

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

**AGENDA**  
**BOARD OF DIRECTORS**  
**WEDNESDAY, JANUARY 18, 2017**  
**6:30-9:15 p.m.**  
**1290 Broadway**  
**First Floor Independence Pass Conference Room**

1. 6:30 Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of New Members and Alternates
4. \*Move to Approve Agenda
5. 6:35 Report of the Chair
  - Report on Regional Transportation Committee Meeting
  - Presentation of Five Year Service Award to Joyce Jay, City of Wheat Ridge
6. 6:40 Report of the Executive Director
7. 6:50 Public Comment

Up to 45 minutes is allocated at this time for public comment and each speaker will be limited to 3 minutes. If there are additional requests from the public to address the Board, time will be allocated at the end of the meeting to complete public comment. The chair requests that there be no public comment on issues for which a prior public hearing has been held before this Board. Consent and action items will begin immediately after the last speaker.

**CONSENT AGENDA**

8. 7:05 \*Move to Approve Consent Agenda
  - Minutes of December 7, 2016  
(Attachment A)
  - Designate location for posting notices of meetings  
(Attachment B)

**\*Motion requested**

**TIMES LISTED WITH EACH AGENDA ITEM ARE APPROXIMATE**  
**IT IS REQUESTED THAT ALL CELL PHONES BE SILENCED**  
**DURING THE BOARD OF DIRECTORS MEETING. THANK YOU**

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.



**We make life better!**



### **ACTION AGENDA**

9. 7:15 \*Discussion of adoption of Metro Vision  
(Attachment C) Brad Calvert, Director, Regional Planning & Development  
**This action requires an affirmative majority (29) of the total participating membership**
10. 7:40 \*Discussion of release of the draft 2040 Metro Vision Regional Transportation Plan for public review and comment  
(Attachment D) Jacob Riger, Transportation Planning Manager, Transportation Planning & Operations  
**Upon affirmative action on this item, the Chair will schedule a public hearing on the draft 2040 Metro Vision Regional Transportation Plan. It will also serve as the public hearing for the 2018-2021 Transportation Improvement Program**
11. 8:00 \*Discussion of amendments to the 2016-2021 Transportation Improvement Program  
(Attachment E) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
12. 8:15 \*Discussion of actions proposed by DRCOG staff regarding implementation delays of Transportation Improvement Program projects  
(Attachment F) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
13. 8:30 \*Discussion of Regional Transportation Operations Project Selection Criteria  
(Attachment G) Greg MacKinnon, Transportation Operations Program Manager, Transportation Planning & Operations
14. 8:45 \*Discussion of state legislative issues  
New Bills for Consideration and Action  
(Attachment H) Rich Mauro, Senior Policy and Legislative Analyst  
Rich Mauro will present a recommended position on new bills based on the Board's legislative policies. If a bill requires additional discussion it may be pulled from the package and action will be taken separately. Bills introduced after the agenda is posted will be emailed to members prior to the meeting, possibly even the day of the meeting. **Positions on specific legislative bills requires affirmative action by 2/3 of those present and voting.**

### **INFORMATIONAL BRIEFINGS**

15. 9:00 Committee Reports  
The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG
  - A. Report on State Transportation Advisory Committee – Elise Jones
  - B. Report from Metro Mayors Caucus – Herb Atchison
  - C. Report from Metro Area County Commissioners– Don Rosier
  - D. Report from Advisory Committee on Aging – Phil Cernanec
  - E. Report from Regional Air Quality Council – Shakti
  - F. Report on E-470 Authority – Ron Rakowsky
  - G. Report on FasTracks – Bill Van Meter

**INFORMATIONAL ITEMS**

16. 2016-2021 Transportation Improvement Program Administrative Modifications  
(Attachment I) Douglas W. Rex, Director, Transportation Planning & Operations
17. DRAFT 2017 Federal Legislative Policy  
(Attachment J) Rich Mauro, Senior Policy and Legislative Analyst
18. Nominating Committee Report  
(Attachment K)
19. Relevant clippings and other communications of interest  
(Attachment L)  
Included in this section of the agenda packet are news clippings which specifically mention DRCOG.  
Also included are selected communications that have been received about DRCOG staff members.

**ADMINISTRATIVE ITEMS**

20. Next Meeting – February 15, 2017
21. Other Matters by Members
22. 9:15 Adjourn

### SPECIAL DATES TO NOTE

Deadline for JVC Nominations January 31, 2017

Board Open House February 1, 2017

DRCOG Awards Event April 26, 2017

For additional information please contact Connie Garcia at 303-480-6701 or  
[cgarcia@drcog.org](mailto:cgarcia@drcog.org)

### CALENDAR OF FUTURE MEETINGS

#### January 2017

17	Regional Transportation Committee	8:30 a.m.
18	Finance and Budget Committee	5:30 p.m.
18	Board of Directors	6:30 p.m.
20	Advisory Committee on Aging	Noon – 3 p.m.
23	Transportation Advisory Committee	1:30 p.m.

#### February 2017

1	Board Work Session	4:00 p.m.
	Performance and Engagement Committee	CANCELLED
14	Regional Transportation Committee	8:30 a.m.
15	Finance and Budget Committee	5:30 p.m.
15	Board of Directors	6:30 p.m.
17	Advisory Committee on Aging	Noon – 3 p.m.
27	Transportation Advisory Committee	1:30 p.m.

#### March 2017

1	Board Work Session	4:00 p.m.
1	Performance and Engagement Committee	6:00 p.m.
14	Regional Transportation Committee	8:30 a.m.
15	Finance and Budget Committee	5:30 p.m.
15	Board of Directors	6:30 p.m.
17	Advisory Committee on Aging	Noon – 3 p.m.
27	Transportation Advisory Committee	1:30 p.m.

**There will not be a Performance and Engagement Committee meeting in February. Instead, please join us for the Board Open House at 6 p.m. in the DRCOG offices, Suite 700.**

**ATTACH A**

MINUTES  
BOARD OF DIRECTORS  
WEDNESDAY, DECEMBER 7, 2016

Members/Alternates Present

Elise Jones, Chair	Boulder County
Eva Henry	Adams County
David Beacom	City and County of Broomfield
Robin Kniech	City and County of Denver
Crissy Fanganello	City and County of Denver
Roger Partridge	Douglas County
Bob Fifer	City of Arvada
Bob Roth	City of Aurora
Aaron Brockett	City of Boulder
Anne Justen	Town of Bow Mar
Rick Teter	City of Commerce City
Steve Conklin	City of Edgewater
Joe Jefferson	City of Englewood
Daniel Dick	City of Federal Heights
Lynette Kelsey	Town of Georgetown
Scott Norquist	City of Glendale
Saoirse Charis-Graves	City of Golden
Brad Wiesley	City of Lafayette
Shakti	City of Lakewood
Phil Cernanec	City of Littleton
Jackie Millet	City of Lone Tree
Joan Peck	City of Longmont
Ashley Stolzmann	City of Louisville
Kyle Mullica	City of Northglenn
John Diak	Town of Parker
Rita Dozal	Town of Superior
Eric Montoya (Alternate)	City of Thornton
Herb Atchison	City of Westminster
Joyce Jay	City of Wheat Ridge
Adam Zarrin	Governor's Office
Bill Van Meter	Regional Transportation District

Others Present: Douglas W Rex, Director, Transportation Planning & Operations, Connie Garcia, Executive Assistant/Board Coordinator, DRCOG; Jeanne Shreve, Adams County; Mac Callison, Aurora; Kent Moorman, Thornton; Jeff Sudmeier, CDOT; Ed Bowditch, Bowditch and Cassel Public Affairs; and DRCOG staff.

Chair Elise Jones called the meeting to order at 4:00 p.m. Roll was called and a quorum was present.

A new alternate from the Town of Superior was recognized, Trustee Mark Lacis.

Move to Approve Agenda

Director Atchison **moved** to approve the agenda. The motion was **seconded** and **passed** unanimously.

Report of the Chair

Chair Jones reported the Regional Transportation Committee met and unanimously approved amendments to the *2016-2021 Transportation Improvement Program* and air quality conformity modeling networks associated with the 2040 Metro Vision Regional Transportation Plan. The group received a briefing on the *Annual List of Obligated Projects* and the crash report.

Report of the Executive Director

- Doug Rex reported the Performance and Engagement and Finance and Budget committees will meet immediately following the Board meeting.
- Mr. Rex reported DRCOG staff participated on the planning committee for the first annual Planning Partners Conference held in Adams County. He thanked Adams County and staff for their hard work and the opportunity to participate.
- Mr. Rex brought member's attention to three handouts at their seats; one for a Metro Vision Idea Exchange on affordable housing, a Save the Date for the annual awards event, and a flyer about JVC and Metro Vision award nominations. The DRCOG Open House is scheduled for February 1, immediately following the February Board work session. The Performance and Engagement Committee will not meet in February.

Public comment

No public comment was received.

Move to approve consent agenda

Director Charis-Graves **moved** to approve the consent agenda. The motion was **seconded** and **passed** unanimously.

Items on the consent agenda included:

- Minutes of November 16, 2016 meeting
- 2017 State Legislative Policy Statement

Discussion of amendments to the *2016-2021 Transportation Improvement Program*

Todd Cottrell, Senior Transportation Planner, provided a brief overview of the proposed amendments.

Director Millet **moved** to approve amendments to the *2016-2021 Transportation Improvement Program* as proposed. The motion was **seconded** and **passed** unanimously.

Discussion of approval of 2040 Metro Vision Regional Transportation Plan fiscally constrained roadway capacity projects and rapid transit networks to be modeled for air quality conformity

Jacob Riger, Long Range Transportation Planning Manager, provided an overview of the proposed networks for air quality conformity modeling. Director Cernanec asked if any scenario planning is done during the modeling process. Mr. Riger noted scenario work is not done during air quality conformity modeling, but more will be done for the next iteration of the long range plan.

Director Shakti **moved** to approve the 2040 Metro Vision Regional Transportation Plan fiscally constrained roadway capacity projects and rapid transit networks to be modeled for air quality conformity as proposed. The motion was **seconded** and **passed** unanimously.

Briefing on the Colorado Department of Transportation's Development Program

Jeff Sudmeier, CDOT Multimodal Branch Manager, provided information on CDOT's Development Program. The program is meant to identify specific project needs for the state, by building on the existing regional transportation planning process. Multiple existing project lists have been merged into the development program list. Mr. Sudmeier noted this is not a required document, it is meant to be used as a tool for future project selection processes. The highway inventory will be updated and maintained, and may be used to support additional project selection activities as funding opportunities arise. Transit and bicycle/pedestrian projects will be added to the development program in the near future.

Providing comments on the draft Metro Vision Plan

Brad Calvert noted well over 200 comments were received on the draft Metro Vision Plan. Staff will compile the comments, provide responses where needed, and will report on them during the January 4 Board work session. Member jurisdictions who provided comments were encouraged to contact staff for a one-on-one meeting to discuss their comments. Members were encouraged to attend the January 4 work session to provide any additional input. A redline of the draft plan will be available at the January 4 work session. It is anticipated the draft Metro Vision Plan will be brought to the full Board for action at the January 18 meeting.

Committee Reports

**State Transportation Advisory Committee** – Director Jones reported the STAC received a briefing on the Development Program, the Fastlanes grant program, the Colorado road usage pilot program, and a follow-up discussion on the STAC workshop.

**Metro Mayors Caucus** – No report was provided.

**Metro Area County Commissioners** – No meeting occurred. A regional gathering is scheduled for December 14.

**Advisory Committee on Aging** – No report was provided.

**Regional Air Quality Council** – Director Shakti reported the SIP has been approved by the Air Quality Control Commission, and will now go to the Legislature. The next SIP (for the new 70 parts per billion Ozone standard) process has begun.

**E-470 Authority** – Director Partridge reported the highway continues to break usage records, and the expansion project is ahead of schedule.



**Report on FasTracks** – Bill Van Meter reported the RTD FasTracks Monitoring Committee received updates on the North Metro and I-225 projects.

Next meeting – **January 18, 2017**

Other matters by members

- Director Montoya noted that Director Matkowsky has resigned as the DRCOG Board representative; Mayor Heidi Williams will be the new member; he will remain as the alternate.
- Director Fifer noted that due to the delay of the Gold Line opening, RTD is providing bus service that will mimic the Gold Line service until the line opens. He thanked RTD for providing the service.

Adjournment

The meeting adjourned at 5:25 p.m.

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Elise Jones, Chair  
Board of Directors  
Denver Regional Council of Governments

ATTEST:

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Jennifer Schaufele, Executive Director

# ATTACH B

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
January 18, 2017	Consent	8

**SUBJECT**

This action is related to the location for posting notice of meetings.

**PROPOSED ACTION/RECOMMENDATIONS**

DRCOG staff recommends designating the reception area of the DRCOG offices as the official location for posting notices of meetings.

**ACTION BY OTHERS**

N/A

**SUMMARY**

Notice of each regular and special meeting of the Board of Directors, each committee established by the Board, or those created as part of the approved committee structure of the Denver Regional Council of Governments, whether now existing or created in the future, should be posted in the reception area (which is a public place within the boundaries of DRCOG) of the offices of DRCOG located at 1290 Broadway, Suite 100, Denver, Colorado no less than twenty-four hours prior to the holding of the meeting. The posting shall include the time, date, and location of the meeting and shall, where possible, include specific agenda information.

This action implements SB 91-33.

**PREVIOUS DISCUSSIONS/ACTIONS**

N/A

**PROPOSED MOTION**

Move to designate the location for posting notice of meetings as described.

**ATTACHMENT**

N/A

**ADDITIONAL INFORMATION**

If you need additional information, please contact Douglas W. Rex, Director, Transportation Planning & Operations, at 303-480-6747 or [drex@drcog.org](mailto:drex@drcog.org); or Connie Garcia, Executive Assistant/Board Coordinator, at 303-480-6701 or [cgarcia@drcog.org](mailto:cgarcia@drcog.org).

**ATTACH C**

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
January 18, 2017	Action	9

#### SUBJECT

The Metro Vision plan is presented for Board action.

#### PROPOSED ACTION/RECOMMENDATIONS

Staff recommends adoption of the updated Metro Vision plan.

#### ACTION BY OTHERS

N/A

#### SUMMARY

##### Background

The DRCOG Board last adopted a major update to Metro Vision in February 2011. Since 2012, DRCOG staff has continuously engaged the public, stakeholders, and local government staff to prepare a draft plan update for the Board's consideration. In September, the Board directed staff to release the draft plan for public review and comment. A public hearing on the draft plan was held on November 16, 2016. Tonight the Board will consider adopting an updated Metro Vision plan.

##### Comments on the Draft Metro Vision Plan

DRCOG received 26 sets of written comments on the draft Metro Vision plan during the public review and comment period. The DRCOG Board also heard oral testimony from five individuals at the public hearing on November 16, 2016 (each of the five speakers also submitted written comments). Finally, a small number of member jurisdictions provided comments after the public comment period – those comments are also included in the compilation of comments described below.

DRCOG's public involvement plan calls for staff to compile public issues, comments and concerns into complete and concise documents for the Board. DRCOG staff has compiled and organized comments in a few different ways to assist the Board in their review of comments on the public review draft.

- All written comments received in original format can be found [here](#).
- The summary of oral testimony offered at November 16, 2016 public hearing is [here](#).
- DRCOG staff organized comments by topic and drafted high-level responses to the comments. A document organizing comments by topic (with DRCOG responses) can be found [here](#).
- Local government correspondence/comments received after the public hearing are provided [here](#).

#### January Board Work Session – Revisions to Public Review Draft

At the January Board Work Session, the Directors discussed staff suggested revisions to the public review draft. Proposed revisions brought forward by staff were informed by the stakeholder comments provided above. Revisions were further informed by a series of meetings with member governments held between the public hearing and January's work session. These nine meetings provided an opportunity for each community to outline comments, concerns and ideas to improve the draft document.

At the work session the Directors reviewed the document in its entirety. The vast majority of the revisions proposed by staff were considered acceptable by those present at the work session. The Directors also suggested several additional changes and enhancements to the document.

Attachment 1 shows all proposed changes to the public review draft including staff revisions discussed at the January work session and minor editorial changes (i.e. correcting spelling errors, splitting long sentences into two sentences for clarity, etc.). Attachment 1 also shows changes suggested by the Directors at the January work session – those changes are shown as highlighted text.

#### Tonight's Action

By approving the resolution in Attachment 2, the Board will officially adopt the updated Metro Vision plan. The adopted plan will supersede the previously adopted Metro Vision plan (February 2011), including subsequent amendments.

For reference a “clean” version of the draft plan, with revisions described above, is provided [here](#).

The draft plan as presented for tonight's discussion does not reflect design elements that will be applied to the final print document. Full final design will occur after plan adoption, including maps, photos and other graphical elements designed to improve readability.

#### | | |------------------------------| | PREVIOUS DISCUSSIONS/ACTIONS | |------------------------------|

##### Board Action

[March 8, 2015](#) – Board approval of Metro Vision plan review process

[January 20, 2016](#) – Board approval of Metro Vision outcomes and outcome narratives

[May 18, 2016](#) – Board approval of Metro Vision regional objectives, regional objective narratives, and supporting objectives

[July 20, 2016](#) – Board approval of Metro Vision performance measures, strategic initiatives, and “preamble”

[September 21, 2016](#) – Board directed staff to release the draft Metro Vision plan for public review and comment.

[November 16, 2016](#) – Public hearing on draft Metro Vision plan

[December 7, 2016](#) – Providing comments on the draft Metro Vision plan

PROPOSED MOTION
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Move to adopt the Metro Vision plan dated January 18, 2017 or as amended during the meeting.

ATTACHMENTS
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Attachment 1: Draft Metro Vision plan with suggested revisions (“redlined”)

Attachment 2: Resolution adopting the Metro Vision plan

[Link: Written comments – original format](#)

[Link: Summary of oral testimony – November 16, 2016 public hearing](#)

[Link: Writing comments organized by topic, including DRCOG staff response](#)

[Link: Correspondence from member governments received after the public hearing](#)

[Link: “Clean” version of Metro Vision plan for Board consideration](#)

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

# Metro Vision

Draft for Board of Directors consideration  
Jan. 18, 2017





# About DRCOG

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Created in 1955 to foster regional collaboration and cooperation, the Denver Regional Council of Governments (DRCOG) is one of the nation's oldest councils of governments. DRCOG is a nonprofit, voluntary association of local governments in the Denver region. The Denver region, as defined by DRCOG, includes Adams, Arapahoe, Boulder, Clear Creek, Douglas, Gilpin and Jefferson counties, the City and County of Denver, the City and County of Broomfield and southwest Weld County. While DRCOG is a public agency, it is not a unit of government, nor does it have statutory authority to require local governments to be members or follow its plans, but it does play several important roles.

- As the regional planning commission per Colorado state statute, DRCOG prepares the plan for the physical development of the region. For nearly two decades this plan has been known as Metro Vision.
- As the federally designated Area Agency on Aging, DRCOG is responsible for planning and funding comprehensive services to address the needs of the region's older adults and people living with disabilities.
- DRCOG is the region's federally designated metropolitan planning organization serving as a forum for a collaborative transportation planning process, including efforts to address short-term needs and establishing and maintaining the long-term vision for transportation in the region.
- As a council of governments, DRCOG serves as a planning organization, technical assistance provider and forum for member governments to discuss emerging issues of importance to the region.

DRCOG members include more than 50 local governments, each of which has an equal voice. The towns, cities and counties of the region work together to ensure the area remains a great place to live, work and play. DRCOG also has numerous partners, including regional districts; state agencies and departments; the business community; and other stakeholders representing a variety of interests.

## Mission Statement

DRCOG is a planning organization where local governments collaborate to establish guidelines, set policy and allocate funding in the areas of:

- Transportation and Personal Mobility
- Growth and Development
- Aging and Disability Resources

## Vision Statement

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

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# Introduction

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## Metro Vision: Two Decades of Progress

The counties and municipalities of the Denver region have been advancing a shared aspirational vision of the future of the metro area for more than 60 years. Working together to make life better for our communities and residents, that vision has taken various forms over the years—most recently as a regional plan known as Metro Vision. The DRCOG Board of Directors adopted the first Metro Vision plan (Metro Vision 2020) in 1997 and has continued the dialogue about how best to achieve the plan’s evolving vision ever since.

Metro Vision fulfills DRCOG’s duty to make and adopt a regional plan for the physical development of the region’s territory. The plan remains advisory for a local jurisdiction unless its planning commission chooses to adopt it as its official advisory plan under Colorado Revised Statutes 30-28-106(2). As adopted by [a forthcoming resolution], this Metro Vision plan supersedes any regional master plan previously adopted by DRCOG.

The region has a strong shared sense of its future, and the DRCOG Board recognizes that the success of the visionary plan requires the coordinated efforts of local, state and federal governments; the business community; and other planning partners, including philanthropic and not-for-profit organizations.

The Metro Vision plan does not replace the vision of any individual community; rather, it is a tool to promote regional cooperation on issues that extend beyond jurisdictional boundaries. The plan anticipates that individual communities will contribute to Metro Vision outcomes and objectives through different pathways and at different speeds for collective impact.

Six core principles have shaped the role of Metro Vision since the plan’s earliest conceptions and remain valid today.

### Metro Vision Principles

**Metro Vision protects and enhances the region’s quality of life.**

Metro Vision’s most basic purpose is to safeguard for future generations the region’s many desirable qualities, including beautiful landscapes, diverse and livable communities, cultural and entertainment facilities, and employment and educational opportunities.

**Metro Vision is aspirational, long-range and regional in focus.**

Metro Vision’s planning horizon extends 20 years and beyond to help the region address future concerns, while considering current priorities, too. The plan expresses a high-level, regional perspective on how the region as a whole can fulfill the vision of Metro Vision.

**Metro Vision offers ideas for local implementation.**

Local governments can use Metro Vision as they make decisions about land use, transportation planning and a range of related issues. Metro Vision also helps local governments coordinate their efforts with one another and other organizations.

**Metro Vision respects local plans.**

The region’s local governments developed Metro Vision, working collaboratively through DRCOG. The plan doesn’t replace the vision of any individual community, rather, it is a

framework for addressing common issues. Metro Vision is sensitive to the decisions local governments make in determining when, where and how growth will occur. Metro Vision also recognizes that each community has its own view of the future related to its unique characteristics.

Metro Vision encourages communities to work together.

Many of the effects associated with growth—such as traffic, air quality and housing costs—don’t recognize jurisdictional boundaries and local governments must work collaboratively to address them. Metro Vision provides the framework for coordinated regionwide efforts; DRCOG provides the forum.

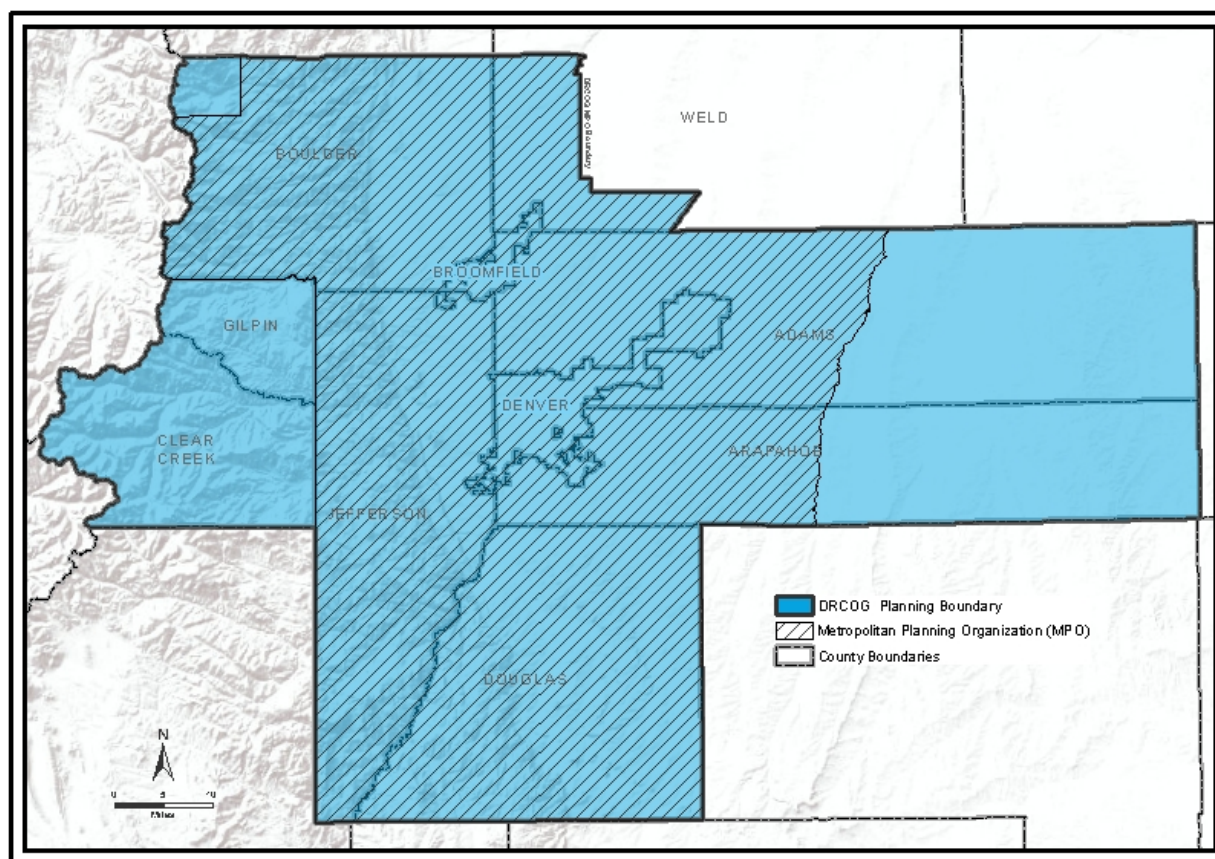
Metro Vision is dynamic and flexible.

Metro Vision reflects contemporary perspectives on the future of the region and is updated as conditions and priorities change. The DRCOG Board makes minor revisions to the plan annually and major updates as needed.

### Applying the Metro Vision Principles in Practice

Metro Vision guides DRCOG’s work and establishes shared expectations with our region’s many and various planning partners. The plan outlines broad outcomes, objectives and initiatives established by the DRCOG Board to make life better for the region’s residents. It also establishes the regional performance measures and targets used to track progress toward desired outcomes over time. DRCOG may update and refine these measures as needed, should improve methods and datasets become available.

The degree to which the outcomes, objectives and initiatives identified in Metro Vision apply in individual communities will vary. Measures (see page 8) help to verify whether the shared actions of planning partners, including local governments, are moving the region toward desired outcomes. Measures are not intended to judge the performance of individual jurisdictions or projects. Local governments will determine how and when to apply the tenets of Metro Vision based on local conditions and aspirations. Metro Vision has historically informed other DRCOG planning processes such as the Transportation Improvement Program (TIP), and the DRCOG Board will decide how to use this document for those process decisions as they occur.

