. connected vehicles autonomous/driverless vehicles, other technologies

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9 As defined in Metro Vision 2035
Attachment 1 – Metro Vision Themes, Outcomes, Narratives and Definitions

Overarching Theme: A Connected Multimodal Region

MVIC Recommended Outcome 6 (October 2015):
The transportation system is safe, reliable and well-maintained.

Outcome 6 Narrative – Recommended by MVIC (November):
Educational, enforcement, and engineering approaches enhance safety to reduce crashes, serious injuries, and fatalities. Coordinated operations and management of the system maximizes capacity and reliability for all users. Transportation system physical components are well-maintained to extend their useful life and provide a quality travel experience.

Proposed Definitions (as reviewed/revised by staff – November 2015)

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>reliable</td>
<td>consistent and dependable travel time</td>
</tr>
<tr>
<td>well-maintained</td>
<td>related to transportation systems, the physical components are maintained to meet federal and state condition requirements, Minimize potholes, transit vehicle problems, and other deterioration impacts on the traveling public are minimized.</td>
</tr>
<tr>
<td>enforcement</td>
<td>legislative laws, regulations and police, etc. enforcement level and priority the act of compelling observance of or compliance with a law, rule or obligation</td>
</tr>
<tr>
<td>operations and management</td>
<td>including signal timing, ramp-metering, Intelligent Transportation Systems, and similar strategies related to day-to-day operation of all components of the transportation system</td>
</tr>
<tr>
<td>physical components</td>
<td>the infrastructure making up the transportation system – pavement, striping, bus stops and transit vehicles, sidewalks, etc.</td>
</tr>
<tr>
<td>useful life</td>
<td>the amount of time how long a physical component of the transportation system can be used and maintained before it must be replaced or rebuilt</td>
</tr>
<tr>
<td>quality travel experience</td>
<td>an experience where the user is infrequently subject to minimize potholes, bumps, gaps, and poor condition of the infrastructure.</td>
</tr>
</tbody>
</table>
Overarching Theme: A Connected Multimodal Region

**ON HOLD – MVIC will consider Outcome 7 and/or placement of related objectives in future discussions (December 2015)**

March DRAFT Outcome 7:

A transportation system contributing to a better quality of life

**Staff Suggestion Outcome 7:**

Coordinated transportation and land use improves personal mobility and air quality.

**Staff Suggestion Outcome 7 Narrative:**

Transportation planning and investments should be integrated with land use and environmental planning. Integrated transportation planning can support a broad range of travel options for persons of all ages, incomes, and abilities; and minimize VMT growth, a key component to reducing ground level ozone, greenhouse gas emissions, and other pollutants.

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**Definitions**

personal mobility: the availability of viable travel options to enable people to meet essential needs – including but not limited to the use of a personal vehicle, transit services, walking, wheelchair, bicycle, taxis, volunteer driver programs, home delivery services, etc.
Attachment 1 – Metro Vision Themes, Outcomes, Narratives and Definitions

**Overarching Theme: A Safe and Resilient Built and Natural Environment**

**MVIC Recommended Outcome 8 (October 2015):**

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

**Outcome 8 Narrative – Recommended by MVIC (November):**

The region meets or exceeds applicable federal, state, and local requirements and regional targets for air and water quality.

**Proposed Definitions (as reviewed/revised by staff – November 2015)**

*greenhouse gas (GHG)*: a gas that contributes to the earth's greenhouse effect by absorbing infrared radiation. In the transportation sector these gases are typically carbon dioxide (CO\(_2\)), methane (CH\(_4\)) and nitrous oxide (N\(_2\)O)
Overarching Theme: A Safe and Resilient Built and Natural Environment

MVIC Recommended Outcome 9 (October 2015):
The region values, protects, and connects people to its diverse natural resource areas, open space, parks and trails.

Outcome 9 Narrative – Recommended by MVIC (November):
The region’s protection and restoration of its diverse natural resource areas—its mountain backdrop, unique prairie landscapes, extensive riparian corridors, and other open space areas, parks and trails and is essential as the region continues to grow. Access to these areas provides the opportunity to participate in a variety of recreational pursuits that support community health and wellness.

Proposed Definitions (as reviewed/revised by staff – November 2015)

**natural resource areas**— resource areas that include the region’s mountain backdrop, riparian corridors, and other key open space and wildlife habitat. Natural resources include surface waters, riparian areas, wetlands, forests and woodlands, prairie grasslands, wildlife and wildlife habitat, other environmentally sensitive lands and commercial mineral deposits.

