

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

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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

METRO VISION ISSUES COMMITTEE MEETING SUMMARY
November 4, 2015

MVIC Members Present: Bob Roth – Aurora; Eva Henry – Adams County; Bill Holen – Arapahoe County; Bob Fifer – Arvada; Tim Plass – Boulder; Elise Jones – Boulder County; George Teal – Castle Rock; Cathy Noon – Centennial; Tim Mauck – Clear Creek County; Robin Kniech – Denver; Roger Partridge – Douglas County; Daniel Dick – Federal Heights; Ron Rakowsky – Greenwood Village; Shakti – Lakewood; Jackie Millet – Lone Tree; Ashley Stolzmann – Louisville; Herb Atchison – Westminster.

Others present: Jeanne Shreve – Adams County; Larry Mugler – Arapahoe County; Mac Callison – Aurora; Heather Lamboy – Castle Rock; Joe Fowler – Douglas County; Daniel Dick – Federal Heights; Kevin Forgett, Kent Moorman – Thornton; Cate Townley – Colorado Department of Public Health & Environment; John Douglas – Tri-County Health Dept.; Molly Hanson – Jeffco Public Health; Gretchen Armijo – Denver Environmental Health; 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 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 motions 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.

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 #
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 2016-2021 TIP 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.

ATTACHMENT 1

2016-2021 TIP Project Waiting List
(October 7, 2015 MVIC-recommended)