**Map 1. Regional Planning Boundaries**

### Mile High Compact

In 2000, five counties and 25 municipalities came together to affirm their commitment to a shared regional vision by signing the Mile High Compact, a landmark intergovernmental agreement to manage growth. Today 46 communities, representing almost 90 percent of the region's population, have signed the agreement. The binding agreement commits communities to:

- Adopt a comprehensive land-use plan that includes a common set of elements;
- Use growth management tools such as zoning regulations, urban growth boundaries and development codes;
- Link their comprehensive plans to Metro Vision, which outlines regional growth management; and
- Work collaboratively to guide growth and ensure planning consistency.

The Mile High Compact is viewed as a model for regional cooperation by other regions nationwide.



Mile High Compact signing ceremony on Aug. 10, 2000.

## Why Do We Need Metro Vision?

Since Metro Vision was first adopted, the region has seen many changes. Numerous successful regional initiatives have advanced the region’s vision for its future, including:

- Construction of Denver International Airport and several major sports venues;
- Voter approval and ongoing construction of the FasTracks transit expansion program (one of the largest public works projects in the nation);
- Major infill and redevelopment projects including Stapleton, Belmar and the Central Platte Valley;
- Tremendous progress in ~~reducing per capita water use and~~ ensuring a sustainable water supply for many of our fastest-growing communities;
- Making communities throughout the region more livable in response to the opportunities and challenges of growing older adult populations;
- The redevelopment and revitalization of Union Station as a mixed-use regional transportation hub; and
- Extensive local planning for transit-oriented communities along current and planned transit corridors throughout the region.

The Denver region is central to Colorado’s growing reputation as a leader in innovation. Businesses and residents alike are choosing to move to—and stay in—the region because of the quality of life offered by its outstanding climate, central location, diverse communities and lifestyle options, access to ever-expanding recreational opportunities, and economic vitality.

As the region continues to grow and evolve, we face new and ongoing challenges to our quality of life and economic prosperity. By 2040, the region’s population is forecasted to increase nearly ~~450~~ percent, from around 3 million to approximately 4.3 million people. With growth comes increased demand on our land and natural resources, and the need to continuously adapt and improve the region’s infrastructure and services. Furthermore, as the region’s population grows, ensuring residents have access to opportunities, services, and care will be essential to promote a healthy population. At the same time, the region’s 60-and-older population is growing at a faster rate than the rest of the region’s population as a whole—by 2040, more than one million residents will be 60 or older. The demographic shifts also have profound implications for regional and local planning, as housing and transportation needs change with the needs of our aging population.

## What’s Different About Today’s Metro Vision?

Although Metro Vision’s core values have been carried forward through various updates and remain valid, today’s Metro Vision is markedly different than its predecessors. Metro Vision’s focus has expanded from three, topic-based plan elements (growth and development, transportation and environment) to a theme- and outcomes-based approach. The shift in focus reflects:

- Consideration of the region’s social and economic health alongside its physical development;
- The addition of new or expanded topic areas such as housing, economy, community health and wellness, and community resilience;
- The desire for an emphasis on measuring shared achievement of regionwide goals.



Today's Metro Vision emerged from a collaborative process that spanned more than four years. During this time, DRCOG's policy committees, member governments, partner agencies, regional stakeholders, and the community at large worked together to create a shared vision for action for shaping the future of the Denver metro area. A variety of outreach opportunities engaged participants and informed the process, including Metro Vision Idea Exchanges, local government surveys, listening sessions, stakeholder interviews with public- and private-sector interest groups, online forums, neighborhood meetings, and the Sustainable Communities Initiative. Voices throughout the region have informed this collaborative process, identifying areas of regional success worth continuing and expanding, as well as new challenges that can be addressed in today's Metro Vision.

### Key stakeholder engagement activities

***Metro Vision listening tour:*** The listening tour was a qualitative research process designed to reveal varied, individual visions of the future. The tour engaged residents, regional stakeholders and subject matter experts. More than 200 people participated in interviews and focus groups, and nearly 1,200 online survey responses were provided.

***Metro Vision local government survey:*** A diverse cross-section of 27 communities shared their understanding of local growth and development challenges as part of this online, voluntary survey.

***Advisory committees:*** DRCOG convened two advisory committees to shepherd development of the plan. The Metro Vision Planning Advisory Committee worked closely with DRCOG staff to develop policy options and make recommendations to the DRCOG Board of Directors. The Citizens Advisory Committee advised DRCOG on ways to involve residents and businesses and helped make valuable connections with the broader community.

***Metro Vision Transit Alliance Citizens' Academy:*** In partnership with Transit Alliance, DRCOG organized a seven-week leadership program for citizens from around the region. Sessions were conducted on key Metro Vision topics including economic vitality, multimodal transportation, community health and wellness, access to opportunity, and housing.

***Our Shared Vision:*** DRCOG's online platform generated ideas through stakeholder-to-stakeholder interaction. Participants provided feedback on numerous Metro Vision update topics.

***Metro Vision Idea Exchanges:*** These ongoing events bring together local governments and other stakeholders to share information and learn about best practices for supporting Metro Vision. During plan development, three exchanges helped gather feedback on key topics: infill development, community health and wellness, and planning for urban centers in areas outside the traditional core of the region.

***Sustainable Communities Initiative:*** DRCOG, with funding from the U.S. Department of Housing and Urban Development (HUD), brought together numerous stakeholders to thoughtfully align investments. As a region with an existing regional plan, Sustainable Communities Initiative funds were directed toward fine-tuning Metro Vision. Two key issues were explored, as they were not directly addressed in previous versions of the plan—housing and economic vitality.

***DRCOG Board Ad Hoc Committees:*** In July 2014 the Board of Directors formed two ad hoc committees to explore the issues of housing and economic vitality, and how such issues might be integrated into Metro Vision. Over the course of several months the committees consulted with economic development and housing stakeholders to identify key issues and initial ideas of how DRCOG might advance and complement the ongoing work of these critical partners.



## How is Metro Vision Organized?

Metro Vision guides DRCOG’s work and establishes a shared aspirational vision with our many partners. DRCOG developed the plan’s content and structure based on key stakeholder engagement activities (see page 5), the insights of the local elected officials who make up DRCOG’s Board of Directors, and the themes and priorities that have guided the region’s vision for the past 20 years. Throughout the plan, regional priorities are represented in a cascading series of elements, from top-level themes that describe our shared vision for the future down to actions that communities and individuals can take to support the region’s desired achievements.

Five **overarching themes** begin to describe the region’s desired future. These themes organize 14 inter-related, aspirational **outcomes**, which describe a future that DRCOG, local governments and partners will work toward together. Metro Vision links these future-oriented statements to action through **objectives** and **strategic initiatives**.

### What Is Our Vision?—Overarching Themes and Outcomes

Each of the five **overarching themes** (below) provides a destination point for the region and also serves to organize how shared values are presented in this plan.

**Outcomes** represent a regionwide aspiration, shared by DRCOG, its local governments and partners. Outcomes describe a desired future state and point to areas where the region must excel.

#### Theme: An Efficient and Predictable Development Pattern (DP)

##### Outcomes

- The region is comprised of diverse, livable communities.
- ~~Through a coordinated effort between DRCOG and local communities, n~~New urban development occurs in an orderly and compact pattern within regionally designated areas~~within the contiguous and designated areas identified in the Urban Growth Boundary/Area (UGB/A).~~
- Connected urban centers and multimodal corridors throughout the region accommodate a growing share of the region’s housing and employment.

#### Theme: A Connected Multimodal Region (CMR)

##### Outcomes

- The regional transportation system is well-connected and serves all modes of travel.
- The transportation system is safe, reliable and well-maintained.

#### Theme: A Safe and Resilient Natural and Built Environment (NBE)

##### Outcomes

- The region has clean water and air, and lower greenhouse gas emissions.
- The region values, protects and connects people to its diverse natural resource areas, open space, parks and trails.

- The region's working agricultural lands and activities contribute to a strong regional food system.
- The risk and effects of natural and human-created hazards are reduced.

### Theme: Healthy, Inclusive, and Livable Communities (LC)

#### Outcomes

- The built and natural environment supports healthy and active choices.
- The region's residents have expanded connections to health services.
- Diverse housing options meet the needs of residents of all ages, incomes and abilities.

### Theme: A Vibrant Regional Economy (RE)

#### Outcomes

- All residents have access to a range of transportation, employment, commerce, housing, educational, cultural and recreational opportunities.
- Investments in infrastructure and amenities allow people and businesses to thrive and prosper.

### How Can We Achieve the Outcomes?—Regional Objectives and Strategic Initiatives

While outcomes represent a shared regionwide aspiration, DRCOG, local governments and partners will work together toward these outcomes, each contributing in a manner appropriate to local circumstances and priorities.

To equip local governments and partners to take action toward these outcomes, Metro Vision describes the types of improvements and contributions needed through **objectives** and **strategic initiatives**. In this document, the objectives and strategic initiatives follow each theme, organized by outcome (beginning on page 13).

- **Objectives** identify continuous improvements needed to achieve a desired outcome.
  - Regional objectives identify the key areas of continuous improvement and are most closely aligned with plan outcomes.
  - Supporting objectives will move the region toward the improvements outlined by regional objectives, and ultimately the associated outcome.
- **Strategic initiatives** identify specific, voluntary opportunities for various regional and local organizations and governments to contribute to Metro Vision outcomes and objectives.
  - Regional opportunities reflect ways in which DRCOG and its regional partners can facilitate and support local contributions.
  - Local opportunities reflect specific contributions local governments and partners might volunteer to take on their own, or in collaboration with DRCOG and others.

### How Will We Know if We Are Making Progress?—Performance Measures

To help track the region's progress toward our region's identified outcomes, the plan establishes a series of **performance measures** based on:

- Relevance to plan outcomes and objectives;
- Availability of regularly updated and reliable data sources; and
- Use of measurable, quantitative information, rather than anecdotal insights.

Using regular tracking, DRCOG and its partners can verify whether our collective actions to implement the plan are moving the region toward its desired outcomes.

For each overall plan performance measure there is 1) a **baseline**, which indicates the region's current status for that measure; and 2) a **2040 target**, which establishes the desired future outcome for that measure. Relationships between performance measures and overarching themes are also indicated.

DRCOG will report on plan implementation progress using these performance measures, with reporting frequency based on data availability. As new information becomes available or circumstances change, targets or the methodology for measuring success may be refined. In addition to the core performance measures outlined below, a dynamic and flexible performance management approach will be used. DRCOG will continue to research and share data and information that may illustrate progress toward shared outcomes.

Measure	Where are we today? (Baseline)	Where do we want to be? (2040 Target)	Related Theme
Share of the region's housing and employment located in urban centers	Housing: 10.0 percent (2014)	Housing: 25.0 percent	DP
	Employment: 36.3 percent (2014)	Employment: 50.0 percent	
<del>Regional population-weighted</del> Housing density within the Urban Growth Boundary/Area (UGB/A)	<del>1,200</del> 4,850 units-people per square mile (2014)	25 percent increase from 2014	DP
Non-single-occupancy vehicle (Non-SOV) mode share to work	25.1 percent (2014)	35.0 percent	CMR
Daily vehicle miles traveled (VMT) per capita	25.5 daily VMT per capita (2010)	10 percent decrease from 2010	CMR
Average travel time variation (TTV) (peak vs. off-peak)	1.22 (2014)	Less than 1.30	CMR
Daily person delay per capita	6 minutes (2014)	Less than 10 minutes	CMR
Number of traffic fatalities	185 (2014)	Fewer than 100 annually	CMR
Surface transportation-related greenhouse gas emissions per capita	26.8 pounds per capita (2010)	60 percent decrease from 2010	NBE
Protected open space	1,841 square miles (2014)	2,100 square miles	NBE
Share of the region's housing and employment in high risk areas	Housing: 1.2 percent (2014)	Less than 1.0 percent	NBE
	Employment: 2.9 percent (2014)	Less than 2.5 percent	

Measure	Where are we today? (Baseline)	Where do we want to be? (2040 Target)	Related Theme
Share of the region's population living in areas with housing and transportation (H+T) costs affordable to the typical household in the region	41 percent (2013)	50 percent	LC
Regional employment	1.8 million (2014)	2.6 million (1 to 1.5 percent annual growth)	RE
Share of the region's housing and employment near high-frequency transit	Housing: 29.7 percent (2014)	35.0 percent	RE
	Employment: 48.4 percent (2014)	60.0 percent	

# An Efficient and Predictable Development Pattern

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Each of the region's communities contributes in different ways to the region's economy, resiliency, quality of life, and sense of place. As the region continues to grow, maintaining these important distinctions will protect the ability of residents and businesses to choose the types of communities that meet their unique needs and values.

Metro Vision supports efficient and predictable development patterns by encouraging growth tailored to local communities; accommodating the needs of residents of all ages, incomes and abilities; making efficient use of available land and existing and planned infrastructure; and protecting the region's sensitive open lands and natural resources; and helping achieve other Metro Vision outcomes such as reducing vehicle miles traveled.

Achieving an efficient and predictable development pattern is dependent upon the region's ability to work together toward the following outcomes:

- The region is comprised of diverse, livable communities.
- Through a coordinated effort between DRCOG and local communities, nNew urban development occurs in an orderly and compact pattern within regionally designated growth areas~~within the contiguous and designated areas identified in the Urban Growth Boundary/Area (UGB/A).~~
- Connected urban centers and multimodal corridors throughout the region accommodate a growing share of the region's housing and employment.

Metro Vision reflects that the decisions local governments make in determining when, where and how growth will occur are determined by local circumstances and also that each community has its own view of the future. The plan anticipates many areas in the region will experience significant change during the next 10 to 20 years, while other areas are well-established and likely to remain comparatively stable. Because this theme focuses largely on regional land use and growth management issues, it places an intentional focus on specific areas within the region that have historically been identified as key components of an overall regional development pattern that contributes to local and regional aspirations. The theme further recognizes that communities across the region contribute to regional goals and priorities in ways as diverse as the region's communities themselves.

## Why is this important?

Our region needs an efficient and predictable development pattern in order to:

**Maximize the value of land use and transportation planning and investments.** Maintaining a clear connection between land-use patterns and the region's multimodal transportation systems is integral to the Denver region's continued success. Focusing development in compact urban centers that are served by transit and other alternative modes of transportation reduces the need for vehicle trips, minimizes land consumption and ensures a variety of housing and employment options are accessible to people of all ages, abilities and income levels. Concentrating urban development within ~~the~~ UGB/Local and regional priority growth areas can help the region capitalize on available infrastructure and promote the efficient use of resources.

**Create lifelong communities.** By 2040 one in four residents of the region will be 60 or older. Older adults have unique needs and often require support to remain in their homes and communities. Despite this shift, many older adults are staying in the workforce longer—either by choice or out of necessity—and a growing number, whether in the workforce or not, are seeking ways to remain active and engaged in their communities. Growing evidence indicates older adults are healthier and require fewer costly services when they have affordable and accessible housing choices, are provided with the ability to age in place, remain connected to the community and its networks, and have access to long-term care when needed.

**Build on a legacy of local and regional success.** Communities throughout the region have a long history of cooperation, including taking advantage of opportunities for growth and investment that lead to wide-reaching success. Each community also has its own history and legacy to build on through investment and reinvestment. The Western values of cooperation and individualism are not at odds. They can bring the region together on key growth and development issues. They also recognize that the region is stronger because of the diverse local contributions to our shared future that reflect both local and regional values.



Denver International Airport and extension of RTD rail service to and from the airport facilitate travel to the region, as well as within it.

## ▼ What is our vision? ▼

### Outcome 1: The region is comprised of diverse, livable communities.

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.

#### One region, many places

“The region is diverse, and ranges from a dynamic central business district with a cosmopolitan urban atmosphere to small communities with a distinctly rural flavor and picturesque mountain towns nestled in the foothills of the Rockies.”

*Denver Relocation Guide, Winter/Spring 2016*

#### Home of the best places to live

No single list of rankings can agree on the best places to live. However, across various methodologies, the communities in our region consistently rank as some of the best places to live in the country.

- Denver is No. 1 in *U.S. News and World Report's* 2016 “Best Places to Live.” Data used for this ranking considers all the communities in the metro area.
- Boulder is No. 5 in *Livability.com's* 2016 “Best Places to Live.” Longmont, Littleton, Lakewood and Lafayette round out the list's top 50.
- Boulder is also No. 5 in *The Street's* “The 15 Best Places to Live in the United States,” 2015.
- Centennial is No. 4 in *USA Today's* 2015 “Best Cities to Live.” Arvada (No. 13) and Longmont (No. 16) also made the list.
- Louisville is No. 4 in *Money's* “Best Places to Live 2015.” Erie is No. 13. The rankings also placed Denver among “The 5 Best Big Cities.” Three of the region's communities made *Money's* list in 2014: Castle Rock (No. 4), Centennial (No. 13), and Boulder (No. 23).
- Louisville is No. 7 in *Livability.com's* 2016 “Best Small Towns.”
- Wheat Ridge is No. 5 in *Livability.com's* 2014 “Best Places to Retire.”
- Denver is the No. 8 large city in AARP's “The Most Livable Places at 50-plus,” 2015. AARP's livability index also ranked Boulder as one of the “30 Easiest Cities to Get Around,” and Denver as one of the “30 Best Cities for Staying Healthy.”
- Superior is one of *Money's* top 5 “Best Places to Be a Kid,” 2015.
- [Castle Rock, Littleton and Parker were all included in WalletHub's “2016 Best Small Cities in America”](#)

#### Helping older adults remain healthy and independent

DRCOG's Boomer Bond initiative provides education and support to local governments through strategies and tools for supporting healthy, independent aging—allowing older adults to remain in their homes and communities for as long as they wish. Working with stakeholders around the region DRCOG developed the Boomer Bond assessment tool. Local governments can use the to evaluate how well the community's existing resources, programs and physical design serve older adult residents.

Jurisdictions regionwide have used the Boomer Bond assessment tool to help staff and policymakers determine effective ways to meet the needs of current and future older adult residents.



## ▼ ▼ What improvements do we need to continue to make? ▼ ▼

### Regional Objective 1: Improve the diversity and livability of communities.

Urban, suburban and rural communities support a stronger, more livable region through their individual strengths and assets. These diverse communities will contribute to the achievement of regional outcomes in a variety of ways based on local needs and preferences. Communities throughout the region will pursue greater livability through built environments and development patterns that accommodate the widest spectrum of people—regardless of age, income or ability.

#### Supporting Objectives:

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

## ▼ ▼ ▼ What might we do to make progress? ▼ ▼ ▼

### Strategic Initiatives—Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Provide opportunities for local governments to learn from and adapt local approaches to livability issues as appropriate to their unique characteristics.</li> <li>• Foster the region's commitment to the Western values of cooperation and individualism.</li> <li>• Coordinate with local governments, developers and other partners to establish an online clearinghouse of potential development sites and funding opportunities, searchable by specific parameters.</li> </ul> <p><b>Education and Assistance</b></p> <ul style="list-style-type: none"> <li>• Convene forums for small or rural communities covering topics related to maintaining and improving vitality and livability.</li> <li>• Encourage local governments to use DRCOG's Boomer Bond assessment tool to help address the needs of the region's rapidly increasing aging population.</li> <li>• Provide education and technical assistance in support of local efforts to integrate land use and transportation, promote increased diversity among housing options, and meet the needs of people of all ages, incomes and abilities.</li> <li>• Provide data and tools that help identify opportunities for strategic regional and local investments.</li> </ul>	<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Participate in forums that allow other communities to learn from local successes in advancing livability.</li> </ul> <p><b>Policies and Regulations</b></p> <ul style="list-style-type: none"> <li>• Adopt land-use policies and development regulations to support compact, mixed-use development patterns and expanded housing options where appropriate.</li> <li>• Adopt policies, regulations and incentives to support the implementation of universal design strategies.</li> <li>• Establish guidelines or standards that improve the public realm for users of all ages, incomes and abilities as appropriate to the local context (such as street design guidelines that accommodate all users).</li> <li>• Adopt policies, regulations and incentives to preserve and rehabilitate significant historic structures and cultural resources that contribute to a community's authenticity of place and ability to attract tourism.</li> <li>• Promote infill and redevelopment through zoning changes.</li> <li>• Encourage growth and redevelopment in and near established, rural communities; limit rural growth outside areas where basic infrastructure can be provided cost-effectively.</li> <li>• Foster economic development that supports the ability for rural communities to meet the current and future needs of residents in their surrounding rural trade area.</li> </ul>



## Strategic Initiatives—Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<ul style="list-style-type: none"> <li>• Provide information and resources to help communities identify opportunities to retrofit suburban communities with design features that meet the needs of people of all ages, incomes and abilities.</li> </ul> <p><b>Investments</b></p> <ul style="list-style-type: none"> <li>• Continue to invest in helping people live independently as long as possible in their homes and communities.</li> </ul>	<p><b>Investments</b></p> <ul style="list-style-type: none"> <li>• Consider investments in public infrastructure, public/private partnerships and catalytic projects that encourage infill, redevelopment and reinvestment in existing communities.</li> <li>• Target local funds to create community design features that meet the needs of people of all ages, incomes and abilities (such as creating pedestrian-friendly environments and expanding bicycle facilities).</li> </ul>



**Embracing the unique character of the region’s communities provides residents and businesses choice, as well as contributes to the achievement of regional outcomes.**

## ▼ What is our vision? ▼

**Outcome 2:** ~~New u~~Through a coordinated effort between DRCOG and local communities, new urban development occurs in an orderly and compact pattern within regionally designated growth areas within the contiguous and designated areas identified in the Urban Growth Boundary/Area (UGB/A).

A process to identify local and regional urban growth priorities helps the region manage the growth of the region's urban footprint~~defined 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, local commitments to coordinate and collaborate on the expansion of urban growth~~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.~~

#### **Maintaining theThe Denver Region's Urban Growth Boundary/Area**

The Denver region's urban footprint expanded rapidly during the 1980s and 1990s. Local plans and regional forecasts at the time suggested that accommodating the substantial growth anticipated in the following decades would result in a dispersed development pattern that would put the region's high quality of life and key environmental assets at risk. Through DRCOG, leaders from throughout the region came together to develop a proactive, cooperative approach to accommodate forecasted growth while achieving air quality standards, preserving open space and preventing the unnecessary expansion of infrastructure.

Since Metro Vision 2020's adoption in 1997, the Urban Growth Boundary/Area has been an important ~~policy for program in~~ shaping growth and development in the region's long-range plans. An international model for cooperation, the UGB/A reflects a bottom-up approach to growth management that starts with local governments and relies heavily on voluntary collaboration among communities. Among other UGB/As nationwide, the voluntary (not legislatively mandated) nature of the Denver region's UGB/A is notable.

In contrast to top-down approaches through which regional bodies play a key role in fixing an urban growth boundary on a map, the Denver region's UGB/A has significantly more flexibility. The Denver region's UGB/A allows local governments to make and change decisions about where growth can occur as local plans and markets change.

Both the Denver region and the current and future growth pressures it faces have changed since the inception of the UGB/A program. Although o~~Our region's approach has continued achieve the regionally desired increase in urban area density (residents per square mile). the UGB/A program has not been evaluated in nearly a decade. This Metro Vision plan anticipates an evaluation of current and potential programmatic efforts to integrate local planning into regional growth priorities to continue making efficient use of available land and existing and planned infrastructure while ensuring local governments maintain control over their growth decisions.~~

## Testing alternative growth scenarios

**1995:** The DRCOG Board considered several development alternatives, or scenarios, for the location of growth and a range of transportation system improvements through 2020. The Board identified a preferred scenario that would achieve a 10 percent increase in urban density when compared to projections based on development trends. The UGB/A~~region's voluntary urban growth boundary~~ approach reflected in Metro Vision 2020 was based on analysis revealing positive effects from increased density, including supporting the use of existing infrastructure, encouraging transit-accessible development, limiting growth in vehicle miles traveled per capita, encouraging the use of a variety of travel ~~mod~~es, and stewardship of the region's water resources.

**2007:** A decade later DRCOG again explored future scenarios reflecting different land-use and transportation policies, this time through 2035. Scenarios that favored compact development patterns and transit investments performed best on a variety of outcome measures including transportation system performance, infrastructure costs, accessibility and environmental effects. In contrast, scenarios that significantly expanded the region's urban footprint did not perform as well and resulted in greater strain on key regional transportation facilities. The results of the scenario analysis influenced the DRCOG Board's deliberations regarding the expansion of the region's urban growth boundary in Metro Vision 2035.

**2013:** To prepare for the current Metro Vision update, DRCOG explored future scenarios reflecting different development patterns, as well as various transportation system investments and policies. Several scenarios focused housing and employment growth within the existing UGB/A~~locally determined future urban footprint~~—specifically in urban centers and other areas well-served by transit. The scenarios with-that concentrated housing and employment growth within the UGB/A~~in designated centers~~ saw reductions in per capita vehicle miles traveled. Scenarios that concentrated population and employment growth in urban centers and areas well-served by the region's growing transit system also saw a greater share of trips to work via modes other than single-occupant vehicles, as well as the greatest decreases in per capita greenhouse gas emissions.



**The Urban Growth Boundary/Area (UGB/A)**A process to identify and coordinate local and regional urban growth priorities and aspirations helps the region ~~consider~~ contain growth within its overall urban footprint while leaving specific growth decisions to local governments.





Historically, the Denver region has considered a 's UGB/A includes a wide range of places regionwide as part of its urban footprint (clockwise from top left: Denver Central Business District; Highlands Ranch, Douglas County; ~~Thornton~~Northglenn; and Ken Caryl Valley, Jefferson County)

## ▼ ▼ What improvements do we need to continue to make? ▼ ▼

**Regional Objective 2: Contain urban development in locations designated for urban growth and services within the Urban Growth Boundary/Area (UGB/A).**

Metro Vision will help focus and facilitate future growth in locations where urban-level infrastructure already exists or areas where plans for infrastructure and service expansion are in place. DRCOG will work with member communities to identify local urban growth priorities and aspirations that shape regional planning assumptions and influence the region’s ability to achieve a compact regional footprint and other shared outcomes ~~maintain the UGB/A and update the growth allocations for each community in the region annually or as needed.~~

**Supporting Objectives:**

- ~~Identify and m~~Monitor and increase awareness of the the Urban Growth Boundary/Area (UGB/A)-region’s existing and planned urban footprint.
- ~~Increase and prioritize funding to serve areas within the Urban Growth Boundary/Area (UGB/A)-Coordinate local and regional urban growth priorities in order to improve forecasting, planning and investment decisions~~ within regionally designated growth areas.