**riparian corridors**: Plant and wildlife areas near a river, stream, lake, or other natural body of water, delineated by the existence of plant species normally found near freshwater.

**brownfield**: an area with abandoned, idle, or under-used industrial and commercial facilities where expansion, redevelopment, or reuse is complicated by real or perceived environmental contamination.

**restoration**: renewing and restoring degraded, damaged, or destroyed natural resource areas to meet current and future needs

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10 As defined in Metro Vision 2035
Overarching Theme: A Safe and Resilient Built and Natural Environment

Staff Suggestion Outcome 10 (MVIC to consider in October):

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

Outcome 10 Narrative – Recommended by MVIC (November):

Working agricultural lands are essential to the region’s heritage, health, and economic and cultural diversity. Livestock feeding and production, growing feed and forage crops for livestock, food production, or greenhouse and nursery crops, agricultural lands and operations of all sizes create jobs in the region, support economic vitality, and promote healthier communities by bringing people closer to their food source.

Proposed Definitions (as reviewed/revised by staff – November 2015)

**working agricultural lands**\(^{11}\): lands used for livestock feeding and production, growing feed and forage crops for livestock, food production, or greenhouse and nursery crops.

**regional food system**\(^{12}\): a system of place-specific clusters of agricultural producers of all kinds – farmers, ranchers, fishers – along with consumers and institutions engaged in producing, processing, distributing, and selling foods.

\(^{11}\) As defined in the narrative of the draft Metro Vision plan (March 2015 version)

\(^{12}\) United States Department of Agriculture (Trends in U.S. Local and Regional Food Systems – Report to Congress)
Overarching Theme: A Safe and Resilient Built and Natural Environment

MVIC Recommended Outcome 11 (October 2015):
The risk and effects of natural and human-created hazards is reduced.

Outcome 11 Narrative – Recommended by MVIC (November):
Hazard mitigation planning reduces injuries and loss of life; trauma; and damage to property, equipment, and infrastructure. Communities are more resilient when planning also accounts for disaster response and recovery.

Proposed Definitions (as reviewed/revised by staff – November 2015)

- **hazard**: a situation that poses threat to life, health, property, or environment

- **natural hazards**: include but not limited to avalanches, drought, earthquakes, floods, hail, heat wave, landslides, land subsidence, thunderstorms and lightning, tornados, severe storms and winds, winter storms and freezing, wildfire and public health hazards

- **human-created hazards**: include but not limited to hazardous materials, power service disruption, terrorism, war, structural collapse, fire, transportation incidents (air, rail, road)

- **resilient**: related to a community or local jurisdiction, possessing the attributes and ability to minimize community disruptions, by preparing for, responding to, and recovering from such events.

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13 Hazard types as identified in 2010 Denver Regional Natural Hazard Mitigation Plan (prepared by DRCOG)
Overarching Theme: Healthy, Inclusive, and Livable Communities

MVIC Recommended Outcome 12 (October 2015):
The built and natural environment supports healthy and active choices.

Staff Suggestion Outcome 12 Narrative (Revised for MVIC consideration in December):
A deliberate focus on the built environment’s influence on physical activity, mobility choices, access to healthy food, and the natural environment supports the opportunity to lead healthy and active lifestyles throughout the region.

**Proposed Definitions (as reviewed/revised by staff – November 2015)**

*built environment:* features that have been constructed and modified by people that form the physical character of a community

*natural environment:* conditions and settings occurring naturally, including all living and non-living things present in or produced by nature
Overarching Theme: Healthy, Inclusive, and Livable Communities

**MVIC Recommended Outcome 13 (September 2015):**

The region’s residents have expanded connections to health services

**Staff Suggestion Outcome 13 Narrative (Revised for MVIC consideration in December):**

Improved and expanded connections to health services maintain and improve the health and wellness of residents in the Denver region. Connections to health services are expanded through improved multimodal transportation access, the location of new health services, and other innovative approaches resulting in more convenient access to health services.

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**Proposed Definitions (as reviewed/revised by staff – November 2015)**

- **health services**: the full spectrum of health care facilities and service providers, including, but not limited to, hospitals, clinics, pharmacies, emergency rooms, urgent cares, community clinics, doctors’ offices, and social service providers.

- **health care facilities**: places for the treatment and prevention of disease and infirmity, as well as promoting physical, mental, and social wellness.

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14 As defined in the draft Metro Vision plan (March 2015 version)
Overarching Theme: Healthy, Inclusive, and Livable Communities

MVIC Recommended Outcome 14 (October 2015):
Diverse housing options meet the needs of residents of all ages, incomes, and abilities.