Rank Ordered by Fund Category							
STP-M	CMAQ and/or TAP	Sponsor	Project Name	TIP Project ID	TIP Score	Project Type	Federal Funding Request
1		Commerce City	88th Ave NEPA Study: I-76 to Hwy 2	CoCy-2014-006	N/A	Studies	\$150
2		Arapahoe County	Iliff Ave Corridor Operational Improvements: Parker Rd to Quebec St (Remaining Amount)	TIP-2016-024	83.8	Operations	\$3,892
2		Longmont	SW Longmont Subarea Operations Study	Long-2014-001	N/A	Studies	\$300
3		Douglas County	US-85 Operational Improvements: Blakeland Dr to County Line Rd *	DgCo-2014-005	76.4	Operations	\$15,000
	4	Boulder	N- 30th St/Colorado Ave Bike/Ped Underpass (Remaining Amount)	TIP-2016-035	73.7	B/P	\$1,250
4		Commerce City	Vasquez Access Study: I-270 to Hwy 2/US-85	CoCy-2014-005	N/A	Studies	\$180
6		Denver	Martin Luther King Jr Blvd Extension: Havana St to Peoria St (Remaining Amount)	TIP-2016-022	71.5	Capacity	\$1,328
	1	Univ of Col - Boulder	N - 19th Street Trail and Bridge	UoCB-2014-002	70.5	B/P	\$4,798
	2	Boulder	U - SH-157/Foothills Pkwy Underpass at Colorado Ave	Bldr-2014-009	68.3	B/P	\$3,200
	3	Denver	U - South Platte Greenway Access: Iowa Ave RR Underpass to Santa Fe Dr	Denv-2014-024	68	B/P	\$1,704
	4	Denver	U - South Platte Greenway/Cherry Creek Trail: Confluence Bridge Upgrades	Denv-2014-025	68	B/P	\$7,980
	5	Univ of Col - Boulder	N - 19th St and 21st St Bridges and Trails **	UoCB-2014-003	67.6	B/P	\$7,305
	6	Arvada	U - W 57th Ave Sidewalks: Independence St to Balsam St	Arvd-2014-034	67.2	B/P	\$628
	7	Denver	N - Peoria Station Multi Use Path: 39th Ave to 44th Ave	Denv-2014-026	66.9	B/P	\$1,950
	8	Wheat Ridge	N - Kipling St Multi-Use Trail: 32nd Ave to 44th Ave	WhRd-2014-006	66.9	B/P	\$2,240
	9	Denver	U - 1st Ave/Steele St Multimodal Improvements: 1st Ave to Colorado Blvd	Denv-2014-035	66.3	B/P	\$5,254
	10	Lakewood	N - Sheridan Blvd Bike Path: 6th Ave to 10th Ave ***	Lakw-2014-006	66.1	B/P	\$1,920
	11	Denver	N - 38th St/Marion St/Walnut St Multimodal Improvements: Walnut St to Lawrence St/Downing St	Denv-2014-028	65.6	B/P	\$2,131
	12	Boulder	N - Skunk Creek Bike/Ped Underpass at Moorehead Ave	Bldr-2014-002	65.4	B/P	\$2,640
	13	Denver	N - Sheridan Station Sidewalks: 8th to 10th/Colfax to 17th ***	Denv-2014-027	64.7	B/P	\$1,172
	14	Aurora	N - 6th Ave Bike/Ped Facility: Vaughn St to Del Mar Circle	Aura-2014-011	64.2	B/P	\$4,674
7		R.T.D	Regional BRT Feasibility Study (Remaining Amount)	TIP-2016-051	N/A	Studies	\$200
5		Denver	Colfax Ave Transit Enhancements: 7th St near I-25 to Yosemite	Denv-2014-011	63.8	Operations	\$12,004
	15	Arvada	U - Independence St Sidewalks: W 50th Ave to W 57th Ave	Arvd-2014-029	63.1	B/P	\$1,665
	16	Wheat Ridge	N - 32nd Ave Bike Lanes: Sheridan Blvd to Youngfield St	WhRd-2014-007	62.5	B/P	\$4,000
	18	Superior	N - Superior Trail: McCaslin BRT to Davidson Mesa Underpass (Remaining Amount)	TIP-2016-034	62.4	B/P	\$103
	17	Westminster	N - Walnut Creek Trail: 103rd Ave to 106th Ave	West-2014-003	62	B/P	\$8,280
	18	Boulder	U - SH-157/Foothills Pkwy Bike/Ped Underpass at Sioux Dr	Bldr-2014-010	61.2	B/P	\$3,440
	19	Lone Tree	N - Lincoln Ave Pedestrian Bridge: West of Heritage Hill Circle	Ltre-2014-001	59	B/P	\$1,500
	20	Arvada	N - Ridge/Reno Rd Mixed-use Trail: Garrison St to Allison St	Arvd-2014-018	58.7	B/P	\$1,442
6		Parker	Parker Road Transportation and Land Use Plan	Park-2014-005	N/A	Studies	\$125
7		Denver	56th Ave Widening: Chambers Rd to Pena Blvd	Denv-2014-012	58.3	Capacity	\$9,800
	21	Boulder County	N - Butte Mill Multimodal Connection: Valmont Path to Arapahoe Rd Transit	BICo-2014-007	57.9	B/P	\$312
	22	Denver	N - 38th/Blake Station: 35th St Multimodal Improvements: Wazee St to S Platte Greenway Trail	Denv-2014-030	57.9	B/P	\$3,479
	23	Boulder County	N - Williams Fork Trail Multi-use Path	BICo-2014-008	57.8	B/P	\$632
8		R T D	83L Enhancements: Downtown Civic Center to Nine Mile	RTD-2014-006	N/A	Studies	\$800
9		Douglas County	County Line Rd: Phillips Ave to University Blvd Capacity Improvements	DgCo-2014-001	57.4	Capacity	\$6,000
10		Lakewood	Wadsworth: Ohio Ave to 285 PEL	Lakw-2014-004	N/A	Studies	\$1,600
11		Aurora	Parker Rd/Quincy Ave/Smoky Hill Rd Operational Improvements	Aura-2014-005	56.9	Operations	\$4,492
	24	Boulder	N - 28th St/US-36: Fourmile Canyon to Yarmouth Ave Multi-Use Path	Bldr-2014-005	55.2	B/P	\$4,880
12		Longmont	Design: Oligarchy Ditch Trail/Main St Underpass: Mountain View Ave to 21st Ave	Long-2014-007	N/A	Studies	\$160