## ▼ ▼ ▼ What might we do to make progress? ▼ ▼ ▼

### Strategic Initiatives—Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Work with local governments to monitor the extent of current and future urban development patterns <u>as determined by the Metro Vision Growth and Development Supplement using a mutually agreed upon methodology.</u></li> <li>• Coordinate with local communities and infrastructure service providers to identify urban reserve areas that should be conserved for future growth <u>beyond 2040.</u></li> <li>• <u>Coordinate local and regional investment in datasets to improve forecasting and other analyses related to the extent of urban development patterns.</u></li> <li>• <u>Develop a process to coordinate and integrate local urban growth priorities and aspirations into regional planning assumptions.</u></li> <li>• <u>Work with local governments to develop programs or update current initiatives that improve the coordinated efforts to identify and designate areas for new urban development</u></li> </ul> <p><b>Education and Assistance</b></p>	<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Coordinate with DRCOG on <u>local urban growth area allocation and adjustments to the location of UGB/A as needed information needed to understand local growth priorities and aspirations.</u></li> <li>• Coordinate and establish intergovernmental agreements to address planning and service delivery issues in areas of mutual interest, such as in unincorporated portions of a community’s planning area and/or areas planned for future annexation.</li> <li>• Use intergovernmental agreements to jointly identify urban reserve areas for contiguous urban development beyond 2040.</li> </ul> <p><b>Policies and Regulations</b></p> <ul style="list-style-type: none"> <li>• Reflect local growth <u>priorities and aspirations through the location of UGB/A local regulations and policies;</u> <del>including that</del> aligning land use, transportation and infrastructure planning to focus urban development within these <del>areas</del> <u>UGB/A.</u></li> <li>• Align <del>the UGB/A</del> <u>local urban growth priorities and aspirations</u> with local policies: <ul style="list-style-type: none"> <li>○ To direct growth to areas with adequate facilities and services.</li> </ul> </li> </ul>

## Strategic Initiatives—Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<ul style="list-style-type: none"> <li>• Provide access to data and information that local governments can use to continue planning for future urban growth (such as the amount of land consumed by different development types <del>outside the UGB/A</del>; location of locally and regionally significant natural resources; and areas with commercially viable deposits of sand, gravel, quarry aggregate or other extractive resources).</li> <li>• Offer data, analyses or other technical assistance that helps identify opportunities for urban development within the <del>UGB/A</del><u>existing urban footprint</u> (such as infill and redevelopment on overlooked vacant or underused parcels).</li> <li>• Provide education, technical assistance and other tools to help local governments track, monitor and update their <del>UGB/A</del><u>local growth priorities</u>.</li> </ul>	<ul style="list-style-type: none"> <li>○ That limit development in areas of locally and regionally significant natural resources;</li> <li>○ That limit development in or near areas with commercially viable deposits of sand, gravel, quarry aggregate or other extractive resources; and</li> <li>○ That seek to prevent land-use incompatibility near significant regional facilities (such as airports or solid waste disposal facilities) over the long term.</li> <li>• Adopt policies and regulations that limit development <del>outside the UGB/A</del><u>beyond priority growth areas identified in local plans</u>. Location and service provision requirements for development outside the <del>se UGB/A</del><u>areas</u> should be shaped by local plans and policies.</li> <li>• Adopt policies and regulations that conserve opportunities for urban development beyond 2040 (such as urban reserve areas).</li> </ul>
<p><b>Investments</b></p> <ul style="list-style-type: none"> <li>• Invest in infrastructure and transportation systems <u>within regionally designated growth areas within the UGB/A</u><del>that align with local growth aspirations and regional planning assumptions</del>.</li> </ul>	<p><b>Investments</b></p> <ul style="list-style-type: none"> <li>• <u>Encourage efficient development within the existing urban footprint and areas identified through the DRCOG-led process to integrate local urban growth priorities into regional planning assumptions.</u></li> <li>• <u>Ensure urban development beyond locally determined urban service areas outside the Urban Growth Boundary/Area</u><del>pays its own way, to the extent practical.</del></li> <li>• <u>Analyze the fiscal impact of expanding urban growth locations on operating revenues and operating and capital costs.</u></li> </ul>

▼ What is our vision? ▼

### Outcome 3: Connected urban centers and multimodal corridors throughout the region accommodate a growing share of the region’s housing and employment.

The location and context of each center define its unique character. They are transit-, pedestrian- and bicycle-friendly places that contain a diverse mix of land uses and are denser than their surrounding areas; and 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; help reduce per capita vehicle miles traveled, air pollution, greenhouse gas emissions and water consumption; and respect and support existing neighborhoods. The region includes a wide array of urban centers including, but not limited to traditional downtowns, transit station areas, employment centers and smaller scale compact mixed-use development in suburban settings.

#### **Urban centers: Anything but one-size-fits-all**

Urban centers throughout the region vary greatly in size, context and location. According to a recent DRCOG survey, most centers are transitioning to a higher-density development pattern guided by local growth plans and aspirations. New townhomes and apartments have increased the share of the region’s housing units in urban centers, while also diversifying housing options in these locations. Urban centers are also adding significant numbers of jobs, though many are lower-paying. At the time of the survey, few respondents indicated that they are actively pursuing strategies to increase affordable and attainable housing in these centers.

The Denver region currently has 104 urban centers. Examples below demonstrate the range of characteristics of each urban center and the local community’s efforts to improve it. Approaches vary depending on the size of the community, transit service levels, the surrounding development context and a host of other factors.

#### **Downtown Castle Rock**

Downtown Castle Rock serves as the main street of Douglas County, a place where families and individuals can gather in an authentic Western setting. Prioritizing the pedestrian experience, reinforcing bicycle and trail access, and maintaining an architectural scale that respects the urban center’s historic past has created this welcoming environment.

**Highlights:** Castle Rock’s downtown overlay district provides zoning modifications that allow for building heights of four to six stories, mixed-use; eases parking requirements; and creates pedestrian-focused buildings. There are bicycle and pedestrian trails connecting into and throughout Downtown Castle Rock. Castle Rock improved sidewalks and streets including Americans with Disabilities Act-accessible sidewalks and ramps. These unique amenities have led to downtown Castle Rock’s success in attracting desired technology firms while simultaneously preserving its Old West aesthetic.

#### **Downtown Louisville**

Downtown Louisville provides a place for people to gather in the heart of a thriving small town. Local implementation efforts have intentionally created community spaces to encourage residents and visitors to spend more time downtown.

**Highlights:** The city's mixed use development standards allow residential densities that exceed those historically allowed in the area and require a mix of uses including retail, office and residential. The city's downtown patios program allows businesses to lease patio spaces in parking spots. The Louisville Gateway underpass will provide continuous bicycle and pedestrian connections through the urban center, along State Highway 42, and under the BNSF railway. The city developed preliminary design concepts for the underpass through DRCOG's Urban Center / Station Area Master Plan next steps funding program.

#### **SouthGlenn (City of Centennial)**

The SouthGlenn urban center is located in the western quarter of the City of Centennial and serves as a multigenerational activity and entertainment node.

**Highlights:** The city's plan for the urban center aims to integrate and connect it with adjacent neighborhoods. The plan also calls for improving the pedestrian experience along major arterial roadways and intersections by introducing a street grid and smaller blocks. SouthGlenn includes a diversity of housing options, including new and existing multifamily residential choices that supplement the single-family options available in surrounding neighborhoods.

#### **38th and Blake Transit-Oriented Development (City and County of Denver)**

The 38th and Blake station is the first stop along the East Corridor commuter rail project connecting Denver Union Station to Denver International Airport. The station is located near the rapidly redeveloping River North area.

**Highlights:** The 38th and Blake Station Area Plan emphasizes walking and bicycling, improved traffic flow, stormwater management, and welcoming public space and private establishments. The community's vision for the area calls for future development emphasizing its industrial heritage, historic neighborhoods, emerging new residential and arts and entertainment districts that provide a mix of uses, and efforts to make non-auto travel the travel modes of choice.

#### **Olde Town/New Town (City of Arvada)**

Olde Town/New Town includes two distinct mixed-use districts in Arvada. Olde Town provides lower-density mixed use while New Town includes an existing theater, while preserving much of the area for future higher-density mixed-use redevelopment.

**Highlights:** Located in Arvada's historic downtown, the Olde Town Hub incorporates retail, mixed-use and cultural elements for visitors from throughout the Denver region. The Hub's structure serves as a parking garage and bus facility but also includes four plazas which offer gathering spaces and shopping experiences. Upon completion, the Hub will serve Regional Transportation District commuters as well as Olde Town visitors, and will take the place of the existing Park-n-Ride at Wadsworth Boulevard and West 56th Avenue. The Hub was funded through partnerships between the Regional Transportation District's FasTracks, the City of Arvada and the Arvada Urban Renewal Authority.

#### **Eastlake (City of Thornton)**

Eastlake was originally settled as a railway village in the early 20th century. It will serve as a temporary end-of-line station for the North Metro rail line.

#### **Highlights:**

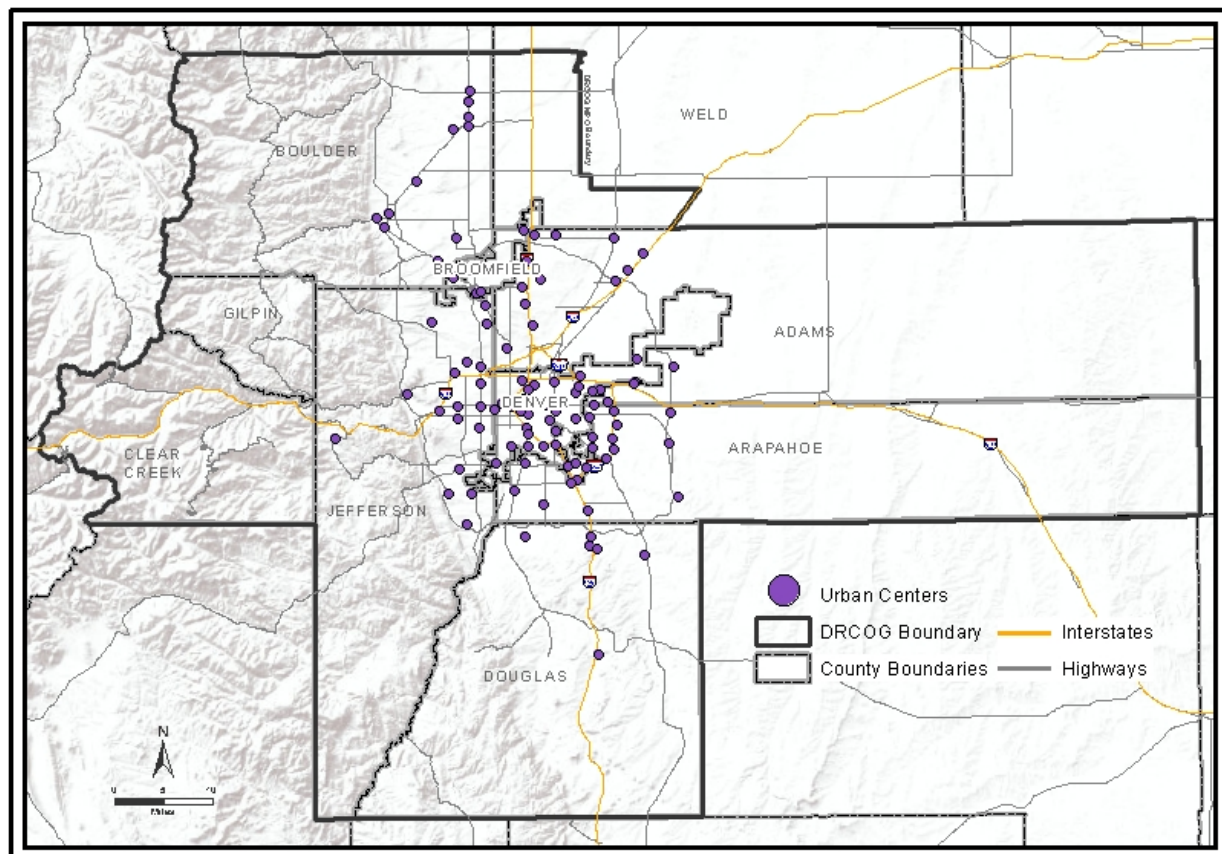
The station area plan for the Eastlake station envisions higher density mixed-use development, including opportunities for high-tech and light industrial employment that maintains the characteristics of a vibrant small town center. Eastlake offers a unique opportunity to create a small scale urban center that offers an appreciation of history and sense of place in a traditional suburban environment.





Urban centers are active, pedestrian-, bicycle- and transit-friendly places that are denser and offer more use types than surrounding areas.

Map 2. Urban Centers



## ▼ ▼ What improvements do we need to continue to make? ▼ ▼

### Regional Objective 3: Increase housing and employment in urban centers.

Collectively, urban centers will increase their share of the region's total housing and employment. The ability for individual urban centers to absorb future growth will vary based on the characteristics of each center. Specific projects and initiatives will establish a network of clear and direct multimodal connections within and between urban centers, as well as key destinations. Public and private partners will direct investment toward programs and infrastructure improvements that help local governments and the private sector develop successful urban centers and multimodal connections.

#### Supporting Objectives:

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

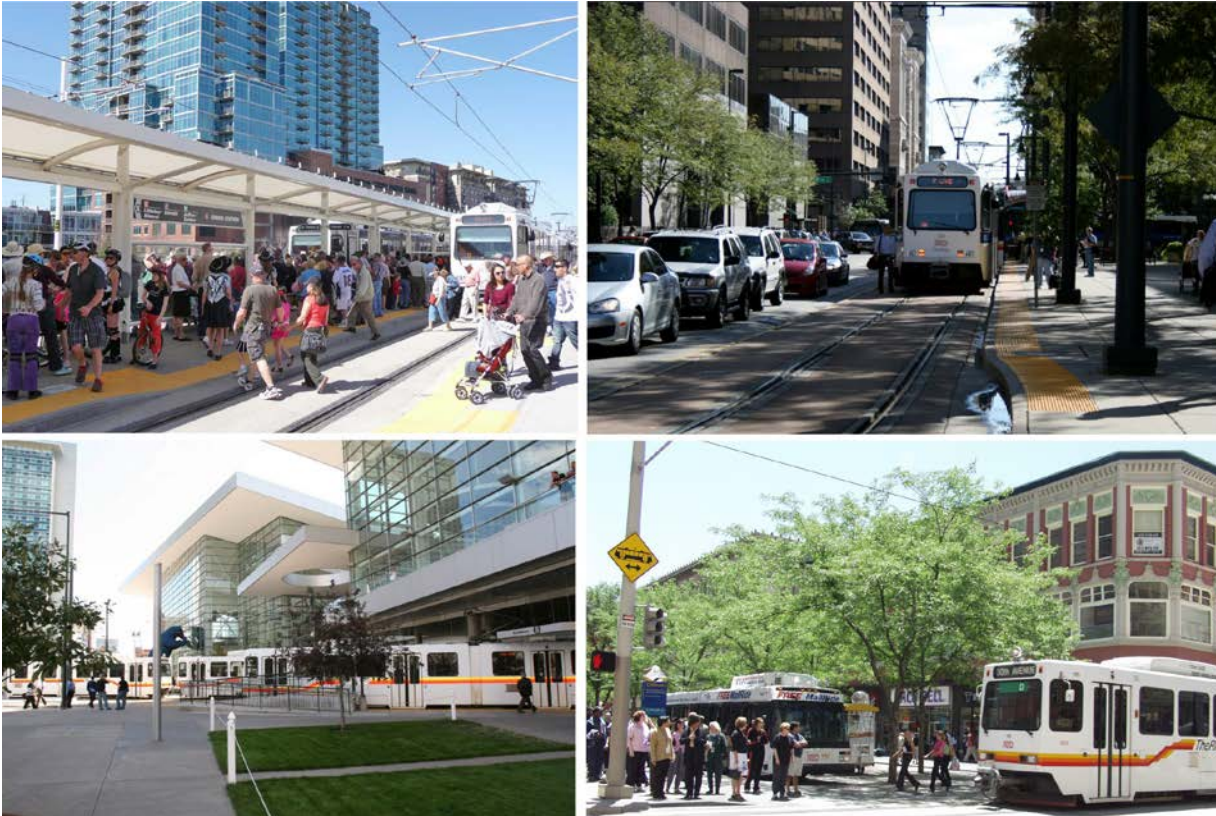
## ▼ ▼ ▼ What might we do to make progress? ▼ ▼ ▼

### Strategic Initiatives—Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Engage in continuous dialogue with local governments and the private development community to address challenges to and opportunities for development in urban centers.</li> <li>• Coordinate with local governments, developers and other partners to establish an online clearinghouse of potential development sites in urban centers.</li> <li>• Help coordinate a network of clear and direct multimodal connections between urban centers and major destinations within the region, especially across jurisdictional boundaries.</li> </ul> <p><b>Education and Assistance</b></p> <ul style="list-style-type: none"> <li>• Continue to support ongoing local planning for existing and future urban centers.</li> <li>• Encourage local governments to designate corridors as urban centers by adjusting the urban center evaluation criteria.</li> </ul> <p><b>Investments</b></p> <ul style="list-style-type: none"> <li>• Continue to allocate resources to support corridor planning efforts, infrastructure improvements and other efforts to spur further public/private investment.</li> <li>• Continue to allocate resources in local planning for existing and future urban centers throughout the region.</li> </ul>	<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Seek opportunities for public/private partnerships to leverage resources and implement infrastructure improvements or other catalytic projects in urban centers.</li> </ul> <p><b>Policies and Regulations</b></p> <ul style="list-style-type: none"> <li>• Adopt policies and development regulations that support higher-density, mixed-use development, pedestrian activity and accessible public spaces within urban centers.</li> <li>• Consider a range of parking management strategies in and near urban centers, including (but not limited to) shared, unbundled, managed and priced parking.</li> <li>• Consider the use of regulatory tools or incentives to support development of housing in urban centers that meets the needs of people of all ages, incomes and abilities.</li> <li>• Adopt policies and development regulations that support multimodal enhancements and compact development or redevelopment along corridors, particularly those that connect and support urban centers.</li> <li>• Direct new housing and employment growth to urban centers.</li> <li>• Manage parking near rail stations and along corridors with frequent bus service to promote increased ridership.</li> </ul>



## Strategic Initiatives—Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
	<b>Investments</b> <ul style="list-style-type: none"><li>• Prioritize investments in first- and final-mile connections to transit.</li><li>• Provide direct, multimodal connections between urban centers and surrounding neighborhoods.</li></ul>

**A regional priority includes designing places that provide residents and workers with convenient, multimodal options for reaching home and work.**

## How will we know how we are doing?

### Performance Measures

Performance measures are critically important in monitoring the region's progress toward Metro Vision themes and outcomes. They are used to periodically measure outcomes and results. They also generate reliable data to help member governments and partners evaluate policies, programs and initiatives. As part of its reporting on plan progress toward an efficient and predictable development pattern, DRCOG will include the performance measures outlined below.

Measure	Where are we today? (Baseline)	Where do we want to be? (2040 Target)
Share of the region's housing and employment located in urban centers	Housing: 10.0 percent (2014)	Housing: 25.0 percent
	Employment: 36.3 percent (2014)	Employment: 50.0 percent
<del>Housing density within the Urban Growth Boundary/Area (UGB/A) Regional population-weighted density</del>	<del>1,2004,850 units-people</del> per square mile (2014)	25.0 percent increase from 2014



A restoration project made Denver Union Station an internationally recognized hub connecting the city and the region's outlying areas.

# A Connected Multimodal Region

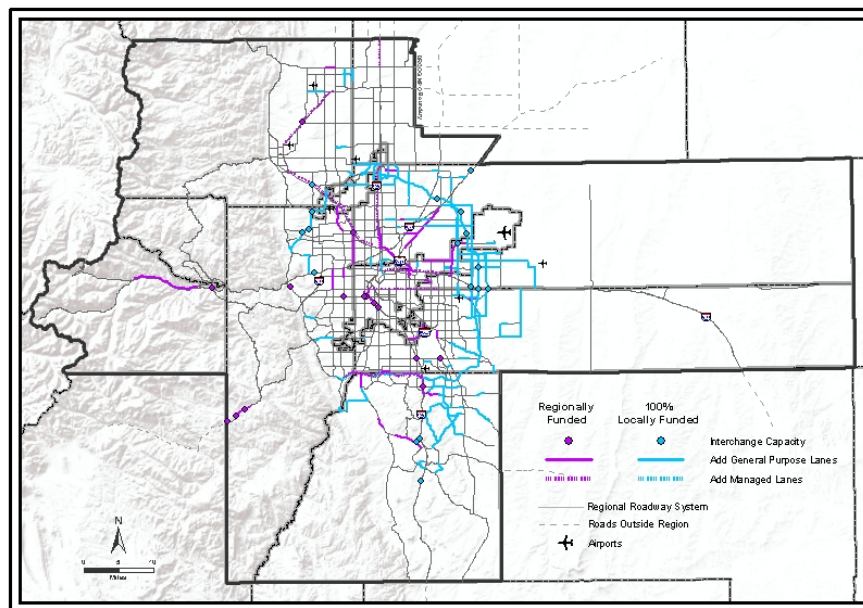
The Denver region aspires to have a connected multimodal transportation system that provides everyone with viable travel choices. The region will have a multimodal approach to move people and goods, with transportation facilities and services tailored to the needs and desires of individual communities. Over time, a greater share of travel will comprise public transit, bicycling, walking and carpooling. The region's transportation system will adapt quickly to major trends affecting the region, such as significant population growth, a rapidly aging population, new technology, an evolving economy and changing residential and workplace styles. Transportation and land-use planning will be integrated to improve the region's quality of life.

Current transportation needs far outweigh available funding. This necessitates difficult tradeoffs and choices, such as balancing the need for additional multimodal capacity with maintenance and system preservation needs. The region must leverage a range of funding solutions to build and maintain transportation infrastructure and services. Coordinated regional and statewide actions must be taken to increase transportation funding.

The overall vision for the region's transportation system is organized around two regional outcomes:

- The regional transportation system is well-connected and serves all modes of travel.
- The transportation system is safe, reliable and well-maintained.

These outcomes focus on building and maintaining a world-class multimodal transportation system. Supporting objectives and initiatives will help the region achieve these outcomes. The companion 2040 Metro Vision Regional Transportation Plan implements the transportation element of Metro Vision. The 2040 Metro Vision Regional Transportation Plan defines the specific transportation system the region envisions and the portions that can be funded through 2040.



**Map 3.  
2040 Fiscally  
Constrained  
Roadway  
System  
Capacity  
Improvements**

SOURCE:  
Regional  
Transportation  
Plan



## Why is this important?

Our region needs a connected, multimodal transportation system in order to:

**Operate, maintain and expand the system with limited funding.** The region must operate and maintain our existing multimodal transportation system while accommodating more than 1 million new residents and ~~500~~600,000 more jobs by 2040. However, transportation funding is limited. Our region must continue to facilitate the movement of people, goods and services to ensure the Denver region remains economically competitive. Providing a range of travel options will facilitate useful and convenient mobility for all travelers. New and reconstructed roadways must be designed to optimize movement of people and vehicles alongside system management and operations that leverage existing capacity and enable safe travel for all users.

**Make connections that increase access and travel choices.** Our region continues to make significant investments in transit, such as the Regional Transportation District's FasTracks rapid transit system while also envisioning future intra- and inter-regional transit connections. Although the completed portions of the FasTracks program haves expanded regional mobility, such improvements cannot be fully realized without easier connections for those walking, biking, driving, sharing a ride, or riding a bus to first- or final-mile connections to transit. Our region and local jurisdictions continue to increase the viability of walking and bicycling by expanding the bicycle and pedestrian network and providing additional supportive infrastructure. Providing all of these travel choices can help reduce vehicle miles traveled, ground-level ozone and other air pollutants, which can lead to improved individual and environmental health. A transportation system that serves users of all modes of travel also helps ensure that people of all ages, income levels and abilities remain connected to their communities and have the means to access services, amenities and employment opportunities.

**Embrace new technologies and innovations.** Carshare, rideshare and bikeshare programs are already significant travel options within the region. Emerging transportation innovations, such as connected and driverless cars, have the potential to dramatically influence future personal mobility. Broader use of technology and other innovations (such as broadband, smartphones and trip-planning tools) has the potential to connect multimodal transportation system users to the information they need in order to manage travel, avoid and reduce congestion; optimizing available capacity.

▼ What is our vision? ▼

## Outcome 4: The regional transportation system is well-connected and serves all modes of travel.

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.

### Regional Transportation Plan

As the federally designated transportation planning agency for the Denver region, DRCOG develops the Metro Vision Regional Transportation Plan to guide the region’s future multimodal transportation system. The Metro Vision Regional Transportation Plan is integrated with the Metro Vision plan to address the mobility needs of people of all ages, incomes and abilities. It identifies the desired vision for our transportation system in a scenario under which funding is unconstrained. It also defines the fiscally constrained multimodal system to be implemented by 2040 using revenues that are reasonably expected to be available. In addition to funding construction of major roadway and rapid transit projects, revenues must also be used to maintain and operate the transportation system, and for transit service, bicycle, pedestrian and other types of projects.

### Denver Union Station

After a multiyear rehabilitation and restoration project, the historic Denver Union Station reopened in 2014 as a hub of multimodal transportation options for the entire region. A regional coalition including DRCOG joined forces to develop the plan to revitalize the historic structure and surrounding properties. Today bus, light rail, commuter rail, bikeshare, ride-hailing and other travel options converge at Denver Union Station—a premier example of our vision of a connected multimodal transportation system. Denver Union Station has also emerged as a primary anchor in the central business district and is a primary catalyst for hundreds of millions of dollars in private development and investment.



## ▼ ▼ What improvements do we need to continue to make? ▼ ▼

### Regional Objective 4: Improve and expand the region's multimodal transportation system, services and connections.

The region will continue to invest in a well-connected, multimodal transportation system to improve mobility and accommodate anticipated increases of 1.2-1.6 million people and half-a-million more than 600,000 jobs by 2040. Transportation system investment initiatives may include expanding transit service and coverage, improving on-street and off-street bicycle and pedestrian facilities, widening and adding new roadways, and promoting travel options. The resulting transportation system will increase mobility choices within and beyond the region for people, goods and services.