Outcome 14 Narrative – Recommended by MVIC (November):
Housing choices allow individuals and families to find desirable housing affordable and accessible to them in communities throughout the region and stay in their community of choice as their economic or life circumstances change. A range of housing options across the region benefits both individuals and families, and can improve the economic vitality and diversity of local communities.

Proposed Definitions (as reviewed/revised by staff – November 2015)

housing options: housing choices allow individuals and families to find desirable housing affordable and accessible to them in the communities where they want to live and stay in their community of choice as their economic or life circumstances change

abilities: the physical and cognitive functions of a person

economic or life circumstances: circumstances that limit the kinds of choices available to individuals and households, could include changes to available resources, persons in household, physical abilities, etc affect personal or household choices

15 As defined in the narrative of the draft Metro Vision plan (March 2015 version)
Overarching Theme: A Vibrant Regional Economy

**MVIC Recommended Outcome 15 (October 2015):**
All residents have access to a range of transportation, employment, commerce, housing, educational, cultural, and recreational opportunities.

**Outcome 15 Narrative – Recommended by MVIC (November):**
The region’s economy prospers when all residents have access to a range of transportation, employment, housing, education, cultural, and recreational opportunities. The region’s transportation network plays a critical role in enabling commerce and providing access to basic needs and quality of life amenities that allow the region’s residents to succeed.

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**Proposed Definitions (as reviewed/revised by staff – November 2015)**

- **access to opportunity**: residents have access to a range of transportation, employment, housing, education, cultural, and recreational opportunities
- **basic needs**: the physical requirements for human survival, such as air, water, food, clothing, and shelter, as well as public safety, health services and economic opportunity
- **amenities**: the civic elements of a community with which residents and visitors engage (e.g. arts, entertainment, cultural attractions, recreation areas, educational institutions, etc.)

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As defined in the narrative of the draft Metro Vision plan (March 2015 version)
Overarching Theme: A Vibrant Regional Economy

MVIC Recommended Outcome 16 (October 2015):
Investments in infrastructure and amenities allow people and businesses to thrive and prosper.

Staff Suggestion Outcome 16 Narrative (Revised for MVIC consideration in December):
The region’s continuous investments in infrastructure support a globally connected economy and offer opportunities for all residents to share and contribute to sustained regional prosperity. Vibrant and thriving communities, accessible and protected natural resources, and diverse cultural amenities are considered economic assets and make our region a highly desirable place to live, work and raise a family.

Proposed Definitions (as reviewed/revised by staff – November 2015)

amenities: civic elements of a community with which residents and visitors engage (e.g. arts, entertainment, cultural attractions, recreation areas, educational institutions, etc.)
To: Chair and Members of the Metro Vision Issues Committee

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

SUBJECT
This action appoints 2 MVIC members and a minimum of 4 alternates to the DRCOG Regional Transportation Committee.

PROPOSED ACTION/RECOMMENDATIONS
Staff recommends appointing 2 members and a minimum of 4 alternates to the Regional Transportation Committee.

ACTION BY OTHERS
N/A

SUMMARY
In 1977 when Governor Lamm designated DRCOG as the region’s Metropolitan Planning Organization (MPO), he stipulated CDOT, RTD, and DRCOG were to agree as to how all of the organizations would participate in the transportation planning process. The agreement that was reached culminated in a Memorandum of Agreement (MOA) and established the Regional Transportation Committee (RTC). The MOA stipulates the RTC is comprised of representatives of all 3 agencies. Further, the MOA stipulates both the RTC and the DRCOG Board of Directors must concur on transportation planning and funding decisions.

The RTC description states DRCOG membership on RTC is designated as follows: “Board Chairman and Vice Chairman, and two designees from the Metro Vision Issues Committee, and the Executive Director.” The use of alternates is also guided by the Committee description and states “Each agency shall designate annually, in writing to the chairman, standing alternates (board members/commissioners and staff).”

Annually, MVIC appoints 2 MVIC members to serve on the RTC. MVIC also appoints at least 4 of its members to serve as alternates on the RTC. MVIC is requested to designate its representatives to the RTC in accordance with the Committee description.

The RTC meets the Tuesday of each month immediately prior to the Board meeting (this is usually the third Tuesday) at 8:30 a.m., with a DRCOG member/attending alternate briefing at 8 a.m. at the DRCOG offices.