13		Lakewood	Alameda Ave Operational Improvements: Vance St to Pierce St	Lakw-2014-007	55	Operations	\$1,150
14		Thornton	104th Ave Widening: Grandview Ponds to S Platte River	Thor-2014-001	54.2	Capacity	\$8,040
	25	Boulder	N - Table Mesa Dr Bike/Ped Underpass	Bldr-2014-001	54	B/P	\$3,840
15		Westminster	Sheridan Blvd Operational Improvements: 87th Ave to US-36	West-2014-001	53.3	Operations	\$5,600
16		Aurora	Airport Blvd-Buckley Rd/Alameda Pkwy Intersection Operational Improvements	Aura-2014-006	53.1	Operations	\$1,664
17		Louisville	Hwy 42/96th St Corridor Operational Improvements: Pine St to S Boulder Rd	Lou-2014-003	53	Operations	\$8,837
	26	Arvada	U - W 60th Ave Bike/Ped Facilities: Tennyson St to Sheridan Blvd	Arvd-2014-030	52.8	B/P	\$1,378
	27	Arvada	N - W 52nd Ave Bike/Ped Facilities: Marshall St to Vance St	Arvd-2014-004	52.2	B/P	\$687
	28	Arapahoe County	N - Yale Ave/Holly St/Highline Canal Trail Pedestrian and Roadway Improvements	ApCo-2014-009	51.5	B/P	\$1,470
18		Lafayette	South Boulder Rd and 119th/120th St Operational Improvements	Lafa-2014-007	50.5	Operations	\$2,665
19		Commerce City	88th Ave Widening: I-76 to Hwy 2	CoCy-2014-003	50	Capacity	\$28,809
	29	Parker	N - Parker Road Sidewalk Connection: Twenty Mile Road to Indian Pipe Ln	Park-2014-003	49	B/P	\$541
20		Arvada	SH-72 at W 72nd Ave Intersection Operational Improvements	Arvd-2014-002	49	Operations	\$5,406
	30	Arvada	N - Little Dry Creek Bike/Ped Grade Separation	Arvd-2014-017	48.7	B/P	\$2,873
	31	Denver	U - High Line Canal Trail Underpass: Parker Rd and Mississippi Ave	Denv-2014-033	48.6	B/P	\$3,201
	32	Nederland	N - Middle Boulder Creek Bridge Project	Nedl-2014-002	48.1	B/P	\$726
	33	Boulder	N - Bear Creek Canyon Bike/Ped Underpass	Bldr-2014-003	47.5	B/P	\$4,480
21		Louisville	Highway 42/96th St Corridor Operational Improvements: Lock St to Pine St	Lou-2014-001	46.5	Operations	\$4,178
	34	Boulder	N - Fourmile Canyon Creek: 19th St to Violet Ave Bike/Ped Facilities	Bldr-2014-006	46.4	B/P	\$5,298
22		Aurora	6th Ave/Pkwy Extension: Liverpool St to E-470	Aura-2014-008	45.3	Capacity	\$13,918
23		Louisville	Hwy 42/96th St Corridor Operational Improvements: S Boulder Rd to Paschal Dr	Lou-2014-004	44.6	Operations	\$4,840
24		Denver	Quebec St Operational Improvements: Sandown Rd/40th Ave to I-70	Denv-2014-022	44.4	Operations	\$4,290
25		Castle Rock	Plum Creek Pkwy and Wilcox St Intersection Operational Improvements	CRck-2014-003	43.4	Operations	\$1,730
26		Aurora	Peoria St Operational Improvements: Fitzsimons Pkwy to North of Sand Creek	Aura-2014-007	43	Operations	\$11,874
	35	Arvada	N - Alkire St Pedestrian Bridge	Arvd-2014-001	42.8	B/P	\$2,039
	36	Erie	N - Coal Creek Extension: Reliance Park to Erie Village	Erie-2014-009	39.4	B/P	\$1,480
	37	Erie	N - Coal Creek Trail Extension: Reliance Park to Kenosha Rd	Erie-2014-003	36.5	B/P	\$1,840
	38	Nederland	U - Lakeview Dr/SH-72 Intersection Operational Improvements	Nedl-2014-001	35.9	B/P	\$467
	39	Longmont	N - County Line Rd Bike Shoulders: 9th Ave to SH-66	Long-2014-006	34.5	B/P	\$1,360
27		Castle Rock	Founders Pkwy and Crowfoot Valley Rd Intersection Operational Improvements	CRck-2014-002	34.4	Operations	\$2,042
	40	Lyons	N - US36 (Broadway) and SH-7 (5th Ave) Bike/Ped Facilities	Lyon-2014-001	34.1	B/P	\$1,309
	41	Westminster	U - 72nd Ave Sidewalk Reconstruct: Stuart St to Xavier St	West-2014-002	33.6	B/P	\$3,360
	42	Jefferson County	N - 32nd Ave Bike/Ped Facilities: Alkire St to Eldridge St	JfCo-2014-002	31.1	B/P	\$1,113
28		Erie	County Line Road Operational Improvements: Bonnel Ave to Erie Pkwy	Erie-2014-001	31	Operations	\$3,240
29		Erie	County Line Road Operational Improvements: Erie Pkwy to Telleen Ave	Erie-2014-002	30	Operations	\$2,640
30		Lafayette	Hwy 7 and 119th St Operational Improvements	Lafa-2014-006	29.9	Operations	\$1,510
	43	Boulder County	N - Isabelle Rd Shoulders: N 95th St to N 109th St	BICo-2014-002	26.4	B/P	\$1,418
	44	Erie	U - Pedestrian Underpass at Coal Creek Crossing	Erie-2014-007	25	B/P	\$320
31		Erie	County Line Road Operational Improvements: Telleen Ave to Evans St	Erie-2014-004	24	Operations	\$2,200
	45	Erie	N - County Line Road Bike Shoulders: Evans St to SH-52	Erie-2014-005	20.6	B/P	\$1,760
	46	Jefferson County	N - McIntyre St Bike/Ped Facilities: 32nd Ave to SH-58	JfCo-2014-003	20.4	B/P	\$824