#### Supporting Objectives:

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

## ▼ ▼ ▼ What might we do to make progress? ▼ ▼ ▼

### Strategic Initiatives—Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<b>Collaboration</b> <ul style="list-style-type: none"> <li>• Maintain a fiscally constrained regional transportation plan that defines long-range multimodal projects, services and programs to address mobility needs.</li> <li>• Adopt Transportation Improvement Program project selection policies that consider all transportation users.</li> <li>• Coordinate with the Regional Transportation District and other transit providers to implement major projects and services.</li> <li>• Coordinate with Denver Regional Mobility and Access Council and transit operators to increase transportation for vulnerable populations, such as older adults, people with disabilities and low-income populations.</li> <li>• Facilitate coordination between jurisdictions in expanding and connecting the region's bicycle and pedestrian network.</li> <li>• Encourage integrated land use and transportation planning among state and regional agencies, local governments, and the development community.</li> </ul>	<b>Collaboration</b> <ul style="list-style-type: none"> <li>• Coordinate with the Regional Transportation District and other transit providers on transit <u>service</u>, facilities and infrastructure components of development projects, <u>such as bus bulbs and queue jump lanes.</u></li> <li>• Coordinate with neighboring jurisdictions to ensure a well-connected system across boundaries.</li> <li>• <u>Coordinate with public transit providers to improve regionally funded local service, maintaining the right to buy-up service for increased frequency and coverage the Regional Transportation District to improve local service, including service buy-ups for increased frequency and coverage.</u></li> <li>• Coordinate local comprehensive plan and transportation plan updates with neighboring and affected jurisdictions.</li> <li>• <u>Coordinate transportation system improvements and operations to consider issues of land-use compatibility.</u></li> </ul>



## Strategic Initiatives—Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<ul style="list-style-type: none"> <li>• Coordinate information and services among all transportation providers.</li> <li>• Work with partners to expand the regional travel demand management program consisting of outreach, promotion, trip-planning and marketing activities to shift commute choices to non-single-occupant vehicle modes, including carpools, vanpools, transit, bicycling and walking, as well as telework and alternative work schedules. Continue and expand marketing consisting of advertising campaigns <del>such as “Stop Being an SOV”</del> and events such as Bike to Work Day <u>and Walk and Bike to School Day</u>.</li> <li>• Conduct a regionwide evaluation of potential bus rapid transit corridors via a joint effort of the Regional Transportation District, DRCOG, the Colorado Department of Transportation, and other stakeholders.</li> <li>• <u>Work with stakeholders regionwide to develop a vision for a hierarchical, high-comfort, low-stress bicycle network for the region that can accommodate most ages and abilities.</u></li> <li>• Coordinate with local governments to balance primary park-and-ride functions with opportunities for transit-oriented development.</li> <li>• Collaborate with local and regional stakeholders in transportation planning activities to address the needs of mobility-limited populations</li> <li>• Facilitate coordinated local and regional investment in datasets to improve transportation planning and investment.</li> </ul> <p><b>Education and Assistance</b></p> <ul style="list-style-type: none"> <li>• Encourage and support fare structures and subsidy programs that keep transit service affordable for all users.</li> <li>• Provide tools, informational forums and resources to jurisdictions regarding bicycle- and pedestrian-facility design, guidance and implementation.</li> <li>• Conduct activities to inform and promote the use of travel demand management strategies and services by transportation management associations/organizations and local travel demand management providers, such as ride-sharing, vanpools, carpools and school carpools.</li> </ul> <p><b>Investments</b></p> <ul style="list-style-type: none"> <li>• Consider the use of managed lanes in new roadway capacity projects where feasible.</li> <li>• Support bicycle-sharing programs regionwide.</li> </ul>	<ul style="list-style-type: none"> <li>• <u>Coordinate planning efforts to ensure real estate needed for the expansion of multimodal transportation facilities is identified and preserved for mobility uses.</u></li> </ul> <p><b>Policies and Regulations</b></p> <ul style="list-style-type: none"> <li>• Implement parking supply and pricing mechanisms, such as shared, unbundled, managed and priced parking in <u>locally defined major</u>-activity centers to manage parking availability and provide incentives for walking, bicycling, carpooling and transit use.</li> <li>• Adopt and implement street and development standards to improve multimodal connectivity in a variety of contexts (urban, suburban and rural) while considering unique land-use settings, such as schools, parks and offices.</li> <li>• Adopt policies and development regulations that support transit.</li> <li>• Address the needs of mobility-limited populations in local transportation plans and policies.</li> <li>• Adopt and implement local street standards and other development codes and standards that address multimodal connectivity objectives in a variety of land-use contexts, such as cut-throughs for pedestrians and bicycles in cul-de-sacs.</li> <li>• Ensure Americans with Disabilities Act standards are met or exceeded in constructing or retrofitting facilities such as curb cuts and ramps.</li> <li>• Adopt local multimodal transportation plans that address connections within and between jurisdictions and communities.</li> <li>• Adopt land-use standards around airports, <u>railroad lines and facilities</u> to guide compatible long-range development.</li> <li>• <del>Develop supporting infrastructure and local regulations, policies and ordinances regarding alternative fuels, fleet conversions, environmental preservation and related topics.</del></li> <li>• Reserve adequate rights-of-way in developing and redeveloping areas, as feasible, for pedestrian, bicycle, transit and roadway facilities.</li> </ul> <p><b>Investments</b></p> <ul style="list-style-type: none"> <li>• <u>As a supplement to other funding sources, including federal funds, finance</u> roadway preservation, operational and expansion projects through local capital improvement programs.</li> <li>• Improve multimodal connectivity.</li> <li>• Fund projects that address multimodal connectivity through non-metropolitan planning organization programs.</li> </ul>

## Strategic Initiatives—Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<ul style="list-style-type: none"> <li>• Include major roadway and transit capacity projects in DRCOG's fiscally constrained Regional Transportation Plan once construction funding is identified for such projects.</li> <li>• Invest in and manage in the region's multimodal transportation system to improve freight and goods movement within and beyond the region.</li> <li>• Upgrade existing facilities (sidewalks, crosswalks, bus stops and shelters) to improve transit access for older adults and mobility-limited populations.</li> <li>• Fund first- and final mile bicycle and pedestrian facilities and connections to transit such as sidewalks, bicycle facilities, bike-sharing, wayfinding, bicycle parking, shelters and car-sharing at transit stations.</li> <li>• Continue to allocate resources to support corridor planning efforts, infrastructure improvements and other efforts to spur further public/private investment.</li> <li>• Provide funding, tools, informational forums, and resources to jurisdictions, transportation management associations/organizations, nonprofits, and other travel demand management stakeholders to increase travel demand management awareness and use.</li> <li>• Maintain and enhance airport capacity throughout the region.</li> <li>• Improve transportation linkages to major destinations, <u>markets</u> and attractions beyond the region.</li> <li>• Connect populations in need of transportation service to new and improved services.</li> <li>• Develop transportation service options to address mobility needs of older adults and mobility-limited residents.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide on-street and off-street bicycle and pedestrian infrastructure that is comfortable, safe and convenient.</li> <li>• <u>Explore strategies to create multimodal connections between smaller scale suburban centers and the region's existing and emerging employment centers</u></li> <li>• Provide wayfinding signage for bicyclists, pedestrians and transit users to reach key destinations.</li> <li>• Provide first- and final-mile bicycle and pedestrian facilities and connections to transit such as sidewalks, bicycle facilities, bike-sharing, wayfinding, bicycle parking and shelters and car-sharing at transit stations.</li> <li>• Implement off-street sidewalks and multi-use paths that are comfortable for a wide array of users by providing separation from traffic.</li> <li>• Conduct local activities to inform and promote the use of travel demand management strategies and services by transportation management associations/organizations and local travel demand management providers.</li> <li>• <u>Conduct-Promote</u> educational and promotional events to encourage bicycling and walking, <u>such as Safe Routes to School</u>.</li> <li>• Reserve adequate rights-of-way in developing and redeveloping areas, as feasible, for pedestrian, bicycle, transit and roadway facilities.</li> <li>• Expand mobility options within urban centers and other <u>locally defined major</u> activity centers.</li> <li>• Implement transportation improvements that enhance transit-oriented development opportunities.</li> </ul>



The region has prioritized transportation projects that include improved bicycle and pedestrian access.

▼ What is our vision? ▼

## Outcome 5: The transportation system is safe, reliable and well-maintained.

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.

### **Traffic Operations**

Since 1989, DRCOG has been working to reduce traffic congestion and improve air quality through its Traffic Operations program. Through the program, DRCOG, the Colorado Department of Transportation and local governments coordinate traffic signals on major roadways in the region. One of the first transportation planning agencies to conduct this type of program, DRCOG remains a national leader among agencies involved in traffic signal coordination. In 2015, the program retimed 259 signals on travel corridors in the region, reducing daily travel time for motorists along those corridors by more than 1,600,000 hours and reducing fuel consumption by 800,000 gallons. Additionally, pollutant emissions were reduced by 90 tons, while annual greenhouse gas emissions were reduced by 8,000 tons.

### **Congestion management process**

Through its congestion management process, DRCOG works with local, state and national partners to alleviate congestion and help people and businesses avoid or adapt to it. DRCOG uses travel demand reduction and operational strategies to effectively manage transportation facilities. DRCOG has developed a toolkit for addressing congestion through construction, demand management, real-time information and operational strategies. Many of the strategies are implemented through DRCOG programs such as its travel demand management program, Way to Go, and its Traffic Signal System Improvement Program and Intelligent Transportation Systems management and operations. This process and its associated strategies enables DRCOG to monitor performance of the region's transportation system (summarized in annual reports), as well as identify, evaluate and implement strategies through the Metro Vision Regional Transportation Plan and short-range Transportation Improvement Program. The congestion management process is integral to DRCOG's performance-based planning process.



**Coordination among regional partners reduces congestion. Associated strategies such as signal timing and providing commute alternatives assist in improving air quality in the region.**

## ▼ ▼ What improvements do we need to continue to make? ▼ ▼

### Regional Objective 5: Operate, manage and maintain a safe and reliable transportation system.

The region will optimize the multimodal transportation system to improve the safe and reliable flow of people and goods. System optimization will include projects and initiatives that make the multimodal transportation system's capacity as productive as possible. The multimodal system will require maintenance to continue safe and sound conditions. Safety projects and other related initiatives will reduce fatalities and serious injuries for all travel modes. The region will also increase the deployment of technology and mobility innovations to improve reliability and optimize capacity.

#### Supporting Objectives:

- Maintain existing and future transportation facilities in good condition.
- Improve transportation system performance and reliability.
- Improve transportation safety and security.

## ▼ ▼ ▼ What might we do to make progress? ▼ ▼ ▼

### Strategic Initiatives—Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Collaborate with the Colorado Department of Transportation, the Regional Transportation District local governments and other regional stakeholders to implement and monitor asset management techniques.</li> <li>• Work with the Colorado Department of Transportation, the Regional Transportation District and other regional stakeholders to expand effective Transportation Systems Management and Operations projects, incident management procedures and processes, transportation demand management initiatives, and other innovative tools and techniques to safely optimize performance.</li> <li>• Coordinate efforts of the Colorado Department of Transportation, the Regional Transportation District, local governments and other regional stakeholders to most efficiently use the existing multimodal system while planning for future use.</li> <li>• Way to Go and travel demand management stakeholders continue to work with local jurisdictions and employers to distribute information about and encourage the use of technology, including multimodal real-time trip planning.</li> </ul>	<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Monitor and manage transportation systems (including traffic signal systems) in collaboration with neighboring jurisdictions.</li> <li>• Participate in federal, state and regional initiatives related to safety and homeland security initiatives.</li> <li>• Partner with local law enforcement agencies and advocacy groups on education and enforcement activities related to all road users.</li> <li>• Accurately monitor and maintain crash and traffic safety data for all transportation modes.</li> <li>• Support the use of congestion pricing and other tolling techniques.</li> </ul> <p><b>Policies and Regulations</b></p> <ul style="list-style-type: none"> <li>• Develop specific plans and strategies to operate roadways more efficiently (such as traffic signal coordination and better management of traffic incidents).</li> <li>• Develop and implement access management principles along major streets.</li> <li>• Enforce traffic and ordinances as they apply to all users of the transportation system.</li> <li>• Implement Transportation Systems Management and Operations projects.</li> </ul>



## Strategic Initiatives—Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<ul style="list-style-type: none"> <li>Collaborate with public safety stakeholders to assess threats to and vulnerabilities of the transportation system, including consideration of national and regional homeland security initiatives, and establish and implement resolution processes in response.</li> <li>Coordinate with federal, state, regional and local agencies to implement applicable homeland security plans and initiatives.</li> <li>Facilitate interagency coordination on safety and homeland security initiatives.</li> <li><u>Work with communities and transportation providers to identify and address challenges faced by mobility-limited populations and employment sectors with non-traditional work schedules.</u></li> </ul> <p><b>Education and Assistance</b></p> <ul style="list-style-type: none"> <li>Consider supporting alternative pricing and revenue-producing strategies that directly reflect the cost of vehicle travel to the user.</li> </ul> <p><b>Investments</b></p> <ul style="list-style-type: none"> <li>Support cost-effective improvements to driver, passenger, pedestrian and bicyclist safety.</li> <li>Maintain transportation system assets (vehicles and facilities) in a state of good repair per federal requirements.</li> </ul>	<ul style="list-style-type: none"> <li>Implement other active demand management strategies.</li> <li>Develop and implement strategies that enhance security.</li> </ul> <p><b>Investments</b></p> <ul style="list-style-type: none"> <li>Maintain transportation facilities in good condition and implement asset management principles and techniques.</li> <li>Implement access management projects to optimize the efficiency of roadways, reduce conflict points and improve safety.</li> <li>Implement projects that reduce the likelihood and severity of crashes involving motor vehicles, freight and passenger trains, buses, bicycles and pedestrians.</li> </ul>



- Maintaining the existing transportation system, while also expanding it, allows for reliable and safe movement of people and goods within the region. —

## How will we know how we are doing?

### Performance Measures

Performance measures are critically important in monitoring the region's progress toward Metro Vision themes and outcomes. They are used to obtain regular measurement of outcomes and results. They also generate reliable data to help local governments and partners evaluate policies, programs and initiatives. As part of its reporting on plan progress toward becoming a connected multimodal region DRCOG will use the performance measures outlined below.

Large urban areas such as metropolitan Denver are vibrant places offering a variety of employment, service and recreation opportunities in locations regionwide. Therefore, at some points in time, traffic congestion is inevitable. Plan performance measures related to congested travel conditions establish targets that are higher than current baseline measurements, but below currently forecasted future levels of congestion.

Measure	Where are we today? (Baseline)	Where do we want to be? (2040 Target)
Non- single occupant vehicle (Non-SOV) mode share to work	25.1 percent (2014)	35.0 percent
Daily vehicle miles traveled (VMT) per capita	25.5 daily VMT per capita (2010)	10.0 percent decrease from 2010
Average travel time variation (TTV) (peak vs. off-peak)	1.22 (2014)	Less than 1.30
Daily person delay per capita	6 minutes (2014)	Less than 10 minutes
Number of traffic fatalities	185 (2014)	Fewer than 100 annually

# A Safe and Resilient Natural and Built Environment

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The Denver region's unique setting and natural environment are among its greatest assets. Mountain views, an abundance of natural amenities and outdoor recreation opportunities, and a pleasant climate have helped spur steady and sustained growth in the region for decades. As the area becomes more populous, our region must maintain these assets and the quality of life enjoyed by so many.

In the nearly 20 years since Metro Vision was first adopted, the region has made great strides in its efforts to protect significant open space and agricultural lands—both at the local level and through collaborative regional efforts. Progress on the development of numerous parks and an interconnected regional trail and greenway system has also been significant, although a number of missing links remain.

One consequence of the region's growth has been the increase in the number of residents who live in areas that, while scenic, are at higher risk for natural disasters such as flooding and wildfire. As a result, the region's resiliency—or ability to respond to and recover from major events—has been tested by the significant social and economic costs associated with multiple natural disasters that have recently occurred during a relatively short period of time.

Achieving a safe and resilient built and natural environment depends on the region's ability to work together toward the following outcomes:

- The region has clean water and air, and lower greenhouse gas emissions.
- The region values, protects and connects people to its diverse natural resource areas, open space, parks and trails.
- The region's working agricultural lands and activities contribute to a strong regional food system.
- The risk and effects of natural and human-created hazards is reduced.



**The region's natural environment attracts people and businesses to the region, and the outdoor activities it offers contributes to residents' quality of life.**

## Why is this important?

Our region needs a safe and resilient natural and built environment in order to:

**Protect the quality of the region's air.** Growth in the region represents significant challenges to the quality of the region's natural environment. As more residents and businesses call the region home the need for travel increases. This contributes to a persistent problem in the region: air pollution, including ozone. Ground-level ozone is formed when emissions from everyday items combine with other pollutants and "cook" in heat and sunlight. Sources of such emissions include industry; power plants; oil and gas production; gasoline-powered vehicles; and lawn equipment. At ground level, ozone is a health hazard, especially for the young, elderly and people with pre-existing respiratory conditions, such as asthma.

Notable progress has been made, but the effects of air pollution are wide-ranging, putting at risk individual health, the experience and value of our outdoor assets, and the ability of our economy to grow.

**Make wise use of the region's limited water resources.** Water is a particularly scarce resource in the arid Mountain West—a fact underscored by periods of drought during the past decade. An ongoing consideration is the ability of the region's finite water supply to accommodate projected growth while protecting water quality. Both water supply and quality are mandated and monitored at the state level and require close collaboration at the local, regional and state levels. The conservation and stewardship of the region's water resources is critical to maintaining the health of people, as well as the other ecological systems that support life.

**Equip our communities to mitigate and bounce back from disaster.** Fires and floods have been frequent in our region during the past decade. Future effects of fires and floods will be intensified if urbanization expands in areas prone to wildfires and flooding—as will costs for disaster response, management and reconstruction. Educating the public and local officials about the risks and potential costs of development in all types of hazard areas is extremely important and can result in decisions that minimize risk. Local plans and regulations are central to appropriately managing growth in these areas.

**Protect and expand key economic assets.** Businesses and residents alike choose to move to—and stay in—the region because of its scenic natural environment, access to outdoor recreational opportunities and numerous other quality-of-life amenities. These features have contributed to the region's success in recruiting companies and skilled employees, and attracting visitors worldwide who travel to the region to hike, bike, ski and pursue other outdoor pursuits. The ability of our region to maintain the quality and accessibility of these assets for residents and visitors is critical to continued economic health.



▼ What is our vision? ▼

## Outcome 6: The region has clean water and air, and lower greenhouse gas emissions.

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

### **Bottom-up approach to state water planning**

“Colorado’s water quantity and quality questions can no longer be thought of separately. Each impacts the other and our state water policy should address them conjunctively.”

Executive Order D 2013-005, issued by Governor Hickenlooper, directing the Colorado Water Conservation Board to develop a statewide water plan

In order to create the first Colorado Water Plan, the Colorado Water Conservation Board sought input from local stakeholders in each of the state’s river basins. In the Denver region, these stakeholders came together through the South Platte Basin and Metro Basin roundtables. To provide input directly to the state, each roundtable was responsible for creating a basin implementation plan that reflected local needs and preferred approaches to meeting those needs, based on its own assessment.

The Metro Roundtable is the only roundtable not designated from a direct connection to a natural hydrological river basin. It represents about half of the state’s population, and has unique challenges separate from the South Platte Basin as a whole. The Metro Basin and South Platte implementation plans will be updated periodically to continue to provide the state with up-to-date input on local needs and preferences.

### **Regional Air Quality Council**

Established in 1989, the Regional Air Quality Council serves as the lead air quality planning agency for the Denver metropolitan area. Its mission is to develop and propose effective and cost-efficient air quality planning initiatives with input from government agencies, the private sector, stakeholder groups and citizens of the metro region.

The Regional Air Quality Council prepares state implementation plans that demonstrate and ensure long-term compliance with state and federal air quality standards. DRCOG and the Regional Air Quality Council coordinate on a variety of regional air quality initiatives and projects. DRCOG provides travel model information to assist in the development of state implementation plans specifically related to forecasted emissions from the transportation sector. DRCOG also provides Congestion Mitigation and Air Quality funding to the Regional Air Quality Council for its Clean Air Fleets, Ozone Aware, and local air quality pool projects. To ensure transportation efforts align with Regional Air Quality Council initiatives, the executive director of the Regional Air Quality Council serves on the Regional Transportation Committee and is a permanent member of the Transportation Advisory Committee.

## ▼ ▼ What improvements do we need to continue to make? ▼ ▼

### Regional Objective 6a: Improve air quality and reduce greenhouse gas emissions.

Local and regional initiatives will reduce ground-level ozone, greenhouse gas emissions, and other air pollutants. Collaboration with regional partners, such as the Regional Air Quality Council, the Colorado Department of Transportation and the Regional Transportation District will be integral to improving air quality through reductions in ground-level ozone concentrations, carbon monoxide, and particulate matter. Additional initiatives will raise public awareness of the direct role of individual actions in pollutant and greenhouse gas emissions.

#### Supporting Objectives:

- Increase collaboration with local and regional partners on air quality initiatives.
- Increase public awareness of air quality issues.
- Improve the fuel economy of the region's vehicle fleet.

### Regional Objective 6b: Improve the efficient use and quality of the region's waters.

In a semi-arid climate, water resources remain critically important to the region's quality of life and continued prosperity. The region will ensure clean water for consumption, recreation and a balanced, healthy ecological community through initiatives to restore and maintain the chemical and physical integrity of the region's waters. DRCOG will focus on collaborative initiatives among local governments, water providers, agricultural producers, the design and development community, and other regional stakeholders to promote water conservation and responsible water-management and land-use practices.

#### Supporting Objectives:

- Increase collaboration with local and regional partners on water quality initiatives.
- Increase public awareness of water quality issues.
- Maximize the efficient use of municipal and industrial water.

## ▼ ▼ ▼ What might we do to make progress? ▼ ▼ ▼

### Strategic Initiatives—Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<b>Collaboration</b> <ul style="list-style-type: none"> <li>• Facilitate communication and project implementation among state, regional and local agencies to maximize the efficiency of the transportation network.</li> <li>• Cooperatively develop mitigation strategies for transportation projects to address environmental effects.</li> <li>• Coordinate with the Colorado Water Quality Control Commission and other stakeholders to monitor land-use changes in basins with adopted water quality plans and programs.</li> </ul>	<b>Collaboration</b> <ul style="list-style-type: none"> <li>• Collaborate with adjoining communities, water districts and other providers on efforts to promote the efficient delivery and use of water and infrastructure for commercial, residential and agricultural purposes.</li> </ul> <b>Policies and Regulations</b> <ul style="list-style-type: none"> <li>• Review and modify local comprehensive plans and development regulations to improve travel choice accessibility to reduce greenhouse gas emissions.</li> <li>• Adopt parking management strategies that reduce idling.</li> </ul>

## Strategic Initiatives—Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<ul style="list-style-type: none"> <li>Facilitate coordinated local and regional investment in datasets to improve forecasting and other analysis capabilities related to air quality, greenhouse gas emissions, water demand and surface water runoff.</li> <li>Collaborate with local and regional partners to increase the awareness and implementation of best management practices and incentives available to support regional water conservation efforts among all users.</li> </ul> <p><b>Education and Assistance</b></p> <ul style="list-style-type: none"> <li>Encourage the use of alternative fuel vehicles and infrastructure.</li> <li>Support actions that reduce engine idling.</li> <li>Support the development of infrastructure and local regulations, policies and ordinances regarding alternative fuels, fleet conversions, environmental preservation and related topics.</li> <li>Continue to support programs and public awareness campaigns, such as Way to Go and others that promote behavior shifts on an individual level that improve air quality and reduce greenhouse gas emissions.</li> <li>Maintain access to data and mapping of aquifers, recharge areas, wellheads, landfills and other information, as available, to help inform local land-use decisions that may affect the region’s groundwater resources.</li> <li>Support public awareness campaigns that promote individual, institutional and business behaviors that reduce pollutant runoff and opportunities for groundwater contamination.</li> </ul> <p><b>Investments</b></p> <ul style="list-style-type: none"> <li>Fund transportation system improvements that minimize transportation-related fuel consumption, as well as air pollutant and greenhouse gas emissions.</li> <li>Support large-scale fleet conversions by local governments and shared fleets around the region.</li> <li>Provide incentives for the use of cleaner technologies, such as alternative fuel vehicles.</li> <li>Develop and invest in regional alternative fueling station infrastructure plans and projects for fuels that lead to the greatest reductions in air pollution and greenhouse gas emissions.</li> </ul>	<ul style="list-style-type: none"> <li>Adopt policies and procedures to reduce the potential environmental effects of roadway construction and maintenance.</li> <li>Adopt and implement grading, erosion and sediment control ordinances to minimize sediment and other pollutant runoff.</li> <li>Adopt policies and regulations for industrial uses to limit potential groundwater contamination.</li> <li>Develop regulations and infrastructure needed to support the use of alternative fuel vehicles and the use of alternative modes, such as charging stations, bicycle parking and shower facilities for employees.</li> <li>Promote water conservation through ordinance revisions and public information activities that encourage the use of low-flow plumbing devices; drought-tolerant and native vegetation for landscaping; conservation-oriented irrigation; and other low-impact site development techniques in new development and rehabilitation projects.</li> <li><u>Adopt policies that facilitate the use of Low Impact Development to take advantage of natural features that improve storm water quality.</u></li> <li><u>Encourage the use of xeric trees in development and redevelopment projects to increase the use of passive solar treatments.</u></li> <li>Require adequate wastewater treatment systems to serve new development.</li> <li>Require adequate long-term water services to serve new development.</li> </ul> <p><b>Investments</b></p> <ul style="list-style-type: none"> <li>Include alternative fuel infrastructure within transportation projects as appropriate</li> <li>Update business and government fleets to alternative fuel vehicles.</li> <li>Make investments that reduce water consumption and increase reuse.</li> </ul>

## ▼ What is our vision? ▼

## Outcome 7: The region values, protects and connects people to its diverse natural resource areas, open space, parks and trails.

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—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 physical and mental health and wellness.

### Outdoor amenities are a strength

The region's natural resource areas, open space, parks and trails add immeasurably to our region's quality of life and our residents are united in their support for preserving it. In 2012, DRCOG conducted a listening tour in advance of primary plan development activities to identify key planning issues, including emerging opportunities and challenges. The region's—and Colorado's—outdoor amenities were often the first strength mentioned by listening tour participants. Many participants emphasized the importance of maintaining or improving our outdoor amenities such as parks, trail systems and open space over the next 25 years. Due to significant population growth and associated development pressure, maintaining and preserving these outdoor amenities may be challenging.

### A legacy of preservation

Our region is fortunate to contain significant federal, state and local lands that contribute to our inventory of natural areas and open space. For example, the Rocky Mountain Arsenal National Wildlife Refuge represents a unique effort to repurpose land and add to the region's open space portfolio.