- Current members of RTC designated from MVIC are:
  - Ron Rakowsky
  - Robin Kniech

- Current alternates of RTC designated from MVIC are:
  - George Teal
  - Shakti
  - Herb Atchison
PREVIOUS DISCUSSIONS/ACTIONS
N/A

PROPOSED MOTION
Move to designate Regional Transportation Committee Members (2) and Alternates (at least 4)

ATTACHMENTS
1. Current MVIC member list
2. Current Regional Transportation Committee Description

ADDITIONAL INFORMATION
If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org.
The Metro Vision Issues Committee meets the 1st Wednesday of each month from 4 – 6 p.m.

Bob Roth - MVIC Chair

DENVER REGIONAL COUNCIL OF GOVERNMENTS
METRO VISION ISSUES COMMITTEE
NOVEMBER 2015 MEMBERSHIP LIST

<table>
<thead>
<tr>
<th>Member</th>
<th>Alternate</th>
</tr>
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<tbody>
<tr>
<td>Eva Henry</td>
<td>Erik Hansen</td>
</tr>
<tr>
<td>Commissioner</td>
<td>Commissioner</td>
</tr>
<tr>
<td>4430 S. Adams Co. Pkwy, Ste. C5000A</td>
<td>4430 S. Adams Co. Pkwy, Ste. C5000A</td>
</tr>
<tr>
<td>Brighton, CO 80601</td>
<td>Brighton, CO 80601</td>
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<tr>
<td>(720) 523-6100</td>
<td>(720) 523-6100</td>
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<td>(720) 523-6045 FAX</td>
<td>(720) 523-6045 FAX</td>
</tr>
<tr>
<td><a href="mailto:ehenry@adcogov.org">ehenry@adcogov.org</a></td>
<td><a href="mailto:ehansen@adcogov.org">ehansen@adcogov.org</a></td>
</tr>
</tbody>
</table>

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<table>
<thead>
<tr>
<th>Member</th>
<th>Alternate</th>
</tr>
</thead>
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REGIONAL TRANSPORTATION COMMITTEE

Type: Standing Committee

Authority: Memorandum of Agreement between DRCOG, the Colorado Department of Transportation, and the Regional Transportation District, dated July 10, 2001. Modified by the three agencies June 17, 2008.

MEMBERSHIP

Sixteen members as follows:

- Denver Regional Council of Governments - Board chair and vice chair, and two designees from the Metro Vision Issues Committee, and the Executive Director.
- Colorado Department of Transportation - Three metro area Transportation Commissioners and the Executive Director
- Regional Transportation District - Three Board members and the General Manager
- Other Members - Three members appointed annually by the committee chair upon unanimous recommendation of the Executive Directors of DRCOG, CDOT and the General Manager of RTD. The DRCOG Executive Director will consult with the committee chair prior to the three agency executives forming a recommendation.

USE OF ALTERNATES

It is the clear goal of the committee to minimize use of alternates. However, recognizing that there will be times when it is inevitable that members cannot attend, alternates will be allowed on the following basis:

- Each agency shall designate annually, in writing to the chair, standing alternates (board members/commissioners and staff).
- No more than two staff (members or designated alternates) from each agency can vote on any given issue.
- The appropriate level of staff that can be designated as alternates are:
  - DRCOG: Division Directors
  - CDOT: Regional Transportation Directors or equivalent or above
  - RTD: Senior Managers of planning and development or above
- No alternates are permitted for the Other Members
- No proxies are permitted
- The new immediate past chair of DRCOG shall serve as an alternate until the Metro Vision Issues Committee acts to designate new alternates after the February Board elections.
QUORUM/VOTING

Twelve members, or designated alternates. Twelve votes are required to carry any action.

RESPONSIBILITIES

Through the Regional Transportation Committee, DRCOG, as the Metropolitan Planning Organization (MPO), administers the urban transportation planning process for the region in accordance with the Prospectus and applicable federal regulations. Accordingly, the responsibilities of the Regional Transportation Committee shall include:

- Overall direction of current work activities established by the Unified Planning Work Program.
- Review and approval of items to be submitted to the DRCOG Board of Directors, as the MPO policy body, for adoption.
- Approval of plans, programs, documents and annual endorsements related to surface transportation as outlined in the Memorandum of Agreement. Should the DRCOG Board approve a policy action that differs from the Regional Transportation Committee’s recommendation, the action shall be referred back to the Committee for reconsideration.

OTHER

DRCOG representatives will attend a briefing with the DRCOG Executive Director immediately prior to the regularly scheduled RTC meeting.