* Lower scoring duplicitive capacity project was removed

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

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

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 #
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

Outcome 7 Objectives	Covered under:	Potentially move to:
Objective 7.1: Expand transit-supportive land use and development patterns	Objective 1.1(c): Promote compact, mixed-use development patterns	
	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	
Objective 7.1(a): Maintain and improve efficient transportation access to regional employment hubs	Objective 15.2: Improve access to and from the region's developed and emerging employment centers	
	Objective 15.2(a): Track, assess, and respond to the mobility needs of major employment centers	
Objective 7.1(b): Expand mobility options within urban centers and other areas of concentrated major activity centers	Objective 3.1(g): Enhanced internal and regional connectivity	
	Objective 3.2: Continue to create and revitalize multimodal corridors that connect and support the vitality of the region's urban centers	
	Objective 3.2(a) Invest in multimodal enhancements along corridors	

Outcome 7 Objectives	Covered under:	Potentially move to:
	Objective 3.2(c): Provide direct connections between urban centers and surrounding neighborhoods	
Objective 7.1(c): Focus roadway capacity increases within the urban growth boundary/area	Objective 2.2(a): Prioritize funding to serve urbanized areas	
Objective 7.1(d): Promote multimodal connectivity	Objective 3.2(a) Invest in multimodal enhancements along corridors	
	Objective 5.1(b): Incorporate multimodal facilities or treatments into all roadways and streets	
	Objective 5.4(d): Maintain Denver Union Station as the region's primary multimodal hub and further develop other transit mobility hubs	
Objective 7.1(e): Implement transportation improvements that enhance transit-oriented development (TOD) opportunities	Objective 3.1(c): Prioritize investment in urban centers served by transit	
Objective 7.1(f): Consider issues of land use compatibility	Objective 2.1(e): Protect the long-term viability of significant regional facilities	
Objective 7.2: Expand transportation services and access that address the needs of persons with mobility obstacles or impairments	Outcome 5: The regional transportation system is well-connected and serves all modes of travel.	

Outcome 7 Objectives	Covered under:	Potentially move to:
	Objective 5.2(d): Provide demand-response service for targeted needs	
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	Outcome 5: The regional transportation system is well-connected and serves all modes of travel.	
	Objective 13.1(b): Improve transit accessibility to health services	
	Outcome 13: The region's residents have expanded connections to health services	
	Objective 13.1(b): Improve transit accessibility to health services	
Objective 7.2(b): Address the transportation needs mobility-limited populations in land use planning and development	Objective 1.1: Promote development patterns and community design features that meet the needs of people of all ages, incomes, and abilities	
	Objective 1.1(f): Integrate universal design strategies	
Objective 7.2(c): Address the needs of older adults and mobility-limited populations in upgrading and redeveloping existing transportation facilities	Objective 1.1: Promote development patterns and community design features that meet the needs of people of all ages, incomes, and abilities	
	Objective 1.1(d): Create pedestrian- and bicycle-friendly environments	