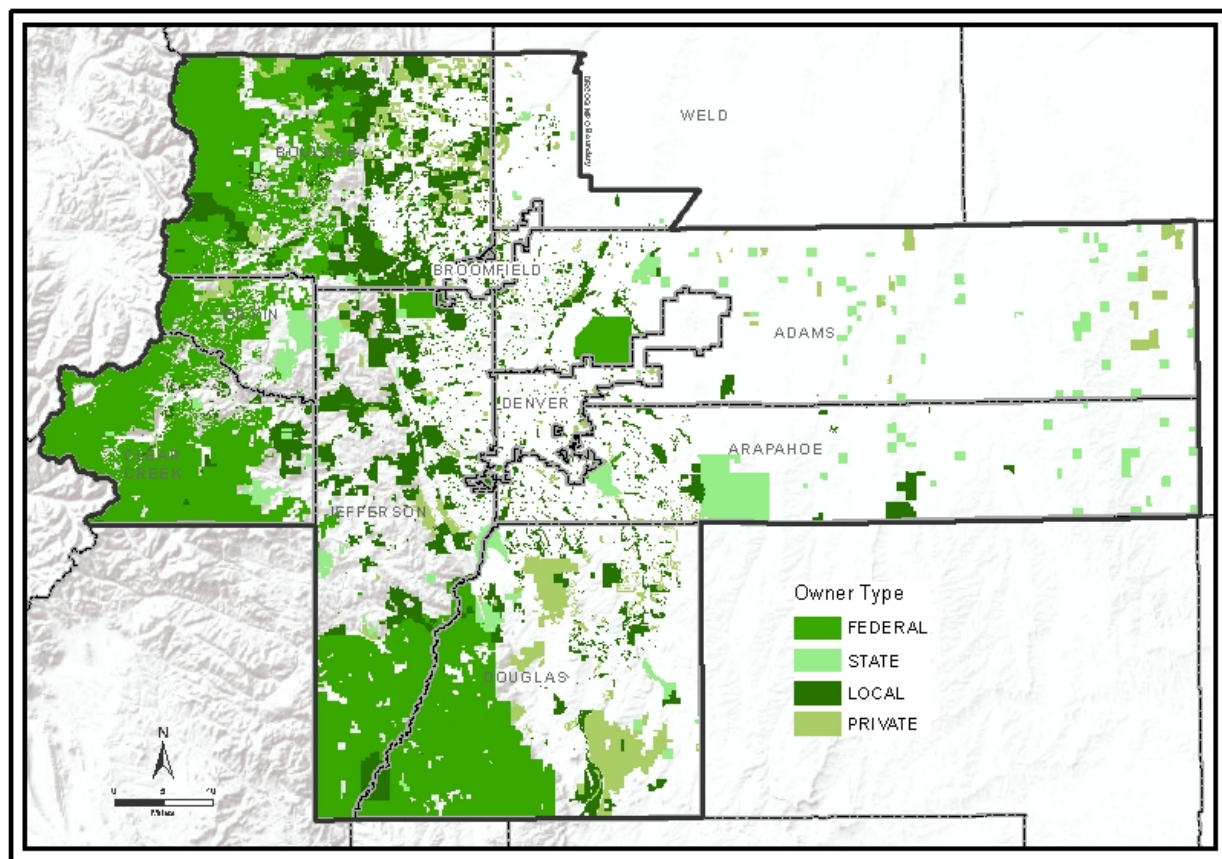
The refuge formerly served as a weapons and agricultural chemical manufacturing facility. Today, after an extensive environmental cleanup under the oversight of federal, state and local agencies, the refuge provides a protected environment for more than 330 species of animals. It covers approximately 15,000 acres, making it one of the largest urban refuges in the country. The refuge is home to environmental education and interpretive programs, catch-and-release recreational fee fishing, 10 miles of hiking trails, wildlife viewing opportunities, public tours and a self-guided wildlife auto tour.

The Great Outdoors Colorado amendment to the state constitution gives a portion of state lottery proceeds to projects that preserve, protect and enhance Colorado's outdoors. Great Outdoors Colorado has invested in 3,400 projects statewide since its inception, resulting in more than 1.4 million acres being placed under conservation easements. In 2015, Great Outdoors Colorado announced it will commit \$25 million to connect children to our state's outdoor amenities.

Dating back to the early 1970s, the Jefferson County Open Space program is the nation's first sales tax funded open space program. Since its adoption, the open space program has acquired more than 52,000 acres of land with approximately one-fifth dedicated park and recreation services offered by cities or districts. Throughout the unincorporated areas of the county, 28 open space parks provide trail-based outdoor recreation, nature and history education hubs, and conservation of scenic landscapes, natural resources, historic sites and wildlife habitat. In addition, more than 3,000 acres have been preserved through conservation easements on privately owned land.



**Map 4. Open Space**



**Access to open space supports individual and community health and wellness.**

## ▼ ▼ What improvements do we need to continue to make? ▼ ▼

### Regional Objective 7a: Protect a variety of open spaces.

Open space and the natural environment are important assets in the region. A variety of open spaces of different sizes, settings and purposes will help define the urban area and distinguish individual communities. Additionally, these open spaces provide important wildlife habitat, support various outdoor recreational pursuits and protect the health of water and ecological systems. The region will conserve and protect natural resources including prominent geologic features, surface waters, riparian areas, wetlands, forests and woodlands, prairie grasslands and other environmentally sensitive lands for future generations.

#### Supporting Objectives:

- Protect and restore natural resources of local and regional significance.

### Regional Objective 7b: Connect people to natural resource and recreational areas.

In addition to local and regional initiatives to preserve, protect and expand open space assets, the region will ensure that residents and visitors may access these amenities. Active and passive open spaces will serve as a key component of the region's overall growth framework, connecting people to open space amenities. Local and regional initiatives will prioritize the completion of missing links in the regional trail and greenways network and improve other multimodal connections to increase park accessibility.

#### Supporting Objectives:

- Improve opportunities for recreation and access to nature.
- Improve multimodal linkages to and between the region's parks, open spaces and developed areas.

## ▼ ▼ ▼ What might we do to make progress? ▼ ▼ ▼

### Strategic Initiatives—Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<b>Collaboration</b> <ul style="list-style-type: none"> <li>• Coordinate with local and regional partners to identify and map locally and regionally significant natural resources.</li> <li>• Collaborate with local governments and other regional partners on the identification and implementation of important multimodal linkages to and between the region's parks, open spaces and developed areas.</li> </ul> <b>Education and Assistance</b> <ul style="list-style-type: none"> <li>• Provide data and information that helps local and regional partners operate and plan for open space, trails and other natural resource and recreational areas.</li> </ul>	<b>Collaboration</b> <ul style="list-style-type: none"> <li>• Coordinate with adjoining communities and municipalities and other organizations, such as Great Outdoors Colorado, to leverage available funding.</li> </ul> <b>Policies and Regulations</b> <ul style="list-style-type: none"> <li>• Adopt policies that protect locally and regionally significant natural resources.</li> <li>• Adopt policies and establish guidelines or standards that promote the incorporation of natural features into new development and redevelopment.</li> <li>• Adopt open space set-aside or fee-in-lieu requirements for future development or redevelopment.</li> </ul>

## Strategic Initiatives—Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<ul style="list-style-type: none"> <li>• Provide data and tools that help local and regional partners connect people to open space, trails and other natural resource and recreational areas.</li> <li>• Help identify potential local, regional and state funding to protect and connect a variety of open spaces.</li> <li>• Increase awareness of the need to plan for and accommodate smaller parks, green spaces and recreational amenities in and adjacent to urban centers.</li> <li>• Support the integration of parks, open space and trails as part of the restoration of brownfields and other similar sites.</li> </ul> <p><b>Investments</b></p> <ul style="list-style-type: none"> <li>• Encourage the role of land trusts to facilitate open space conservation (such as the donation or purchase of conservation easements).</li> <li>• Increase low-impact transportation access to natural resource and recreational areas (such as transit).</li> </ul>	<ul style="list-style-type: none"> <li>• Adopt policies and regulations to enhance connections to parks and support the implementation of open space and recreational areas in urban centers.</li> <li>• Preserve features of scenic, historic and educational value.</li> <li>• Develop plans to address potential conflicts between conservation of natural resources and their public use and enjoyment.</li> <li>• Use open space as a tool to shape growth and development patterns.</li> </ul> <p><b>Investments</b></p> <ul style="list-style-type: none"> <li>• Support the development of parks of various sizes, hosting a variety of recreational amenities.</li> <li>• Complete local multimodal linkages to the region’s parks and open spaces through strategic acquisition or other means.</li> <li>• Enhance multimodal connections to existing parks and locate new parks in neighborhoods and other areas that are accessible to residents on foot, by bicycle, or using transit, such as within or adjacent to urban centers.</li> <li>• Prioritize the protection or restoration of locally or regionally significant natural resources, as well as other locations that help fill missing links in the regional open space and greenway system in local plans and funding programs.</li> </ul>



**When communities prioritize open space, they help residents and workers take advantage of outdoor recreation opportunities.**



## ▼ What is our vision? ▼

## Outcome 8: The region's working agricultural lands and activities contribute to a strong regional food system.

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.

### Producing food locally

In a recent survey of local governments in the Denver region, locally grown food, urban agriculture, and access to healthy food emerged as areas requiring further attention. Regional food systems refer to food production that is geographically localized—food is grown, harvested, processed and distributed over much shorter distances when compared to national and international food systems.

Regional food systems create healthy communities by improving food security, making local and fresh food available to populations with limited access to grocery stores and creating relationships between farmers and their urban customers around a shared goal to preserve farmland. This localized approach to food systems also stimulates local economies.

### Economic benefits of agriculture

Although the region's farms and ranches represent a small sector of the region's economy, the Census of Agriculture conducted by the U.S. Department of Agriculture found they sold nearly \$207 million in agricultural products in 2012. The lands needed to produce agricultural products is threatened by urbanization, reducing sales of farm products over time. However, between 2007 and 2012, the number of farms in the Denver region increased from 2,335 farms to 4,172 farms.

The growth in farms is mostly driven by small farms, those operating on one to 50 acres. Further study is needed, but the increase in small farms may demonstrate a growing recognition of the importance of and desire to produce food locally. These farms may also serve as the foundation for a strong regional food system.

### Boulder County: Agriculture as an open space amenity

Boulder County actively conserves natural and agricultural resources to provide public use that reflects responsible resource management and the community's values. The county protects land through direct acquisition or through conservation easements on private properties to protect open space resources. The county has acquired and protected more than 100,000 acres of land with 63,562 acres as county open space and the remainder protected private land. The county's open space program has emphasized the protection of agricultural lands; 30 percent of the open space lands are leased to local farmers and ranchers.



## ▼ ▼ What improvements do we need to continue to make? ▼ ▼

### Regional Objective 8: Support continued agricultural capacity in the region.

Agricultural land and the ability to bring additional land or operations into production, where viable, benefits local producers, saves energy resources and offers a level of food security for the region. Local and regional initiatives will expand opportunities for local food cultivation, processing and sales—improving the distribution of and access to food throughout the region.

#### Supporting Objectives:

- Conserve significant agricultural lands.
- Increase access to healthy and local foods.
- Increase the efficiency of food distribution.

## ▼ ▼ ▼ What might we do to make progress? ▼ ▼ ▼

### Strategic Initiatives—Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<b>Collaboration</b> <ul style="list-style-type: none"> <li>• Coordinate with local communities and local, regional and state conservation programs to identify and protect (through conservation easements, purchase or other means) significant agricultural resources at risk of being lost.</li> <li>• Examine the production, processing, distribution and consumption of food in the Denver region and consider creation of a regional food system council.</li> <li>• Encourage the creation of a network of regional food hubs to facilitate the processing and distribution of local food, particularly in support of farmers markets.</li> <li>• Promote regional coordination of institutional purchasing efforts to increase access to market for small producers.</li> </ul> <b>Education and Assistance</b> <ul style="list-style-type: none"> <li>• Monitor the quantity and distribution of the region's agricultural lands over time using resources such as those provided by the American Farmland Trust. Consider both lands that are being actively used for agricultural purposes as well as those that are zoned for agriculture, but not currently in use.</li> <li>• Provide information and assistance to local and regional stakeholders seeking to improve the operations of the regional food system and increase access to healthy and local foods.</li> <li>• Provide data and assistance for statewide and basin studies of the relationship between water supply and regional agricultural capacity.</li> </ul>	<b>Collaboration</b> <ul style="list-style-type: none"> <li>• Direct landowners or individuals interested in preserving working lands or starting a new farming operation to programs and incentives available through the American Farmland Trust, Colorado Open Lands and other organizations.</li> <li>• <u>Consider policies and programs that reduce food waste.</u></li> <li>• <u>Identify locations and facilities that can serve as pick-up or drop-off locations for fresh food and produce from community-supported agriculture operations.</u></li> </ul> <b>Policies and Regulations</b> <ul style="list-style-type: none"> <li>• Establish clear policy support for agricultural lands and operations in local comprehensive plans.</li> <li>• Establish definitions for agricultural lands and operations at all scales in development regulations to ensure agricultural uses are allowed in appropriate areas.</li> <li>• Identify and remove potential regulatory barriers to agritourism and other nontraditional agricultural uses.</li> </ul> <b>Investments</b> <ul style="list-style-type: none"> <li>• Purchase significant agricultural resources or their development rights through conservation easements as a part of a local open space strategy; consider the role of such lands in shaping future growth and development.</li> </ul>

## Strategic Initiatives—Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<b>Investments</b> <ul style="list-style-type: none"><li>• Encourage the role of land trusts to facilitate agricultural land conservation (such as through donation or purchase of conservation easements).</li></ul>	



The region's commitment to locally grown food benefits local producers, saves energy and results in food security for residents.

▼ What is our vision? ▼

## Outcome 9: The risks and effects of natural and human-created hazards are reduced.

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.

### **Natural hazards in the Denver region**

According to the 2010 Denver Regional Natural Hazard Mitigation Plan, local governments across the region face a number of natural hazards, including avalanches, drought, earthquakes, floods, hail, heatwaves, landslides, land subsidence, thunderstorms, lightning, tornadoes, severe storms, wind, winter storms, freezing, wildfires and public health hazards such as pandemic flu and West Nile virus.

### **Characteristics of resilient communities**

Resilient communities withstand, and recover quickly from, shocks and stresses with minimal outside assistance. According to research in support of the state’s resiliency planning efforts (below), resilient communities have shifted planning away from one-time events toward recognition of hazards as ongoing and routine features of environmental systems and accepting uncertainty as part of planning. Community size and geographic location; technical, administrative and financial capacity; and community goals should influence hazard and resiliency planning. Planning for resiliency is a collaborative approach between land-use planners, emergency planners, elected and appointed officials, [health departments](#), public works staff, citizens, community advocates, business owners, developers and numerous other stakeholders.

### **Resiliency planning in Colorado**

In May 2015, Governor Hickenlooper adopted the Colorado Resiliency Framework, establishing a vision and definition of resiliency for the state. The framework identifies guiding principles and outlines specific strategies including a resiliency plan that is developed and implemented each year.

In 2016, the Department of Local Affairs released *Planning for Hazards: Land Use Solutions for Colorado*. It provides guidance to Colorado counties and municipalities for integrating resiliency and hazard mitigation into plans, codes and standards related to land use and the built environment. The state’s resiliency planning efforts provide a framework for communities in Denver region as they assess threats and refine local strategies to become more resilient.

## ▼ ▼ What improvements do we need to continue to make? ▼ ▼

### Regional Objective 9a: Reduce the risk of hazards and their impact.

The region will consider land use, open space protection and critical infrastructure in areas susceptible to potential natural and human-created hazards. Local and regional initiatives will limit new development, or the expansion of existing development, in areas recognized as having a high probability of being affected by natural and human-created hazards. More communities will have a hazard mitigation plan in place. Collectively, these initiatives will minimize the effect of community disruptions, as well as economic, environmental and other losses.

#### Supporting Objectives:

- Increase open space in high risk areas.
- Limit new development in areas susceptible to hazards.
- Increase the use of best practices in land-use planning and management to decrease risk.
- Promote integrated planning and decision-making in hazard mitigation.

### Regional Objective 9b: Improve disaster response and recovery.

Preparing for, responding to, and recovering from disasters and traumatic events is essential to the physical, economic and emotional health of the region's communities and residents. The region will continue to proactively prepare for disasters, including by understanding and assessing risks and vulnerabilities that may challenge recovery. When disasters occur, affected communities will overcome the physical, environmental and emotional effects in the shortest time possible relative to the severity of the disaster. Affected communities will reestablish key elements of their economic, social and cultural fabric to pre-disaster conditions and, when needed, make improvements to become more resilient.

#### Supporting Objectives:

- Enhance community resiliency.
- Increase interagency coordination.

## ▼ ▼ ▼ What might we do to make progress? ▼ ▼ ▼

### Strategic Initiatives—Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<b>Collaboration</b> <ul style="list-style-type: none"> <li>• Coordinate with the Colorado Department of Local Affairs, the Federal Emergency Management Agency, emergency responders, and other local, state and federal stakeholders to help advance planning efforts, assemble best management practices and increase local and regional preparedness.</li> </ul>	<b>Collaboration</b> <ul style="list-style-type: none"> <li>• Collaborate with emergency responders in the identification of critical facilities and the review of local plans, regulations and significant development projects.</li> <li>• Collaborate with neighboring jurisdictions to identify projects that reduce the shared risk of certain hazards and their effects.</li> </ul>



## Strategic Initiatives—Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<ul style="list-style-type: none"> <li>• Seek support necessary to update the Denver Regional Hazard Mitigation Plan every five years and make available to local communities all mapping and accompanying databases of county-level hazard profiles to support local planning efforts.</li> <li>• Encourage local and regional coordination of, and investments in, datasets to improve disaster response and recovery (such as damage assessment and evacuation).</li> </ul> <p><b>Education and Assistance</b></p> <ul style="list-style-type: none"> <li>• Help local governments affected by disasters plan for recovery</li> <li>• Provide data and other information to support improved hazard mitigation planning, as well as disaster response and recovery.</li> </ul> <p><b>Investments</b></p> <ul style="list-style-type: none"> <li>• Support projects that reduce the vulnerability of infrastructure to hazards.</li> </ul>	<p><b>Policies and Regulations</b></p> <ul style="list-style-type: none"> <li>• Integrate hazard mitigation considerations into local comprehensive plans and development regulations, either through an integrated plan update process, or by reviewing and updating existing policies and regulations on a more targeted basis.</li> <li>• Adopt a hazard mitigation plan or consider working with regional partners to develop a regional plan if creating a locally tailored plan is not feasible.</li> <li>• Incorporate Colorado State Forest Service guidelines into the land development and building permit approval process.</li> <li>• Limit new development or the expansion of existing development in areas recognized as having a high probability of being affected by hazards (such as those on a floodplain or with a high wildfire threat).</li> <li>• Establish guidelines for existing or future development in hazardous locations to minimize loss of life and property should a disaster occur.</li> </ul> <p><b>Investments</b></p> <ul style="list-style-type: none"> <li>• Invest in local capital improvements that reduce the risk of hazards.</li> <li>• Mitigate or eliminate hazards associated with brownfields, positioning them for redevelopment or restoration as natural resource areas.</li> </ul>



The reality of natural and human-caused hazards means the region must plan and prepare for risks and vulnerabilities that may challenge recovery.

## How will we know how we are doing?

### Performance Measures

Performance measures are critically important in monitoring the region's progress toward Metro Vision themes and outcomes. They are used to obtain regular measurement of outcomes and results. They also generate reliable data to help local governments and partners evaluate policies, programs and initiatives. As part of its reporting on plan progress toward creating a safe and resilient built and natural environment, DRCOG will use the performance measures outlined below.

<b>Measure</b>	<b>Where are we today? (Baseline)</b>	<b>Where do we want to be? (2040 Target)</b>
Surface transportation-related greenhouse gas emissions per capita	26.8 pounds per capita (2010)	60 percent decrease from 2010
Protected open space	1,841 square miles (2014)	2,100 square miles
Share of the region's housing and employment in high risk areas	Housing: 1.2 percent (2014)	Less than 1.0 percent
	Employment: 2.9 percent (2014)	Less than 2.5 percent

# Healthy, Inclusive, and Livable Communities

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The Denver region is widely recognized as a model of livability and health. Numerous publications consistently place our communities on their lists of the best places to live (see page 12), and our residents are regularly ranked among the nation's most physically fit. However, increasing rates of chronic illnesses such as diabetes and obesity, rising health care costs, an aging population, accessibility of services, insufficient housing for low- to middle-wage workers, local food access and socio-economic disparities are just a few of the many trends and issues of concern threatening to undermine the health and quality of life of our residents, and ultimately the region's economy. To remain economically competitive, we must be more inclusive in our efforts to address these issues—considering the needs of residents of all ages, abilities, ethnicity and incomes in our planning and decision-making.

Many efforts to address these issues and concerns at the local, regional and state levels are working well. Examples include coalition building, information and awareness initiatives, grassroots efforts and the adoption of local programs, policies and regulations. However, the depth of understanding surrounding the importance of these issues at the regional level and the degree to which these issues are being integrated into local plans and policy-making across the region is uneven. There is much to be done at all levels.

Achieving success in making our communities healthy, inclusive and livable depends on the region's ability to work together toward the following outcomes:

- The built and natural environment supports healthy and active choices.
- The region's residents have expanded connections to health services.
- Diverse housing options meet the needs of residents of all ages, incomes and abilities.



**Making locally grown food available to underserved populations helps families access nutritious choices, resulting in better health and quality of life.**



## Why is this important?

Our region needs healthy, inclusive and livable communities in order to:

**Address growing health disparities.** There is a widening gap between various demographic and socio-economic groups in the region in terms of health care accessibility. Higher health care costs reduce access to care for lower-income households, including older adults on fixed incomes. Higher costs not only affect overall health, but ripple through the community and region in other ways, reducing income available for other household expenses such as housing, food, transportation, and goods and services. Improving accessibility to health care through land-use and transportation planning decisions can alleviate the effects of other aspects of health care beyond the control of residents and local governments, such as the cost of care.

**Keep the cost of living attainable.** The cost of housing is typically the largest item in a household's budget. For lower-wage workers, housing within their means is often located further from employment and educational opportunities, meaning people spend more of their household income on and more time traveling between destinations. Long commutes can lead to higher levels of stress and increase periods of sedentary behavior, which may negatively affect a commuter's health. However, higher property values near rapid transit stations have resulted in home prices and rental rates beyond the reach of many households. As the region grows, more housing locations will maximize available infrastructure, and provide more ready access to employment opportunities and transit.

**Make the healthy choice the easy choice.** Eating nutritious foods, such as fruits and vegetables, supports good health, while consumption of less nutritious foods may lead to health issues such as diabetes or obesity. Unfortunately, residents across the region have uneven access to nutritious food is influenced by food costs and the due to the availability and proximity of grocery stores, specialty and convenience food stores, restaurants, farmer's markets, and other food outlets and distributors. Additionally, the region's extensive network of parks, trails and open spaces is recognized as a key contributor to our residents' quality of life and ability to lead active lifestyles. Improved access to these recreational opportunities, as well as a built environment that supports more healthy eating and physical activity opportunities, can increase healthy choices for residents. lead to reductions in chronic diseases such as hypertension, obesity and diabetes.

Residents and businesses alike are attracted to the Denver region's reputation as a healthy place to live, and maintaining this expectation is essential to the region's economic vitality. Health, or lack thereof, directly affects a household's budget. Individuals experiencing poor health may struggle with affordability or access to care, which also affects their employment options and available resources for housing, transportation, education and nutrition.

▼ What is our vision? ▼

## Outcome 10: The built and natural environment supports healthy and active choices.

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.

### **Public health: An impetus for urban and regional planning**

Community planning in the United States is rooted in the public health challenges experienced by residents of urban areas during previous centuries. The Industrial Revolution brought factory workers into cities from rural areas or from abroad, resulting in large-scale urbanization of cities. Many workers and their families lived in crowded and poor conditions in tenement buildings with windowless rooms, no ventilation, and no place for waste. The spread of diseases such as cholera and tuberculosis was common and claimed many lives.

Community leaders also realized their cities could not continue to grow unless they had a safe and secure source of water for drinking and industry. Community leaders addressed the issue by filtering water or by bringing distant, clean water to growing areas; and developed storm and sanitary sewers for the safe handling of unsafe water and human waste. Zoning as we know it today was created to address overcrowding and incompatible land uses, such as factories located next to housing. Cities developed zoning to identify which areas would be best for industry and commerce and prohibited incompatible land uses in those districts.

### **Factors affecting individual health**

In 2013, the Colorado Department of Public Health developed the Colorado Health Disparities Report Card to provide baseline data on how the region’s distinct populations are experiencing social and economic obstacles to health. An individual’s overall health and wellness is affected by a variety of factors including individual and family demographics, economic status and other social factors. In 2013, 54 percent of white adults in the state were overweight or obese compared to 75 percent of American Indian/Alaska Native adults, 64 percent of African-American adults, and 61 percent of Hispanic/Latino adults. Overall, adults in the state are some of the leanest nationwide but the state’s childhood obesity rate is one of the fastest-growing in the country. One in four Colorado children are overweight or obese. Obese children and adolescents are more likely to become obese adults.

### **Health impact assessments: An emerging practice**

Planners and health professionals are increasingly recognizing that health and wellness have social and environmental implications. Health impact assessments are an emerging practice in many communities. ~~The tool~~This tool helps planners evaluate the health effects of proposed projects, plans and policies; highlights health disparities; provides evidence-based recommendations to improve health; raises awareness; makes health effects more explicit; and engages and empowers communities to improve the health of their residents.

In 2013, Adams County and the Tri-County Health Department conducted a health impact assessment for the Federal Boulevard corridor. The health impact assessment included a five-step process including an initial inventory and analysis of conditions as well as a stakeholder and community engagement component. Through the health impact assessment tool, the partners identified critical issues in the corridor such as traffic safety, physical activity, community safety and housing affordability.

## ▼ ▼ What improvements do we need to continue to make? ▼ ▼

**Regional Objective 10: Increase access to amenities that support healthy, active choices.** The region will expand opportunities for residents to lead healthy and active lifestyles. The region’s streets and roads will be planned, designed, operated and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities, regardless of their mode of transportation. A mix of well-connected land uses and recreational amenities in communities throughout the region will create places that make active transportation and recreational physical activity safe and part of an everyday routine. Additionally, local and regional initiatives will increase access to healthy food options in low-income neighborhoods and areas with high levels of food insecurity.

### Supporting Objectives:

- Increase safe and convenient active transportation options for all ages and abilities.
- Expand the regional trail network.

## ▼ ▼ ▼ What might we do to make progress? ▼ ▼ ▼

### Strategic Initiatives—Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Facilitate public/private partnerships to identify and address first- and final-mile connectivity issues associated with regional transit.</li> <li>• Collaborate with local governments and other stakeholders to address the transportation needs of mobility-limited populations in transportation and land-use planning and decision-making at the regional and local levels.</li> <li>• Raise awareness around the need for green space and recreational amenities in areas where a concentration of residents or employees exists or is planned (such as urban centers or employment centers).</li> <li>• Collaborate with local governments to identify and implement projects in areas that have the greatest need for access to recreation and nature, as identified in the Regional Equity Atlas.</li> <li>• Collaborate with local governments and other regional partners to identify and implement priority portions of the regional trail network.</li> </ul> <p><b>Education and Assistance</b></p> <ul style="list-style-type: none"> <li>• Monitor the accessibility of healthy food options from transit through periodic updates to the Regional Equity Atlas.</li> </ul>	<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Pursue agreements to share public properties or facilities that increase access to recreation areas or community gathering places.</li> </ul> <p><b>Policies and Regulations</b></p> <ul style="list-style-type: none"> <li>• Adopt policies and implement regulations that promote a mix of uses and active public spaces.</li> <li>• Adopt and implement street standards that are locally tailored to meet Complete Streets objectives in a variety of contexts (urban, suburban and rural).</li> <li>• Adopt and implement policies and regulations that increase opportunities for local food production and processing by allowing community gardens, keeping of fowl and small livestock, and small-scale agricultural operations.</li> <li>• Consider ordinances that allow residential sales of produce grown on premises.</li> <li>• Adopt policies and regulations to support small-scale parks, plazas and other indoor and outdoor recreational facilities. Consider providing incentives for projects that provide a range of recreational options.</li> <li>• Promote the development of shade canopy and/or appropriate vegetative cover to create/maintain a safe, comfortable pedestrian environment.</li> <li>• <u>Promote crime prevention through environmental design planning concepts in local planning efforts.</u></li> </ul>

## Strategic Initiatives—Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<ul style="list-style-type: none"> <li>• Monitor the quantity and distribution of community gardens, small urban farms and land that is zoned and used for agriculture over time, using regional mapping and by working with local communities and partners.</li> <li>• Promote awareness of the range of programs, services and other assistance available to help residents lead healthier and more active lifestyles, as well as opportunities for them to become involved in related efforts at the local and neighborhood level.</li> <li>• Routinely evaluate and address mobility obstacles and impairments within the built environment.</li> <li>• Support the integration of farmers markets and other green markets within urban centers and rural communities.</li> </ul> <p><b>Investments</b></p> <ul style="list-style-type: none"> <li>• Support projects that consider all users of roadways (such as Complete Streets objectives).</li> <li>• Focus resources to build safe pedestrian and bicycle connections from transit stops to neighborhoods and activity centers within communities.</li> </ul>	<p><b>Investments</b></p> <ul style="list-style-type: none"> <li>• Prioritize funding for projects that meet Complete Streets objectives through non-metropolitan planning organization sources, including local capital improvement programs.</li> <li>• Provide incentives for grocers who locate in urban centers and underserved areas of the community.</li> <li>• Complete local links in the regional trail network through strategic acquisition or other means, prioritizing linkages that enhance connectivity to or within the regional network, or to nearby communities or urban centers.</li> </ul>

▼ What is our vision? ▼

## Outcome 11: The region’s residents have expanded connections to health services.

Expanded connections to health services 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 facilities and other innovative approaches resulting in more convenient access to health services.

### Four-year Area Plan on Aging

As the federally designated Area Agency on Aging for the region, DRCOG is required to create and implement a four-year Area Plan on Aging to establish service priority areas. Public input from nearly 500 stakeholders identified transportation as the most-needed service to help increase or sustain independence for older people in their community.

DRCOG contracts with transportation service providers using funding available under the Older Americans Act. Unfortunately, because of funding and capacity constraints, these providers must turn down hundreds of trips per month. Older adults often need transportation support in order to maintain their health and wellness—to access health care [providers and pharmacies](#), maintain social interaction and reach community and social services. DRCOG and its partners continuously explore innovative ways to combine available funds, reduce inefficiencies and build additional transportation capacity.

### Health services in rural centers

Rural centers throughout the region—whether in the mountains or on the eastern plains—serve residents and visitors well beyond their boundaries. Many of these communities seek health service providers to complement the businesses and services already based in their areas. With the changing health care landscape, these efforts can prove difficult.

For rural communities, health services provide more than simple access to care. Local health services can help seniors remain in their community of choice. When a rural community can offer health services to its residents and visitors, it is better equipped to attract economic investments, including new and expanding businesses.

### Fitzsimons: A transit-accessible urban center centered on health care

The former Fitzsimons Army Medical Center is a primary development area along the Regional Transportation District’s R Line in Aurora. When the facility was put on the Base Realignment and Closure list in 1995, three partners came together to transform the area: the City of Aurora, the University of Colorado Health Sciences Center and the University of Colorado Hospital.

As a result of the partners’ work and investment, Fitzsimons now hosts both the University of Colorado Anschutz Medical Campus and Fitzsimons Life Science District. By the end of 2016, it will be served by two rail transit stations. Shuttle service will help complete first- and last-mile connections for destinations within Fitzsimons. The importance of such access goes beyond those seeking the center’s health services to the tens of thousands of employment opportunities the medical facilities offer.



▼ ▼ What improvements do we need to continue to make? ▼ ▼

**Regional Objective 11: Improve transportation connections to health care facilities and service providers.**

The region will support the integration of health care facilities and service providers of all sizes into centers throughout the region—both urban and rural—where residents can access care by walking, biking, driving or using transit. Local and regional initiatives related to transit service, including on-demand and other specialized services, will increase transit access to health care facilities, social service providers and other retail outlets that offer health services.

**Supporting Objectives:**

- Increase awareness and knowledge of community health and wellness issues and support networks.
- Increase collaboration among stakeholders at the local, regional and state levels.
- Locate health services in accessible areas.

▼ ▼ ▼ What might we do to make progress? ▼ ▼ ▼

**Strategic Initiatives—Ideas for Implementation**

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Convene regular meetings of regional stakeholders (health care providers, local governments, public health organizations, major hospitals, business leaders, the development community, foundations, and others) to facilitate and support health and wellness projects and regionally significant initiatives.</li> <li>• Collaborate with health service providers to develop new datasets and analyses of access to preventative care and other health-related services, helping local and regional partners strategically target resources to clients.</li> <li>• Strengthen partnerships between health and transportation providers to increase access to care, improve health outcomes and reduce healthcare costs.</li> </ul> <p><b>Education and Assistance</b></p> <ul style="list-style-type: none"> <li>• Conduct periodic updates to the Regional Equity Atlas and collaborate with local and state public health departments to conduct additional research at a neighborhood level to inform discussions surrounding areas of the greatest need.</li> <li>• Establish a central clearinghouse of information to support health and wellness initiatives throughout the region (such as regional health indicators, access to services, programs and best practices).</li> </ul>	<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Work with local elected and appointed officials to integrate health and wellness priorities and goals into comprehensive plans. Incorporate supporting information into plan and policy development and decision-making.</li> <li>• Leverage existing health and wellness programs and services.</li> </ul> <p><b>Policies and Regulations</b></p> <ul style="list-style-type: none"> <li>• Adopt and implement policies and regulations that support the integration of health services into urban centers, employment campuses, retail centers, rural town centers and other activity hubs.</li> <li>• Consider policies and plans that encourage the location of health services in areas that are readily accessible.</li> </ul> <p><b>Investments</b></p> <ul style="list-style-type: none"> <li>• Collaborate with public health professionals, area hospitals, health and social service providers, and other regional stakeholders to implement transportation system improvements in areas with the greatest mobility needs.</li> </ul>

## Strategic Initiatives—Ideas for Implementation

### Voluntary Options Available to Regional Organizations

### Voluntary Options Available to Local Organizations

#### Investments

- Coordinate investments in local and regional transportation services that improve access to health services for those with mobility obstacles or impairments.



Facilitating transportation connections to health providers results in greater access to services and increased community health – when completed the new Veterans Affairs hospital will provide vital care services to the region’s large military veteran population.

## ▼ What is our vision? ▼

## Outcome 12: Diverse housing options meet the needs of residents of all ages, incomes and abilities.

Housing choices allow individuals and families to find desirable housing that is affordable and accessible to them in communities throughout the region, allowing them to 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

### **Metro Vision listening tour**

In 2012 DRCOG conducted a listening tour in advance of primary plan development activities to identify key planning issues, including emerging opportunities and challenges. Listening tour results were informed by in-depth interviews, focus groups and an online survey. Diverse housing options emerged as a critical issue for stakeholders and residents who participated in the listening tour. Key observations include:

- The region currently has a diversity of housing choices and neighborhood types in the region, including urban, suburban, exurban, and rural settings. Although the region will become denser in the coming years, traditional suburban housing should remain a choice for community residents.
- Most affordable and accessible housing opportunities for people with disabilities are primarily offered in the urban core; more options are needed in other parts of the region.
- Opportunities for aging-in-community are perceived to be rare throughout the region. Many seniors are not moving out of their homes—homes which may not meet their accessibility needs—because there are limited housing options that meet their needs, including affordability, within their current community.

### **Baby boomers and millennials**

How the country's two largest living generations, baby boomers and millennials, will influence future demand for housing and community attributes is unknown. Combined, these generations account for nearly 50 percent of the population in the United States, and more than 1.5 million residents in the Denver region represent these two generations. The Denver region will be dramatically affected as these generations continue to make decisions about the types of housing and communities that meet their needs.

In 2014, an American Planning Association survey found that while there are some variations in housing and community preferences among the two generations, there is also considerable alignment in preferences with a shared desire to live in walkable places in various types of communities, including urban, suburban, rural and small town locations. The survey also found that both generations will make future decisions about where to live based in large part on living expenses and the affordability of place, including housing and transportation costs.

### **The region’s housing boom**

By nearly any measure the Denver region is facing unprecedented challenges to housing affordability. According to the Case-Shiller Index the Denver region is one of a handful of regions around the country where home-resale prices are at an all-time high. Home prices and rents spiked during a prolonged period of double-digit, year-over-year increases in home prices between 2012 and 2015. The region faces numerous affordable and attainable housing challenges including preserving existing affordable housing stock (both market rate and subsidized), producing affordable housing at a rate to keep pace with growing demand and meeting the housing needs of a growing older adult population, many whom will live on fixed incomes.



▼ ▼ What improvements do we need to continue to make? ▼ ▼

**Regional Objective 12: Diversify the region’s housing stock**

The region will have housing that meets the needs of current and future residents as they progress through the various stages of their lives, including changes in familial status, income, employment and ability level. Local communities and regional partners will pursue initiatives that reduce barriers and expedite the development of housing in desired locations. The supply and range of housing options, including attainable and accessible units, in or near major employment centers will increase.

**Supporting Objectives:**

- Increase the regional supply of housing attainable for a variety of households.
- Increase opportunities for diverse housing accessible by multimodal transportation.

▼ ▼ ▼ What might we do to make progress? ▼ ▼ ▼

**Strategic Initiatives—Ideas for Implementation**

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Convene local government officials and housing experts to identify ways to expand affordable, accessible <del>workforce and senior</del> housing development opportunities in local communities.</li> <li>• Continue to support local planning that furthers the implementation of the region’s transit system and urban centers.</li> <li>• Participate in efforts to remove barriers and reduce cost of developing housing.</li> <li>• Encourage transit investments where housing densities currently, or are planned to, support transit.</li> <li>• Collaborate with local partners, including housing authorities, to understand current and future affordable housing needs.</li> </ul> <p><b>Education and Assistance</b></p> <ul style="list-style-type: none"> <li>• Share best practices in land-use regulations, zoning and housing policies with local governments and other stakeholders.</li> <li>• Develop and share guidance based on best practices to aid local communities in the identification of high opportunity sites, districts or areas.</li> <li>• Monitor changing demands for new and different types of housing.</li> <li>• Monitor issues around the cost of housing, providing information for local and regional partners through the Regional Equity Atlas and the Denver Region Visual Resources website.</li> </ul>	<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Develop and maintain cooperative efforts with entities focused on developing accessible and affordable workforce and senior housing.</li> <li>• <u>Identify effective means to create and maintain supportive services for residents in affordable housing communities.</u></li> </ul> <p><b>Policies and Regulations</b></p> <ul style="list-style-type: none"> <li>• Consider policies that promote a variety of housing options to meet the needs of older adults, including independent and supportive options.</li> <li>• Consider allowing accessory dwelling units in appropriate zoning districts.</li> <li>• Review local plans and regulations to ensure they encourage a mix of housing types and densities.</li> <li>• Plan for increased residential density in high-frequency transit and other multimodal transportation corridors.</li> <li>• Develop a focused strategy for preservation and rehabilitation of existing housing located near current and future transit areas.</li> <li>• Consider plans and policies to improve the balance of jobs and housing in employment- <u>and housing</u>-rich areas.</li> <li>• Assess current and future housing needs and programs in transit-oriented communities.</li> </ul>



## Strategic Initiatives—Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<ul style="list-style-type: none"> <li>Elevate awareness of the catalytic role of housing in transit-oriented community strategies.</li> </ul> <p><b>Investments</b></p> <ul style="list-style-type: none"> <li>Encourage the development and expansion of regional funds to support housing options (such as the Denver Regional Transit-Oriented Development Fund)</li> </ul>	<p><b>Investments</b></p> <ul style="list-style-type: none"> <li>Consider incentives to support affordable and accessible workforce and senior housing, particularly in areas that are or may be served by transit.</li> <li>Consider projects that address transit and mobility gaps near housing that is higher density, affordable and accessible or which meets the needs of low- and middle-wage earners, including seniors.</li> </ul>



**A variety of housing types provides residents the opportunity to remain in their communities throughout the stages of their lives.**

## ▼▼▼ How will we know how we are doing? ▼▼▼

## Performance Measures

Performance measures are critically important in monitoring the region's progress toward Metro Vision themes and outcomes. They are used to periodically measure outcomes and results. They also generate reliable data to help member governments and partners evaluate policies, programs and initiatives. As part of its reporting on plan progress toward creating healthy, livable and inclusive communities, DRCOG will use the performance measure outlined below.

Housing and transportation are typically the two largest components of a household budget. Researchers at the Center for Neighborhood Technology have identified 45 percent of income as a key affordability benchmark for the combined costs of housing and transportation. This plan performance measure will quantify the percentage of the region's residents living in areas that fall below that benchmark. The threshold for 45 percent of income will be tied to the median household income for the region and will account for household size and number of commuters in the typical household in the region.

Measure	Where are we today? (Baseline)	Where do we want to be? (2040 Target)
Share of the region's population living in areas with housing and transportation (H+T) costs affordable to the typical household in the region	41 percent (2013)	50 percent

# A Vibrant Regional Economy

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An economically sustainable region balances economic vitality, environmental quality and a high standard of living for its residents. A sustainable economy is also resilient—economic downturns are less severe and recovery is faster. The benefits of economic health, vitality and growth expand opportunities for all residents in a sustainable economy.

The underpinnings of a sustainable and resilient economy in the region include all of the region's assets: physical infrastructure and transportation, quality of life and amenities, an education system that supplies skilled labor and is accessible to all, the ability to attract and retain talented workers and innovators, a high-quality built environment, and housing options that are accessible and affordable for all ages, incomes and abilities. Maintaining a vibrant economy depends upon the region's ability to work together toward the following outcomes:

- All residents have access to a range of transportation, employment, commerce, housing, educational, cultural and recreational opportunities.
- Investments in infrastructure and amenities allow people and businesses to thrive and prosper.

The Denver region is home to an extensive network of economic development professionals engaged in business recruitment, expansion and retention efforts. Metro Vision aims to create a regional growth framework that ensures the underpinnings of a sustainable and resilient economy are considered by regional and local decision-makers. The objectives and initiatives in this section support the ongoing efforts of the many economic development organizations and local governments that promote the economic vitality of the region and reinforce essential connections between these groups.

## Why is this important?

Our region needs a vibrant regional economy in order to:

**Attract and retain businesses and the region's workforce.** Businesses and residents increasingly expect to locate in regions with access to the full range of community services and amenities, such as employment, health and human services, job training, housing and mobility options, recreation, arts and culture, and participation in civic life. One of the region's greatest challenges is to ensure existing and future residents of all ages, abilities and income levels can take advantage of these opportunities. The ease with which people can gain access to opportunities, is critical.

**Reduce reliance on importing talent.** Access for residents to jobs, and for employers to qualified workers, is fundamental to the health of the regional economy. The region's well-educated labor force, major universities and ability to attract talent are among its strengths. Current education disparities across races and between lifelong Coloradans and newcomers to the state suggest that the education system is not keeping pace with the needs of the workforce. A reliance on importing talent makes the regional economy vulnerable if we cannot provide the necessary training and opportunities for existing residents or continue to attract new talent. An untrained and underused workforce will hinder the economy, resulting in increased social service demands that divert public funds from more productive uses.

**Remain globally competitive.** Growing jobs and economic activity is increasingly tied to leveraging regional advantages and addressing areas for improvement. Competition for business investment is rarely entirely local, community to community. Often major opportunities for economic expansion involves competition among regions nationwide, and sometimes worldwide. Our region must remain competitive on the global stage through wise investments that improve access for people and businesses while maintaining and improving the quality of life that remains our region's core strength. The region's ability to build new infrastructure is challenged by the increasing cost of maintaining existing infrastructure.



**The region's global competitiveness depends on retaining and attracting a variety of industries.**

▼ What is our vision? ▼

## Outcome 13: All residents have access to a range of transportation, employment, commerce, housing, educational, cultural and recreational opportunities.

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 is critical in enabling commerce and providing access to basic needs and quality-of-life amenities that allow the region’s residents to succeed.

### **Regional economic strategy**

In 2011, as part of an 86-member partnership, DRCOG successfully secured a \$4.5 million grant for the benefit of the region. The three-year grant from the Sustainable Communities Partnership, a federal collaboration of the U.S. Department of Housing and Urban Development, the U.S. Department of Transportation and the U.S. Environmental Protection Agency, supported regional, corridor and site-level planning and implementation activities. DRCOG’s Sustainable Communities Initiative included research that explored integrating emerging issues into the Metro Vision plan, including the issue of economic vitality.

An economic vitality strategy addresses all workforce, business, and quality-of-life requirements of a strong economy in order to sustain periods of growth and prosperity, and adapt to change. Although the region has numerous strengths including a high quality of life, strong track record of attracting skilled labor and investments in world-class infrastructure, challenges remain. Key threats to the region’s economic vitality include:

- A large and growing population that does not have sufficient access to quality education and job-training.
- A reliance on importing educated and skilled labor while lifelong Coloradoans have comparatively lower levels of educational attainment.
- Declining housing affordability and stability for lower-income workers affects the physical and social health of residents and employers’ ability to attract and retain workers.

The strength of the Denver region’s economy is its workforce. Continued economic vitality and resilience require a comprehensive approach to ensure access to opportunity for all residents. To maintain employment, workers need access to well-paying jobs, affordable housing, health care and transportation.



## ▼ ▼ What improvements do we need to continue to make? ▼ ▼

### Regional Objective 13: Improve access to opportunity.

The region will reduce critical health, education, income and opportunity disparities in neighborhoods and communities. The region will capitalize on community, local regional and state amenities by promoting reliable transportation connections to key destinations. Local and regional initiatives will continue to leverage investments in transit by concentrating new housing and employment in centers accessible by transit.

#### Supporting Objectives:

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

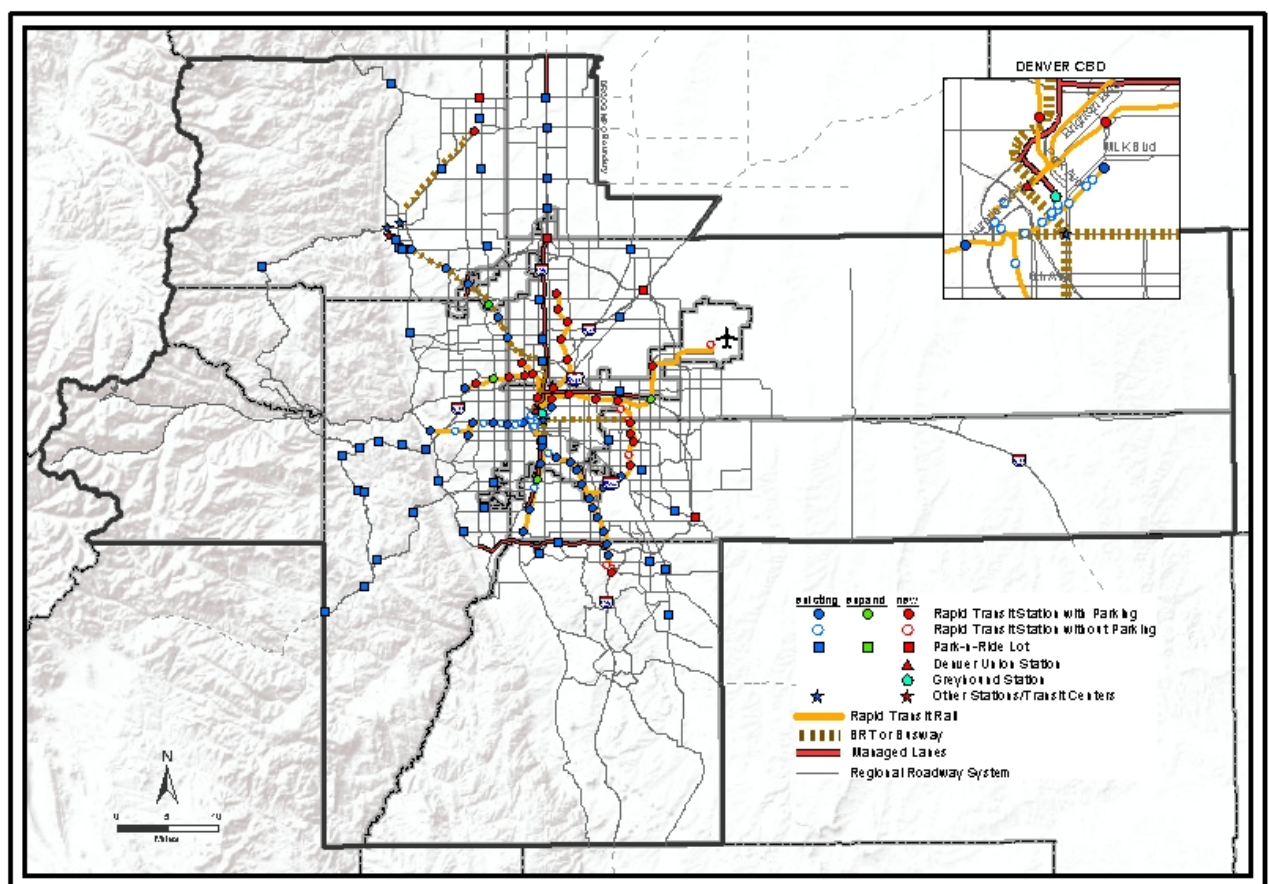
## ▼ ▼ ▼ What might we do to make progress? ▼ ▼ ▼

### Strategic Initiatives—Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Convene a technical committee to identify best practices in addressing first- and final-mile barriers.</li> <li>• Work with a wide range of partners to track, assess and respond to the mobility needs of major employment centers.</li> <li>• Facilitate data- and information-sharing in order to provide free and open regional data that for local and regional analyses.</li> </ul> <p><b>Education and Assistance</b></p> <ul style="list-style-type: none"> <li>• Identify and monitor mobility trends including commuting patterns in employment and urban centers; freight and commercial vehicle travel; technological advances; and recreation and tourism.</li> <li>• Identify best practices to expand and retain manufacturing and production businesses in areas served by transit.</li> <li>• Conduct and share analyses that help local and regional partners understand challenges and opportunities in and near the region's employment centers.</li> <li>• Acquire data and provide analyses that illustrate the gap between the types of jobs available in the regional economy and the requisite skills the workforce needs; use the resulting information to improve forecasting, planning and other initiatives.</li> </ul>	<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Partner with transportation management organizations, service providers, and improvement districts to determine travel needs of employees.</li> <li>• Work with property owners, developers, service providers and the Regional Transportation District to implement first- and final-mile strategies in employment centers.</li> <li>• Connect residents and visitors to local cultural, educational and natural amenities, as well as in the Denver region and statewide.</li> <li>• Facilitate public/private partnerships to improve first- and final-mile connections to the region's high-capacity transit services, with an emphasis on enhancing connections to major employment centers and underserved populations.</li> </ul> <p><b>Policies and Regulations</b></p> <ul style="list-style-type: none"> <li>• Develop strategies supporting employment, housing and other opportunities directly adjacent to transit stops and stations.</li> <li>• Preserve, protect and enable diverse employment and housing opportunities that are accessible by transit.</li> </ul> <p><b>Investments</b></p> <ul style="list-style-type: none"> <li>• Prioritize investments that will contribute to mobility enhancements for employment centers and housing options.</li> </ul>

## Strategic Initiatives—Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<p><b>Investments</b></p> <ul style="list-style-type: none"> <li>• Fund transportation system improvements that improve the flow of people, goods and services.</li> <li>• Provide local and regional transportation services that improve personal mobility, housing and employment access, as well as independence and well-being, especially for those with mobility obstacles or impairments.</li> <li>• Ensure traditionally underserved populations receive at least a proportionate share of transportation benefits and are not disproportionately affected by transportation investments relative to the entire regional population.</li> </ul>	



**Map 5. Fiscally Constrained Rapid Transit, Park-n-Ride and Station Locations**

SOURCE: Regional Transportation Plan.

## ▼ What is our vision? ▼

## Outcome 14: Investments in infrastructure and amenities allow people and businesses to thrive and prosper.

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 economic assets and make our region a highly desirable place to live, work and raise a family.

### Infrastructure and economic vitality

In addition to expanding the region's mobility, the Regional Transportation District's FasTracks transit system and previous mobility investments are major economic development assets for the entire region. Communities on the Regional Transportation District's rail network consider these investments an asset that increases their ability to attract and retain employers through greater and more convenient access for existing and potential employees. Denver International Airport is also a critical economic asset for the entire region.

Airports play a critical role in fostering business growth and attracting tourists. They are significant economic engines in regions nationwide. The increasingly global nature of business means a key element in any region's success is its ability to move goods and people quickly and economically worldwide, with airports integral to this function.

While the region has created a solid foundation of mobility infrastructure, financial resources for transportation during the next 25 years are expected to be less than needed to maintain and selectively expand it. Transportation funding has not kept pace with the continued growth in travel demand or increases in transportation construction costs. Fewer than half of the capacity improvements identified for the Metro Vision transportation system can be funded during the next 25 years with reasonably expected revenues. Additional federal, state, local and private revenue sources must be identified to fully address the future transportation needs and desires of the region's residents and businesses.

### Cultural facilities and amenities

In addition to traditional infrastructure investments, arts and cultural investments and amenities are emerging as foundational elements in the sustained economic health of regions. Since 1989 the Scientific and Cultural Facilities District has funded nonprofit organizations and local government agencies that provide cultural benefit to the Denver area residents. The Scientific and Cultural Facilities District spans a seven counties including Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas and Jefferson. Unlike many regions where cultural organizations compete with each other, the Denver region's culture of collaboration results in offerings that work together to engage, inspire and reflect the region's diversity.

In addition to funding large museums, the Denver Zoo, the Denver Botanic Gardens and performing arts organizations, the Scientific and Cultural Facilities District also funds hundreds of local grassroots cultural organizations annually. County cultural councils are instrumental in ensuring that investments in arts, culture, and science occur in all communities for the benefit of all citizens.



**The region’s cultural amenities represent a collaborative legacy of providing diverse opportunities for all residents.**



## ▼ ▼ What improvements do we need to continue to make? ▼ ▼

### Regional Objective 14: Improve the region's competitive position.

The region's economic vitality depends on providing a high quality of life in diverse communities. Investments in the region's infrastructure will help ensure the region remains globally competitive by establishing and maintaining the connected multimodal transportation system on which businesses depend for access to local, national and global customers, and an available, desirable workforce. Economic and community development initiatives and activities will assure that the region's infrastructure will support and contribute to the growth of the region's economic health and vitality.