Outcome 7 Objectives	Covered under:	Potentially move to:
	Objective 1.1(f): Integrate universal design strategies	
	Objective 5.1(b): Incorporate multimodal facilities or treatments into all roadways and streets	
Objective 7.3: Develop and maintain a transportation system that protects and enhances air quality, energy efficiency, and the overall environment	Objective 5.1(b): Incorporate multimodal facilities or treatments into all roadways and streets	
	Objective 5.1(d): Consider the use of managed lanes in new capacity projects where feasible	
	<p>Outcome 8: The region has clean water and air, and lower greenhouse gas emissions.</p> <p>Outcome 8 Narrative: The region meets or exceeds applicable federal, state, and local requirements and regional targets for air and water quality.</p>	
	Objective 8.1: Improve air quality and reduce greenhouse gas emissions	
	Objective 8.2(b): Promote best management practices (nonpoint water pollution – e.g. sediment control ordinances)	

Outcome 7 Objectives	Covered under:	Potentially move to:
Objective 7.3(a): Expand Travel Demand Management (TDM) services and strategies	<u>OBJECTIVE 7.3(a) CONCEPT NOT EXPLICITLY INCLUDED IN ANY EXISTING OBJECTIVE</u>	Outcome 6: The transportation system is safe, reliable and well-maintained.
Objective 7.3(b): Provide efficient, low-polluting alternatives to single-occupant vehicles	Objective 8.1(b): Incentivize alternative fuel vehicles and infrastructure	
	Objective 8.1(e): Collaborate with local and regional partners on air quality initiatives	
Objective 7.3(c): Ensure traditionally underserved populations receive a proportionate share of transportation improvements and are not disproportionately affected by negative impacts	<u>OBJECTIVE 7.3(c) CONCEPT NOT EXPLICITLY INCLUDED IN ANY EXISTING OBJECTIVE</u>	Outcome 15: All residents have access to a range of transportation, employment, commerce, housing, educational, cultural, and recreational opportunities.
Objective 7.3(d): Reduce potential environmental impacts of roadway construction and maintenance	Objective 8.2(b): Promote best management practices (nonpoint water pollution – e.g. sediment control ordinances)	
Objective 7.3(e): Encourage the use of alternative fuel vehicles and infrastructure	Objective 8.1(b): Incentivize alternative fuel vehicles and infrastructure	
	Objective 8.1(e): Collaborate with local and regional partners on air quality initiatives	

Outcome 7 Objectives	Covered under:	Potentially move to:
Objective 7.3(f): Support legislation that increases fuel economy standards and incentives	<u>OBJECTIVE 7.3(F) CONCEPT NOT EXPLICITLY INCLUDED IN ANY EXISTING OBJECTIVE</u>	Outcome 8: The region has clean water and air, and lower greenhouse gas emissions.

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 #
December 2, 2015	Action	6

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@drco.org; or Brad Calvert, Metro Vision Manager at 303-480-6839 or bcalvert@drco.org. For information on DRCOG’s strategic planning model please contact Jerry Stigall, Director of Organizational Development at 303-480-6780 or jstigall@drco.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.

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*³: 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)*⁴: the urban growth boundary/area defines where urban development will take place in the region over the next 25 years

Locally adopted polices: 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.

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*⁵: 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*⁶: 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

⁵ As defined in Metro Vision 2035

⁶ As further defined in the Board adopted Metro Vision Growth and Development Supplement

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*⁷: 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*⁸: 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.~~

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*⁹: 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

⁹ As defined in Metro Vision 2035

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)

reliable: consistent and dependable travel time

well-maintained: 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.

enforcement: ~~legislative laws, regulations and police, etc. enforcement level and priority~~ the act of compelling observance of or compliance with a law, rule or obligation

operations and management: including signal timing, ramp-metering, Intelligent Transportation Systems, and similar strategies related to day-to-day operation of all components of the transportation system

physical components: the infrastructure making up the transportation system– pavement, striping, bus stops and transit vehicles, sidewalks, etc.

useful life: 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

quality travel experience: an experience where the user is infrequently subject to ~~minimize~~ potholes, bumps, gaps, and poor condition of the infrastructure.

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.

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 drive, transit services, walking, wheelchair, bicycle, taxis, volunteer driver programs, home delivery services, etc.

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 (CO₂), methane (CH₄) and nitrous oxide (N₂O)

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*¹⁰— 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

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*¹³: 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.

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.

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

*health services*¹⁴: 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.~~

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*¹⁵: 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.

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

*access to opportunity*¹⁶: 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.)

¹⁶ 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.)~~

ATTACHE

To: Chair and Members of the Metro Vision Issues Committee

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

Meeting Date	Agenda Category	Agenda Item #
December 2, 2015	Action	7

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

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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.