#### Supporting Objectives:

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

## ▼ ▼ ▼ What might we do to make progress? ▼ ▼ ▼

### Strategic Initiatives—Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Coordinate economic and community development activities to maintain the region's infrastructure and contribute to the growth of its economic health and vitality.</li> <li>• Coordinate local and regional investment in datasets to improve economic forecasting and analysis.</li> <li>• Collaborate with the region's water providers to better understand and forecast the effects of water availability on growth and development.</li> <li>• Collaborate with economic development partners to understand and forecast the role of increased diversification of economic activities on reducing the region's risk related to global shocks.</li> </ul> <p><b>Education and Assistance</b></p> <ul style="list-style-type: none"> <li>• Provide and analyze data on the region's demographic and economic conditions.</li> <li>• Create annual progress reports using measures and targets related to how regional land-use and transportation influence the region's economic vitality.</li> <li>• Provide information on key economic trends influencing the region, such as the role of private equity investment in local commercial real estate; integrate this information into planning and forecasting processes.</li> </ul>	<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Collect and share local development data and trends that inform regional analyses and modeling of economic trends.</li> <li>• Engage economic development and planning professionals in efforts to align community-wide goals with regional opportunities.</li> <li>• Participate in regional economic development activities.</li> <li>• Encourage coordination among regional governments, stakeholders and transit providers to ensure alignment of future transit investments and regional employment growth.</li> </ul> <p><b>Policies and Regulations</b></p> <ul style="list-style-type: none"> <li>• Develop measures and indicators to assess progress toward local policy goals.</li> </ul> <p><b>Investments</b></p> <ul style="list-style-type: none"> <li>• Consider incentives and other investments to attract and enable employment growth near high-frequency transit.</li> </ul>



## Strategic Initiatives—Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<ul style="list-style-type: none"><li>• Provide analysis that links fundamental drivers of the region’s economy (such as productivity, investment and trade) to infrastructure investments and improved connectivity.</li><li>• Consolidate regional data, analyses and information into a one-stop shop accessible to a wide variety of audiences such as Denver Regional Visual Resources.</li><li>• Develop and distribute information that highlights key trends affecting the region’s ability to achieve desired outcomes.</li><li>• Provide data-driven stories and infographics that illustrate the state of the region in terms of economics, transportation and demographics.</li><li>• Provide data and assistance to communities seeking to develop long-run forecasts for population and employment under alternative scenarios.</li></ul> <p><b>Investments</b></p> <ul style="list-style-type: none"><li>• Identify and fund transportation system improvements to increase access to jobs and efficient freight and goods movement to support the region’s global competitiveness.</li></ul>	

## How will we know how we are doing?

### Performance Measures

Performance measures are critically important in monitoring the region's progress toward Metro Vision themes and outcomes. They are used to periodically measure outcomes and results. They also generate reliable data to help local governments and partners evaluate policies, programs and initiatives. As part of its reporting on plan progress toward creating a vibrant regional economy, DRCOG will use the performance measures outlined below.

Measure	Where are we today? (Baseline)	Where do we want to be? (2040 Target)
Regional employment	1.8 million (2014)	2.6 million (1 to 1.5 percent annual growth)
Share of the region's housing and employment near high-frequency transit	Housing: 29.7 percent (2014)	35.0 percent
	Employment: 48.4 percent (2014)	60.0 percent

# Appendix A: Extent of Urban Development

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Since 1997, Metro Vision has included statements describing the future extent of urban development. Historically, tThis is also described as the region's Urban Growth Boundary/Area (UGB/A).

The *Metro Vision 2035 Growth and Development Supplement* outlines the Board-adopted policies to help achieve several of the plan's outcomes about growth and development. This includes the process through which local governments have the opportunity to request additional allocations under the UGB/A as a part of a regular cycle to take place every four years.

In 2013, the DRCOG Board of Directors delayed the commencement of the regular cycle of UGB/A requests until after the adoption of this Metro Vision update. Member governments remain able to make emergency, off-cycle requests.

This Metro Vision update anticipates an evaluation of the current UGB/A program and other potential methods to coordinate local planning and growth priorities with regional efforts to make efficient use of available land and existing and planned infrastructure. This appendix is reserved for relevant information associated with a revised approach to manage the urban extent of the region, including an updated table accounting for the UGB/A allocations if needed. ~~available to local governments.~~ In the interim, please refer to Metro Vision 2035 (as amended).

# Appendix B: Designated Urban Centers

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Urban centers recognized in Metro Vision reflect a variety of community types and places including traditional downtowns, transit station areas, existing and emerging employment centers, and greenfield areas with development plans consistent with the key characteristics of urban centers outlined Outcome 3: “Connected urban centers and multimodal corridors accommodate a growing share of the region’s housing and employment” (page 19). The process to designate urban centers uses the key Metro Vision characteristics, but also strongly considers local circumstances and commitments. DRCOG does not unilaterally identify and designate urban centers—all potential centers are submitted for consideration by local governments.

Any jurisdiction interested in designating an urban center should schedule an informal consultation with DRCOG staff. Through the Metro Vision Plan Assessment process, jurisdictions formally submit urban center proposals for evaluation by DRCOG staff and a panel of volunteers. The evaluation panel provides recommendations to DRCOG staff regarding urban center designations. Finally, recommended urban centers are presented to the DRCOG Board of Directors for its final consideration.

Please see the Metro Vision Growth and Development Supplement for details on the designation process.

The following table lists urban centers currently recognized in Metro Vision. The table lists centers by jurisdiction and provides information on the size of the urban center and it is served by high-capacity transit. The table also classifies urban centers as emerging, existing or planned.

- Emerging centers are expecting significant growth relative to existing conditions (more than 50 percent growth in combined jobs and housing units)
- Existing centers are substantially developed These centers are expecting less than 50 percent growth in combined jobs and housing units.
- Planned urban centers are largely undeveloped, but will become intensely developed over time. These areas currently have fewer than 100 housing units and fewer than 100 jobs.

Urban Center Name	Jurisdiction	Classification	Area (Acres)
Olde Town/New Town	Arvada	Existing	158
Candelas	Arvada	Emerging	631
Ralston Fields	Arvada	Existing	257
Iliff Avenue Center	Aurora	Emerging	315
Aurora City Center	Aurora	Emerging	868
Florida	Aurora	Existing	248
Iliff	Aurora	Existing	186
13th Avenue	Aurora	Emerging	179

Urban Center Name	Jurisdiction	Classification	Area (Acres)
Peoria - Smith	Aurora	Emerging	266
Smoky Hill	Aurora	Emerging	375
Interstate 225/Parker Road	Aurora	Emerging	209
Hampden Town Center	Aurora	Emerging	105
E-470 / Interstate 70	Aurora	Emerging	1043
Fitzsimons	Aurora	Emerging	821
Jewell Avenue	Aurora	Emerging	294
Buckingham Center	Aurora	Existing	414
First Avenue Center	Aurora	Existing	339
Colfax Avenue	Aurora	Existing	336
Airport Gateway	Aurora	Planned	40
56th Avenue	Aurora	Planned	203
28th/30th Streets (Boulder Valley Regional Center)	Boulder	Existing	634
Gunbarrel Activity Center	Boulder	Existing	138
University Hill	Boulder	Existing	542
Downtown Boulder	Boulder	Existing	382
Adams Crossing Activity Center	Brighton	Emerging	779
Bromley Park Activity Center	Brighton	Emerging	393
Downtown Brighton Activity Center	Brighton	Existing	178
Prairie Center Activity Center	Brighton	Planned	436
Interlocken Loop Activity Center	Broomfield	Emerging	586
Interstate 25 & State Highway 7 Activity Center	Broomfield	Emerging	2086
Urban Transit Village	Broomfield	Emerging	250
Original Broomfield Transit-Oriented Development	Broomfield	Planned	469
Downtown Castle Rock	Castle Rock	Existing	214
Southglenn	Centennial	Existing	146
Alameda Station	Denver	Emerging	201
62nd and Peña Transit-Oriented Development	Denver	Emerging	161
29th Avenue Town Center	Denver	Emerging	90
Broadway Station Transit-Oriented Development	Denver	Emerging	145
Denver Technology Center	Denver	Emerging	287
Southmoor Park Transit-Oriented Development	Denver	Emerging	50

Urban Center Name	Jurisdiction	Classification	Area (Acres)
Central Park Transit-Oriented Development	Denver	Emerging	63
St. Anthony's Urban Center	Denver	Emerging	30
38th and Blake Transit-Oriented Development	Denver	Emerging	238
Colorado Station	Denver	Existing	171
Decatur - Federal Transit-Oriented Development	Denver	Existing	282
Colorado Boulevard and Smith Road	Denver	Emerging	78
Central Business District	Denver	Emerging	1705
Denargo Market	Denver	Emerging	112
Stapleton North Regional Center	Denver	Emerging	331
Bellevue Station	Denver	Emerging	75
Sheridan Station	Denver	Emerging	168
Bear Valley	Denver	Existing	83
Colorado Boulevard Health Care District	Denver	Emerging	137
Federal and Evans	Denver	Existing	155
Tamarac and Hampden	Denver	Existing	79
University of Denver Campus Urban Center	Denver	Existing	204
Broadway	Denver	Existing	142
Evans Station Transit-Oriented Development	Denver	Existing	113
41st and Fox Transit-Oriented Development	Denver	Existing	311
Lowry Town Center	Denver	Existing	122
10th and Osage Station	Denver	Existing	171
East Colfax Main Street	Denver	Existing	559
Cherry Creek	Denver	Existing	603
Peña and 40th	Denver	Planned	50
Martin Luther King, Jr. Town Center	Denver	Planned	27
Highlands Ranch Town Center	Douglas County	Emerging	165
Englewood City Center	Englewood	Emerging	62
Glendale City Center	Glendale	Existing	353
Golden Downtown	Golden	Existing	132
Fehringer Ranch	Jefferson County	Emerging	334
Colorado 470 Corridor	Jefferson County	Existing	826



Urban Center Name	Jurisdiction	Classification	Area (Acres)
Bowles	Jefferson County	Existing	264
Bergen Park	Jefferson County	Existing	149
Southwest Plaza	Jefferson County	Existing	293
Denver West/Colorado Mills Center	Lakewood	Existing	546
Lakewood Center	Lakewood	Emerging	288
Union Center	Lakewood	Emerging	639
Wadsworth Boulevard	Lakewood	Existing	294
Oak Street	Lakewood	Existing	287
Littleton Downtown	Littleton	Emerging	220
RidgeGate West Village	Lone Tree	Emerging	375
Lincoln Station Transit-Oriented Development	Lone Tree	Emerging	61
RidgeGate City Center	Lone Tree	Emerging	195
State Highway 66 Mixed Use Corridor	Longmont	Emerging	159
Ken Pratt Extension	Longmont	Existing	158
Twin Peaks Activity Center	Longmont	Existing	240
North Main Street Activity Center	Longmont	Existing	122
Central Business District of Longmont	Longmont	Existing	591
Downtown Louisville	Louisville	Existing	357
Interstate 25 Corridor	Multiple	Emerging	5932
Northglenn City Center	Northglenn	Existing	252
Greater Downtown District (Parker)	Parker	Existing	280
Superior Town Center	Superior	Emerging	81
Eastlake	Thornton	Emerging	99
Interstate 25 / State Highway 7 Activity Center	Thornton	Emerging	502
North End Station	Thornton	Emerging	127
Thornton City Center	Thornton	Existing	491
South Westminster Activity Center	Westminster	Emerging	232
Westminster Center Activity Center	Westminster	Emerging	622
Westminster Promenade Act Center	Westminster	Emerging	538
North Interstate 25 Activity Center	Westminster	Emerging	561
West 120th Avenue Activity Center	Westminster	Existing	591

Urban Center Name	Jurisdiction	Classification	Area (Acres)
Wadsworth Wheat Ridge	Wheat Ridge	Existing	112
Northwest Transit-Oriented Development Wheat Ridge	Wheat Ridge	Existing	119

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. \_\_\_\_\_, 2017

A RESOLUTION ADOPTING THE *METRO VISION PLAN* FOR THE DENVER REGION

WHEREAS, it is a function and duty of the Denver Regional Council of Governments, as a Regional Planning Commission under the laws of the State of Colorado, to make and adopt an advisory regional plan for the physical development of the territory within its jurisdiction; and

WHEREAS, the Denver Regional Council of Governments, as the Metropolitan Planning Organization, is responsible for the operation and maintenance of the continuing comprehensive transportation planning process pursuant to state and federal statutes and regulations; and

WHEREAS, the Denver Regional Council of Governments in 2011 adopted a document titled the *Metro Vision 2035 Plan* that established a broad vision to guide growth and development, transportation, and environmental quality in the Denver region through the year 2035; and

WHEREAS, after a five-year process, an updated version of the *Metro Vision* plan has been developed; and

WHEREAS, the Denver Regional Council of Governments held a public hearing on November 16, 2016 to consider the draft updated *Metro Vision* plan; and

WHEREAS, all comments received concerning the draft plan were compiled and provided to the Board of Directors for their consideration; and

NOW, THEREFORE, BE IT RESOLVED that pursuant to its Articles of Association, and the authority granted under Section 30-28-106 of the Colorado Revised Statutes, the Denver Regional Council of Governments hereby adopts the *Metro Vision* plan dated January 18, 2017. This plan supersedes the *Metro Vision 2035 Plan* previously adopted by the Denver Regional Council of Governments for the described area.

BE IT FURTHER RESOLVED that the Chair of the Denver Regional Council of Governments is hereby authorized to certify copies of the *Metro Vision* plan to all counties and municipalities lying wholly or partly in the Denver region.

A RESOLUTION ADOPTING THE *METRO VISION PLAN* FOR THE DENVER  
REGION

Resolution No. \_\_\_\_\_, 2017

Page 2

RESOLVED, PASSED AND ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2017 at  
Denver, Colorado.

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Elise Jones, Chair  
Board of Directors  
Denver Regional Council of Governments

ATTEST:

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Jennifer Schaufele, Executive Director

**ATTACH D**



To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
January 18, 2017	Action	10

#### SUBJECT

Release of the draft 2040 Metro Vision Regional Transportation Plan (2040 MVRTP) for public review and comment.

#### PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval to release the draft 2040 MVRTP for public review and comment.

#### ACTION BY OTHERS

January 17, 2017 – RTC will act on a recommendation.

[December 19, 2016](#) – TAC recommended approval of release of draft document for public review and comment.

#### SUMMARY

The DRCOG Board adopted the 2040 Fiscally Constrained Regional Transportation Plan (2040 FC-RTP) in February 2015. Since that time, staff has been working to prepare the full 2040 MVRTP, which integrates the transportation theme of DRCOG's pending new *Metro Vision* to present a complete picture of the region's envisioned and fiscally constrained (cost feasible) multimodal transportation system through 2040.

RTC has received several briefings and has reviewed the major components of the draft 2040 MVRTP, including the freight, transit, and active transportation components. The draft MVRTP (Attachment 1):

- Builds on and will replace the 2040 FC-RTP
- Incorporates guidance and defined requirements of the FAST Act (Chapters 1 and 7)
- Contains updated population and employment forecasts (planning assumptions) and new traffic model outputs from DRCOG's recently calibrated Focus model (Chapters 2 and 7)
- Directly incorporates the transportation theme (A Connected Multimodal Region) of the draft Metro Vision (Chapter 3)
- Updates and expands the description of each component of the region's multimodal transportation system, particularly for freight, transit, and active transportation (Chapter 4 and appendices)
- Significantly expands documentation of the process, assumptions, and data that were used to create the 2040 FC-RTP's financial plan (Chapter 5)
- Includes several new map concepts throughout the document, particularly for illustrating the 2040 Fiscally Constrained Regional Transportation Plan (Chapter 6)

- Integrates RTP amendments since the 2015 adoption of the 2040 FC-RTP (Chapter 6)

The 2040 MVRTP is anticipated for adoption in April 2017. To meet that schedule, DRCOG staff is recommending releasing the draft document for public review and comment, recognizing that further refinements and changes can and will be made over the next three months.

#### PREVIOUS DISCUSSIONS/ACTIONS

- [February 18, 2015](#) - Adopted the 2040 FC-RTP and associated air quality conformity documents.
- [October 21, 2015](#) - Approved all proposed projects in air quality conformity modeling networks for 2015 Cycle 2 amendments to the 2040 FC-RTP.
- [September 21, 2016](#) – Approved redetermination of air quality conformity for the *2015 Cycle 2 2040 Fiscally Constrained Regional Transportation Plan*.
- [December 7, 2016](#) – Approved the 2040 MVRTP fiscally constrained roadway capacity projects and rapid transit networks to be modeled for air quality conformity.

#### PROPOSED MOTION

Move to approve the release of the draft 2040 Metro Vision Regional Transportation Plan (2040 MVRTP) for public review and comment.

#### ATTACHMENTS

1. [Draft 2040 MVRTP](#) with [Draft Appendices](#)

#### ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Director, Transportation Planning & Operations, at 303-480-6747 or [drex@drcog.org](mailto:drex@drcog.org); or Jacob Riger, Transportation Planning Manager, at 303-480-6751 or [jriger@drcog.org](mailto:jriger@drcog.org).

**ATTACH E**

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
January 18, 2017	Action	11

#### SUBJECT

DRCOG's transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program (TIP), taking place on an as-needed basis. Typically, these amendments involve the addition or deletion of projects, or adjustments to existing projects and do not impact funding for other projects in the TIP.

#### PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the proposed amendments because they comply with the Board-adopted [TIP Amendment Procedures](#).

#### ACTION BY OTHERS

January 17, 2017 - RTC will act on a recommendation.

[December 19, 2016](#) – TAC recommended approval of the first 5 amendments related to the CDOT de-federalization pilot program. In regards to the C-470 Managed Toll Lanes amendment, TAC recommended approval, subject to a meeting between C-470 Coalition Policy Committee representatives and CDOT to allow flexibility to modify a \$53 million reduction in RAMP funding.

#### SUMMARY

The TIP projects to be amended are shown below and listed in Attachment 1. The proposed policy amendments to the [2016-2021 Transportation Improvement Program](#) have been found to conform with the State Implementation Plan for Air Quality.

- CDOT is piloting a statewide de-federalization program with five local agency projects that swaps out federal funds and replaces them with state funds in an attempt to reduce the burden to local agencies in constructing projects through CDOT.

Four DRCOG-allocated federally-funded projects (shaded below) are part of the program. The STP-Metro and CMAQ federal funding from these projects will be replaced with state RAMP funding from the I-25 managed lanes project. The I-25 managed lanes project will in turn receive the DRCOG-allocated federal funds.

- 2016-017 Westerly Creek Trail to Toll Gate Creek Trail Connector
- 2016-025 Ralston Rd Reconstruction: Yukon St to Upham St
- 2016-037 Washington Ave Complete Streets
- 2016-043 RidgeGate Pkwy Widening: Havana St to Lone Tree City Limits
- 2016-055 I-25: 120th Ave to SH-7 Managed Lanes

- **2016-059 C-470 Managed Toll Express Lanes: Wadsworth to I-25**  
Swap funding between Bonds/Loans and state RAMP funding to update to the current estimate prior to the TIFIA closing in late January. CDOT is scheduled to meet with the C-470 Policy

Committee on January 12 and any changes to this amendment will be brought before the Board.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to approve the attached amendments to the *2016-2021 Transportation Improvement Program* (TIP).

ATTACHMENTS

1. Proposed TIP amendments
2. Draft resolution

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Director, Transportation Planning & Operations, at 303-480-6747 or [drex@drcog.org](mailto:drex@drcog.org); or Todd Cottrell, Senior Transportation Planner, Transportation Planning and Operations at 303 480-6737 or [tcottrell@drcog.org](mailto:tcottrell@drcog.org).



**2016-017:** Replace DRCOG-allocated federal funding with state RAMP funding as part of CDOT's statewide de-federalization pilot program

## Existing

Title: Westerly Creek Trail to Toll Gate Creek Trail Connector

Project Type: Bicycle and Pedestrian Projects (New)

TIP-ID: 2016-017

STIP-ID:

Open to Public: 2019

Sponsor: Aurora

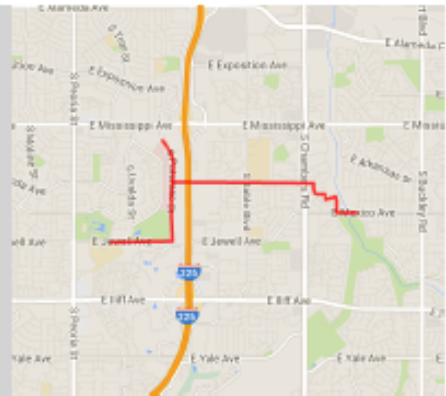
### Project Scope

This project provides bike/pedestrian inter-connections between Westerly Creek trail, Toll Gate Creek trail, and the Florida LRT Station. The project includes two major segments:  
East of the Florida Station:

- A Florida LRT Station 3-car kiss-n-ride area on both the north and south sides of Abilene St.
- A diagonal bike/pedestrian crossing at Florida Ave. and Abilene St.
- Reconfigure Florida Ave. to include an 11ft barrier separated (with candle stick delineators), bi-directional cycle track between the Florida LRT Station and Chambers Rd. Bulb-outs will also be constructed at the intersections.
- East of Chambers Rd, the cycle track will transition to sharrows on Helena Cir to Idalia Ct.
- From there, a 12 ft wide concrete path will be constructed along the west bank of Toll Gate Creek southward to Mexico Ave.
- The existing Mexico Ave. overpass over Toll Gate Creek will be upgraded to include a 12 ft concrete path, connecting to the existing Toll Gate Creek trail with a pedestrian/cyclist activated signal.
- Replacement of sidewalks less than 6 ft to 6 ft.

West of the Florida Station:

- Construction a 12 ft wide multi-use bi-directional bike/pedestrian path between the Florida Station west landing and Potomac St.
- Consolidation of two existing crossings to one controlled HAWK signal crossing of Potomac St.
- Construction of a new elevated 12 ft wide two-way cycle track on the west side of Potomac St between the HAWK signal south to the northeast corner of the Jewell Wetlands and on the north side of Jewell Ave between the west end of the Jewell Wetlands and Tucson St.
- Install on-street bicycle lanes between the HAWK signal and Louisiana Ave.
- Way finding signage with distance and destination information and bike racks for at least 20 bikes within 1/2 mile of the project.
- Potomac St will be converted from four lanes to two, with a two-way left turn lane (TWLTL).
- Traffic signal improvements and pedestrian-scale ADA/AASHTO compliant lighting will also be constructed as part of the project.



Affected Municipality(ies)	Affected County(ies)	Project Phases	
Aurora	Arapahoe	Year	Phase
		2017	Initiate Environmental
		2017	Initiate Design
		2017	Initiate ROW
		2018	Initiate Construction

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (CMAQ)		\$0	\$2,501	\$6,006	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$626	\$2,502	\$0	\$0		
Total	\$0	\$0	\$3,127	\$8,508	\$0	\$0	\$0	\$11,635

**Revised Funding Table**

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
State (RMP)		\$0	\$2,501	\$6,006	\$0	\$0		
Local		\$0	\$626	\$2,502	\$0	\$0		
Total	\$0	\$0	\$3,127	\$8,508	\$0	\$0	\$0	\$11,635

# ATTACHMENT 1

Policy Amendments – December 2016

2016-2021 Transportation Improvement Program

**2016-025:** Replace DRCOG-allocated federal funding with state RAMP funding as part of CDOT's statewide de-federalization pilot program

## Existing

Title: **Ralston Rd Reconstruction: Yukon St to Upham St**

Project Type: **Roadway Reconstruction**

TIP-ID: **2016-025**

STIP-ID:

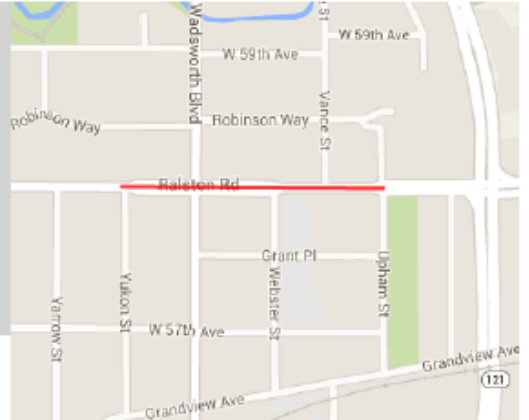
Open to Public: **2019**

Sponsor: **Arvada**

### Project Scope

This project reconstructs Ralston Rd from Upham St to Yukon St. The project will also include the following:

- Widening the existing sidewalks to a minimum width of 8 ft with a landscaped buffer where feasible
- protected roadway crossings, new or improved traffic signal interconnections, ITS infrastructure, and bicycle detection and racks/lockers
- Transit amenities and bus pads



Affected Municipality(ies)	Affected County(ies)	Project Phases	
Arvada	Jefferson	Year	Phase
		2016	Initiate Environmental
		2016	Initiate Design
		2018	Initiate ROW
		2018	Initiate Construction

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (STP-M)		\$286	\$0	\$1,617	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$72	\$0	\$404	\$0	\$0		
Total	\$0	\$358	\$0	\$2,021	\$0	\$0	\$0	\$2,379

## Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
State (RMP)		\$286	\$0	\$1,617	\$0	\$0		
Local		\$72	\$0	\$404	\$0	\$0		
Total	\$0	\$358	\$0	\$2,021	\$0	\$0	\$0	\$2,379

# ATTACHMENT 1

Policy Amendments – December 2016

2016-2021 Transportation Improvement Program

**2016-037:** Replace DRCOG-allocated federal funding with state RAMP funding as part of CDOT's statewide de-federalization pilot program

## Existing

Title: **Washington Ave Complete Streets**

Project Type: **Bicycle and Pedestrian Projects (New)**

TIP-ID: **2016-037**

STIP-ID:

Open to Public: **2018**

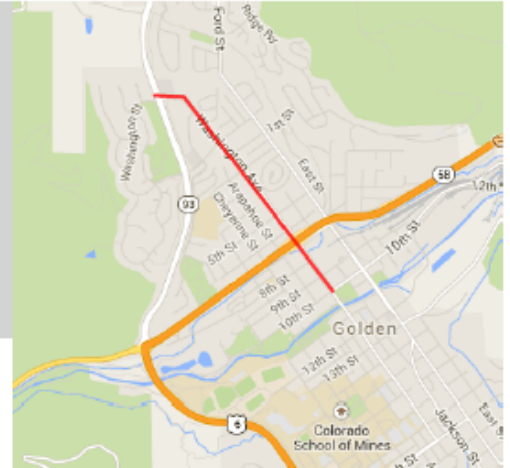
Sponsor: **Golden**

### Project Scope

This project reconstructs Washington Ave from CO 93 to 10th St to include a curb-separated 4 ft wide bike facility and 8 ft wide sidewalk, where permitted.

Intersection safety improvements, ADA/AASHTO compliant lighting, transit supporting amenities, and way-finding signage with destination and distance information will be included.

Affected Municipality(ies)	Affected County(ies)	Project Phases	
Golden	Jefferson	Year	Phase
		2016	Initiate Environmental
		2016	Initiate Design
		2017	Initiate Construction



Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (STP-M)		\$345	\$2,700	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$90	\$686	\$0	\$0	\$0		
Total	\$0	\$435	\$3,386	\$0	\$0	\$0	\$0	\$3,821

## Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
State (RMP)		\$345	\$2,700	\$0	\$0	\$0		
Local		\$90	\$686	\$0	\$0	\$0		
Total	\$0	\$435	\$3,386	\$0	\$0	\$0	\$0	\$3,821

# ATTACHMENT 1

Policy Amendments – December 2016

2016-2021 Transportation Improvement Program

**2016-043:** Replace DRCOG-allocated federal funding with state RAMP funding as part of CDOT's statewide de-federalization pilot program

## Existing

Title: **RidgeGate Pkwy Widening: Havana St to Lone Tree City Limits**

Project Type: **Roadway Capacity**

TIP-ID: **2016-043**

STIP-ID:

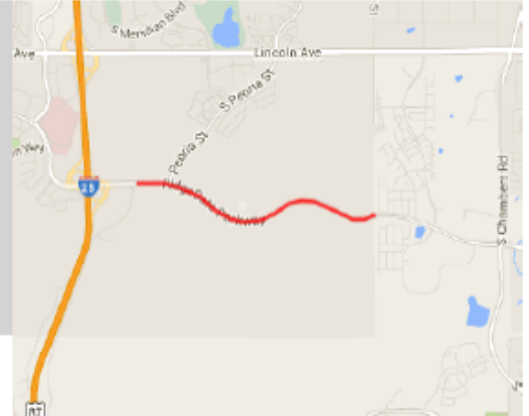
Open to Public: **2020**

Sponsor: **Lone Tree**

### Project Scope

This project will widen Ridgegate Pkwy from Havana St to the Lone Tree city limits from 2 to 4 lanes. Features include:

- Raised medians
- Left turn lanes at signalized intersections
- A separated cycle track bike detection
- Bike and transit amenities
- New sidewalks of a minimum width of 8 ft



Affected Municipality(ies)	Affected County(ies)	Project Phases						
Lone Tree	Douglas	Year	Phase					
		2018	Initiate Design					
		2019	Initiate Construction					
Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (STP-M)		\$0	\$0	\$1,400	\$5,000	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$3,400	\$12,200	\$0		
Total	\$0	\$0	\$0	\$4,800	\$17,200	\$0	\$0	\$22,000

## Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
State (RMP)		\$0	\$0	\$1,400	\$5,000	\$0		
Local		\$0	\$0	\$3,400	\$12,200	\$0		
Total	\$0	\$0	\$0	\$4,800	\$17,200	\$0	\$0	\$22,000

# ATTACHMENT 1

Policy Amendments – December 2016

2016-2021 Transportation Improvement Program

**2016-055:** Replace state RAMP funding with DRCOG-allocated federal funding as part of CDOT's statewide de-federalization pilot program

## Existing

Title: **I-25: 120th Ave to SH-7 Managed Lanes**

Project Type: **Roadway Capacity**

TIP-ID: **2016-055**

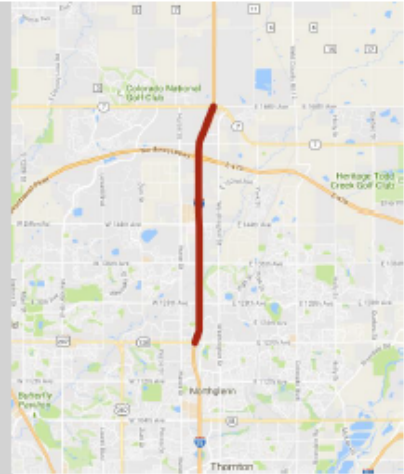
STIP-ID:

Open to Public: **2020**

Sponsor: **CDOT Region 1**

### Project Scope

This project will extend the existing and under construction managed lanes project (TIPID 2012-073), utilizing existing and new ROW. The project will result in one new managed lane in each direction from the current project's northern terminus near 120th Ave to SH-7. Project will resurface the entire stretch, add traffic management, sound wall, tolling/ITS equipment and safety, bridge and drainage improvements.



Affected Municipality(ies)	Affected County(ies)
Broomfield	Adams
Thornton	Broomfield
Westminster	
Unincorporated	

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
Federal (BR)		\$0	\$979	\$0	\$0	\$0		
Federal (Hazard)		\$2,000	\$4,500	\$0	\$0	\$0		
Federal (Water Qlty)		\$1,100	\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
State (Bond/Loans)		\$0	\$25,000	\$0	\$0	\$0		
State (RMP)		\$44,000	\$2,000	\$0	\$0	\$0		
State (Safety)		\$3,000	\$0	\$0	\$0	\$0		
State (Surface)		\$0	\$0	\$0	\$12,000	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Total	\$11,000	\$50,100	\$32,479	\$0	\$12,000	\$0	\$0	\$105,579



## Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$1,100	\$0	\$0	\$0	\$0		
Federal (BR)		\$0	\$979	\$0	\$0	\$0		
Federal (CMAQ)		\$0	\$2,501	\$6,006	\$0	\$0		
Federal (Hazard)		\$2,000	\$4,500	\$0	\$0	\$0		
Federal (STP-M)		\$631	\$2,700	\$8,017	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
State (Bond/Loans)		\$0	\$25,000	\$0	\$0	\$0		
State (RMP)		\$24,145	\$2,000	\$0	\$0	\$0		
State (Safety)		\$3,000	\$0	\$0	\$12,000	\$0		
State (Surface)		\$0	\$0	\$0	\$0	\$0		
State (Water Qlty)		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Total	\$11,000	\$30,876	\$37,680	\$14,023	\$12,000	\$0	\$0	\$105,579

# ATTACHMENT 1

Policy Amendments – December 2016

2016-2021 Transportation Improvement Program

**2016-059:** Increase Bonds/Loans funding (separating out the TIFIA loan portion) and decrease state RAMP funding.

Total project funding will not change.

*\*\*CDOT is scheduled to meet with the C-470 Policy Committee on January 12 and will provide an update to Board during the meeting\*\**

## Existing

Title: **C-470 Managed Toll Express Lanes: Wadsworth to I-25**

Project Type: **Roadway Capacity**

TIP-ID: **2016-059**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

### Project Scope

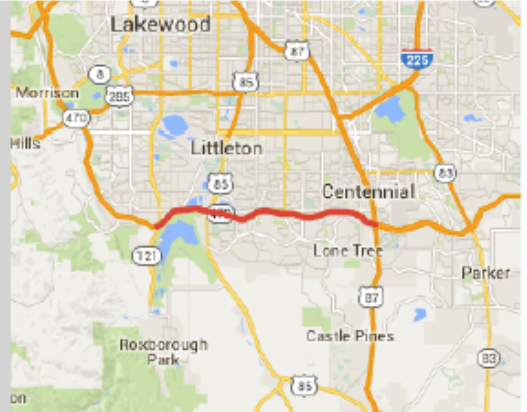
One tolled express lane in each direction on C-470. WB between I-25 and approximately Wadsworth and EB between approximately Platte Canyon and I-25, with auxiliary lanes in required locations. Safety and operational improvements between I-25 and Quebec St. Improvements to ramps including direct-connect ramps at I-25 and C-470.

#### Affected County(ies)

Arapahoe

Douglas

Jefferson



Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
State (Bond/Loans)		\$0	\$44,000	\$90,000	\$104,700	\$0		
State (Faster-S)		\$0	\$2,000	\$0	\$0	\$0		
State (RMP)		\$0	\$32,630	\$60,000	\$0	\$0		
State (Safety)		\$0	\$6,300	\$0	\$0	\$0		
Local		\$0	\$10,000	\$0	\$0	\$0		
Total	\$7,370	\$0	\$94,930	\$150,000	\$104,700	\$0	\$0	\$357,000

## Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
Federal (TIFIA)		\$0	\$0	\$60,000	\$46,000	\$0		
State		\$0	\$0	\$0	\$0	\$0		
State (Bond/Loans)		\$0	\$85,000	\$100,000	\$0	\$0		
State (Faster-S)		\$0	\$2,000	\$0	\$0	\$0		
State (RMP)		\$0	\$25,330	\$15,000	\$0	\$0		
State (Safety)		\$0	\$6,300	\$0	\$0	\$0		
Local		\$0	\$10,000	\$0	\$0	\$0		
Total	\$7,370	\$0	\$128,630	\$175,000	\$46,000	\$0	\$0	\$357,000

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. \_\_\_\_\_, 2017

A RESOLUTION AMENDING THE 2016-2021 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Denver Regional Council of Governments, as the Metropolitan Planning Organization, is responsible for carrying out and maintaining the continuing comprehensive transportation planning process designed to prepare and adopt regional transportation plans and programs; and

WHEREAS, the urban transportation planning process in the Denver region is carried out through cooperative agreement between the Denver Regional Council of Governments, the Regional Transportation District, and the Colorado Department of Transportation; and

WHEREAS, a Transportation Improvement Program containing highway and transit improvements expected to be carried out in the period 2016-2021 was adopted by the Board of Directors on April 15, 2015; and

WHEREAS, it is necessary to amend the 2016-2021 Transportation Improvement Program; and

WHEREAS, the Regional Transportation Committee has recommended approval of the amendment.

NOW, THEREFORE, BE IT RESOLVED that the Denver Regional Council of Governments hereby amends the 2016-2021 Transportation Improvement Program.

BE IT FURTHER RESOLVED that the Denver Regional Council of Governments hereby determines that this amendment to the 2016-2021 Transportation Improvement Program conforms to the State Implementation Plan for Air Quality.

RESOLVED, PASSED AND ADOPTED this \_\_\_\_ day of \_\_\_\_\_, 2017 at Denver, Colorado.

\_\_\_\_\_  
Elise Jones, Chair  
Board of Directors  
Denver Regional Council of Governments

ATTEST:

\_\_\_\_\_  
Jennifer Schaufele, Executive Director

**ATTACH F**

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
January 18, 2017	Action	12

#### SUBJECT

This action concerns delayed projects or project phases that were scheduled to receive Fiscal Year 2016 TIP funding.

#### PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of proposed actions regarding FY 2016 project delays.

#### ACTION BY OTHERS

[December 19, 2016](#) – TAC recommended approval.

#### SUMMARY

The *FY 2016-2021 Policy on TIP Preparation* document identifies expectations for project initiation and policy for addressing delays for projects/phases with DRCOG-allocated federal funding. Timely initiation of TIP projects/phases is an important objective of the Board. Delays, for whatever reason, tie up scarce federal funds that could have been programmed to other ready projects/phases.

At the end of FY 2016 (September 30, 2016), DRCOG staff reviewed the implementation status of DRCOG-selected projects/phases with CDOT and RTD. DRCOG staff discussed with the sponsors the reason(s) for the delays and to hear action plans demonstrating the sponsor's commitment to timely initiation.

The TIP Project Delays Report for FY 2016 summarizes the reasons for delays and actions proposed by sponsors to get projects to ad or a particular phase(s) initiated. The report includes DRCOG staff recommendations for committee and Board consideration.

#### PREVIOUS BOARD DISCUSSIONS/ACTIONS

NA

#### PROPOSED MOTION

Move to approve actions proposed by DRCOG staff regarding *2016-2021 Transportation Improvement Program* (TIP) project delays for Fiscal Year 2016.

#### ATTACHMENT

1. TIP Project Delays Report for FY 2016

#### ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Director, Transportation Planning & Operations, at 303-480-6747 or [drex@drcog.org](mailto:drex@drcog.org); or Todd Cottrell, Senior Transportation Planner at 303-480-6737 or [tcottrell@drcog.org](mailto:tcottrell@drcog.org).

## ATTACHMENT 1

### TIP PROJECT DELAYS REPORT

End of Fiscal Year 2016

#### A. POLICY

The FY2016 TIP Project Delays Report reviews project phases funded in the 2016-2021 TIP. The report is based on procedures established in the 2016-2021 *Policy on Transportation Improvement Program (TIP) Preparation*, adopted July 14, 2014, with amendments accordingly. The policy states that **“implementation of an entire project or single project phase (if project has federal funding in more than one year) may be delayed only once by the project sponsor.”** The objective of this delay policy is to minimize the number of projects delayed and improve the efficiency of spending federal dollars.

#### B. PROCESS

To implement the policy, the following steps were taken:

1. At the beginning of October (coinciding with the beginning of the new federal fiscal year), DRCOG staff requested that CDOT and RTD conduct a comprehensive review of all STP-Metro, CMAQ, and Transportation Alternatives Program (TAP) projects that had been selected by DRCOG to receive and begin expending TIP funds in FY2016. The review also includes projects/phases that were previously on the FY2015 project delays report.
2. CDOT and RTD review all such project phases, identifying those that have not been initiated, and therefore delayed.
3. Those project phases that were delayed for a second year (first year delay was in FY2015) became ineligible to receive further federal funding reimbursement unless the DRCOG Board granted a variance to continue. One project was brought to the Board in October 2016 and is discussed in Section C below.
4. In late October, DRCOG staff notified first year delayed project/phase sponsors and requested a discussion regarding the delay. These projects are discussed in Section D.

#### C. SECOND YEAR DELAY (FY2015) PROJECT SEEKING A VARIANCE TO CONTINUE

##### 1. Centennial

**Name:** *Smoky Hill Rd and Himalaya St Intersection Roadway Operational Improvements*

**TIP ID:** 2012-090

**Project Phase:** Initiate Construction

**FY2015 federal funding:** \$475,000

<http://www3.drcog.org/Trips/Project/2016-2021/details/48528>

This project went before the Board in October to seek a variance to continue the project. A variance was granted for 120 days, meaning Centennial will need to advertise the project no later than January 29, 2017. The project is currently with FHWA awaiting final approval to advertise, projected to be January 20.

**Recommendation**—*Continuously monitor the progress of this project through project advertisement.*

- If Centennial is unable to advertise before January 29, 2017, they must stop all future federal reimbursement payment requests retroactive to September 30, 2016.



## ATTACHMENT 1

### TIP PROJECT DELAYS REPORT

End of Fiscal Year 2016

#### D. FIRST YEAR DELAY (FY2016) PROJECTS SEEKING APPROVAL TO CONTINUE

##### 1. Aurora

**Name:** 23rd Ave. Bike/Ped Path at Fitzsimons Station

**TIP ID:** 2016-018

**Project Phase:** Initiate Construction

**FY2016 Federal funding:** \$1,492,000

<http://www3.drcog.org/Trips/Project/2016-2021/details/47526>

This project received its concurrence to ad in early November.

**Recommendation**— *Since the project is no longer delayed, no conditions are placed upon it.*

---

##### 2. Aurora

**Name:** Metro Center Station Area Bike/Ped Connector Facility

**TIP ID:** 2016-005

**Project Phase:** Initiate Construction

**FY2016 Federal funding:** \$1,832,000

<http://www3.drcog.org/Trips/Project/2016-2021/details/48511>

This project received its concurrence to ad in early November.

**Recommendation**— *Since the project is no longer delayed, no conditions are placed upon it.*

---

##### 3. Bike Denver

**Name:** Ambassador Program

**TIP ID:** 1997-097 (TDM Pool)

**Project Phase:** Initiate Other

**FY2016 Federal funding:** \$248,000

<http://www3.drcog.org/Trips/Project/2016-2021/details/48544>

Bike Denver reports the project has been delayed due to staff turnover. Now that a new Executive Director has been hired, the project is moving forward. It's anticipated an invoice can be submitted to CDOT in January.

**Recommendation**—*DRCOG staff recommends the delay be approved subject to the following condition:*

- Bike Denver and CDOT staff continue to aggressively pursue activities leading towards an invoice being submitted no later than the end of January 2017. If unachievable, Bike Denver and DRCOG staff shall discuss this project at the first of each month beginning in February 2017, until an invoice has been submitted.
- 

##### 4. Boulder County

**Name:** Real-Time Transit Signage Project

**TIP ID:** 1997-097 (TDM Pool)

**Project Phase:** Initiate Procurement

**FY2016 Federal funding:** \$258,000

<http://www3.drcog.org/Trips/Project/2016-2021/details/48544>

## ATTACHMENT 1

### TIP PROJECT DELAYS REPORT

End of Fiscal Year 2016

Boulder County reports the project has been delayed due to continued discussions with RTD on project specifications. The IGA is still in process and is anticipated to be executed in February, with an RFP released in March 2017.

**Recommendation**—DRCOG staff recommends the delay be approved subject to the following condition:

- Boulder County and CDOT staff continue to aggressively pursue IGA execution and release of the RFP no later than the end of March 2017. If unachievable, Boulder County and DRCOG staff shall discuss this project at the first of each month beginning in April 2017, until the RFP is released.

---

#### 5. Boulder Transportation Connections TMA

**Name:** TDM Program Partnership

**TIP ID:** 1997-097 (TDM Pool)

**Project Phase:** Initiate Other

**FY2016 Federal funding:** \$160,000

<http://www3.drcog.org/Trips/Project/2016-2021/details/48544>

Boulder Transportation Connections TMA reports the project has been delayed due to staffing changes. They're currently working on the IGA scope and risk assessment, and anticipate executing an IGA and submitting an invoice no later than March 2017.

**Recommendation**—DRCOG staff recommends the delay be approved subject to the following condition:

- Boulder Transportation Connections TMA and CDOT staff continue to aggressively pursue IGA execution so that an invoice can be submitted no later than the end of March 2017. If unachievable, Boulder Transportation Connections TMA and DRCOG staff shall discuss this project at the first of each month beginning in April 2017, until an invoice is submitted.

---

#### 6. Centennial

**Name:** Arapahoe Rd: I-25 to Parker Next Steps Operations Study

**TIP ID:** 2016-046

**Project Phase:** Initiate Study

**FY2016 Federal funding:** \$400,000

<http://www3.drcog.org/Trips/Project/2016-2021/details/47488>

Centennial reports this study has been delayed due to limited staff resources. CDOT is in the process of reviewing the RFP and anticipate the study kickoff meeting to be held in April 2017.

**Recommendation**—DRCOG staff recommends the delay be approved subject to the following condition:

- Centennial and CDOT staff continue to aggressively pursue the study kickoff no later than the end of April 2017. If unachievable, Centennial and DRCOG staff shall discuss this study at the first of each month beginning in May 2017, until the kickoff meeting has taken place.

---

#### 7. Centennial

**Name:** Upgraded Signal Controllers and Cabinets on Dry Creek Rd

## ATTACHMENT 1

### TIP PROJECT DELAYS REPORT

End of Fiscal Year 2016

**TIP ID:** 2016-004 (RTO Pool)

**Project Phase:** Initiate Procurement

**FY2016 Federal funding:** \$222,000

<http://www3.drcog.org/Trips/Project/2016-2021/details/48579>

Centennial reports the project has been delayed due to CDOT's IGA process. Centennial contacted CDOT to begin the process in October 2015, but didn't receive a response until July 2016. The IGA was finally executed in August and currently the RFP is in the final stages. It's anticipated to be released no later than March 2017.

**Recommendation**—DRCOG staff recommends the delay be approved subject to the following condition:

- Centennial and CDOT staff continue to aggressively pursue the release of the RFP no later than the end of March 2017. If unachievable, Centennial and DRCOG staff shall discuss this project at the first of each month beginning in April 2017, until procurement has taken place.
- 

#### 8. CDOT

**Name:** Upgrade Communications on Federal Blvd

**TIP ID:** 2016-004 (RTO Pool)

**Project Phase:** Initiate Procurement

**FY2016 Federal funding:** \$302,000

<http://www3.drcog.org/Trips/Project/2016-2021/details/48579>

CDOT reports the project has been delayed due to ROW issues. CDOT is currently identifying funding to purchase the ROW easements before a RFP can be released. CDOT anticipates to be able to complete the ROW purchases in March 2017 and release the RFP by July 2017.

**Recommendation**—DRCOG staff recommends the delay be approved subject to the following conditions:

- Continue communication between CDOT and DRCOG on project status.
  - CDOT staff continue to aggressively pursue the release of the RFP no later than the end of July 2017. If unachievable, CDOT and DRCOG staff shall discuss this project at the first of each month beginning in August 2017, until procurement has taken place.
- 

#### 9. Commerce City

**Name:** North Metro Rail 72nd Ave and Colorado Blvd Station Sidewalks

**TIP ID:** 2012-080

**Project Phase:** Initiate Environmental, Design, and ROW

**FY2016 Federal funding:** \$185,000

<http://www3.drcog.org/Trips/Project/2016-2021/details/47690>

Commerce City reports the project has been delayed due to staff changes. The IGA has been executed, and NTP for the environmental and design consultant has been given. Draft ROW plans are being worked on and are anticipated to be finalized for CDOT review by July 2017.

**Recommendation**—DRCOG staff recommends the delay be approved subject to the following conditions:

- Continue communication between Commerce City and DRCOG on project status.

## ATTACHMENT 1

### TIP PROJECT DELAYS REPORT

End of Fiscal Year 2016

- Commerce City and CDOT staff continue to aggressively pursue draft ROW plans no later than July 2017. If unachievable, Commerce City and DRCOG staff shall discuss this project at the first of each month beginning in August 2017, until ROW plans have been turned in.
- 

#### 10. Commerce City

**Name:** Route 62: Central Park Station to 60th Ave/Dahlia Transfer Station

**TIP ID:** 2016-039

**Project Phase:** Initiate Service

**FY2016 Federal funding:** \$453,000

<http://www3.drcog.org/Trips/Project/2016-2021/details/48530>

Commerce City reports that service has been delayed due to construction work needed to accommodate buses on parts of the new route. It's anticipated the new service will begin on January 16, 2017, as part of the new RTD service adjustments.

**Recommendation**—DRCOG staff recommends the delay be approved subject to the following condition:

- Commerce City and RTD staff continue to aggressively pursue starting the bus service no later than January 16, 2017. If unachievable, Commerce City, RTD, and DRCOG staff shall discuss this project at the first of each month beginning in February 2017, until the service begins.
- 

#### 11. Community Cycles

**Name:** Community Multi-modal Transportation Center

**TIP ID:** 1997-097 (TDM Pool)

**Project Phase:** Initiate Other

**FY2016 Federal funding:** \$124,000

<http://www3.drcog.org/Trips/Project/2016-2021/details/48544>

Community Cycles reports they are currently working with CDOT to initiate the IGA, which is anticipated for February 2017. The first invoice would be expected to following the next month in March 2017.

**Recommendation**—DRCOG staff recommends the delay be approved subject to the following condition:

- Community Cycles and CDOT staff continue to aggressively pursue an executed IGA so that an invoice can be submitted no later than March 2017. If unachievable, Community Cycles and DRCOG staff shall discuss this project at the first of each month beginning in April 2017, until an invoice can be submitted.
- 

#### 12. Denver

**Name:** Upgrade Controllers, Communication and Install UPS - CBD

**TIP ID:** 2016-004 (RTO Pool)

**Project Phase:** Initiate Procurement

**FY2016 federal funding:** \$1,029,000

<http://www3.drcog.org/Trips/Project/2016-2021/details/48579>

## ATTACHMENT 1

### TIP PROJECT DELAYS REPORT

End of Fiscal Year 2016

Denver reports the project has been delayed due to additional work that was needed on the IGA scope. Both CDOT and Denver are currently working on the IGA, but execution is not anticipated until July 2017. The RFP is being worked on concurrently and is also scheduled for July 2017.

**Recommendation**—DRCOG staff recommends the delay be approved subject to the following conditions:

- Continue communication between Denver and DRCOG on project status.
  - Denver and CDOT staff continue to aggressively pursue IGA execution and release of the RFP no later than July 2017. If unachievable, Denver and DRCOG staff shall discuss this project at the first of each month beginning in August 2017, until the IGA has been executed and the RFP has been released.
- 

#### 13. Denver

**Name:** *Travel Time Monitoring Expansion on 56th, Federal, and Hampden*

**TIP ID:** 2016-004 (RTO Pool)

**Project Phase:** Initiate Procurement

**FY2016 federal funding:** \$273,000

<http://www3.drcog.org/Trips/Project/2016-2021/details/48579>

Denver reports the project has been delayed due to additional work that is needed on the IGA scope. The IGA was executed on December 1, and it's anticipated the RFP will be released in September 2017.

**Recommendation**—DRCOG staff recommends the delay be approved subject to the following conditions:

- Continue communication between Denver and DRCOG on project status.
  - Denver and CDOT staff continue to aggressively pursue release of the RFP no later than September 2017. Denver and DRCOG staff shall discuss this project at the first of each month beginning in July 2017, until the RFP is released.
- 

#### 14. Denver

**Name:** *National Western Center Parking and Transportation Management Study*

**TIP ID:** 2007-089 (STAMP/UC Pool)

**Project Phase:** Initiate Study

**FY2016 federal funding:** \$200,000

<http://www3.drcog.org/Trips/Project/2016-2021/details/48586>

Denver reports the study has been delayed due to the IGA process with RTD. It's anticipated the IGA will be executed in January 2017, and the study kick-off will be held in March 2017.

**Recommendation**—DRCOG staff recommends the delay be approved subject to the following condition:

- Denver and RTD staff continue to aggressively pursue execution of the IGA working towards the study kick-off no later than March 2017. If unachievable, Denver and DRCOG staff shall discuss this study at the first of each month beginning in April 2017, until the study kick-off meeting has been held.
-

## ATTACHMENT 1

### TIP PROJECT DELAYS REPORT

End of Fiscal Year 2016

#### 15. Downtown Denver Partnership

**Name:** TDM Program Partnership

**TIP ID:** 1997-097 (TDM Pool)

**Project Phase:** Initiate

**FY2016 federal funding:** \$160,000

<http://www3.drcog.org/Trips/Project/2016-2021/details/48544>

Downtown Denver Partnership reports the project has been delayed due to continued project cost discussions after the IGA was executed in April 2016. These cost approvals were needed to be able to invoice. Invoicing is anticipated to begin by the end of January.

**Recommendation**—DRCOG staff recommends the delay be approved subject to the following condition:

- Downtown Denver Partnership and CDOT staff continue to aggressively pursue submitting an invoice no later than January 2017. If unachievable, Downtown Denver Partnership and DRCOG staff shall discuss this project at the first of each month beginning in February 2017, until an invoice has been submitted.
- 

#### 16. eGo Carshare

**Name:** Multi-modal Access Pass Marketing Campaign and Fleet Expansion

**TIP ID:** 1997-097 (TDM Pool)

**Project Phase:** Initiate

**FY2016 federal funding:** \$112,000

<http://www3.drcog.org/Trips/Project/2016-2021/details/48544>

This project submitted an invoice in November.

**Recommendation**— Since the project is no longer delayed, no conditions are placed upon it.

---

#### 17. Northglenn

**Name:** North Metro Rail 112th Ave Corridor Improvements

**TIP ID:** 2012-079

**Project Phase:** Initiate Environmental, Design, ROW

**FY2016 federal funding:** \$99,000

<http://www3.drcog.org/Trips/Project/2016-2021/details/47676>

Northglenn reports the project has been delayed due to a re-scoping request approved by the Board in December. Northglenn is in the process of working on the IGA. They also anticipate to give the NTP for the environmental and design consultant in March 2017, and have draft ROW plans in to CDOT by September 2017.

**Recommendation**—DRCOG staff recommends the delay be approved subject to the following condition:

- Northglenn and CDOT staff continue to aggressively pursue the initiation of pre-construction project elements no later than September 2017. Northglenn and DRCOG staff shall discuss this project at the first of each month beginning in April 2017, until the IGA is executed, NTP has been given for the environmental and design phases, and the ROW plans have been turned in to CDOT.
-



## ATTACHMENT 1

### TIP PROJECT DELAYS REPORT

End of Fiscal Year 2016

#### 18. RTD

**Name:** 16th St Mall Reconstruction: Arapahoe St to Lawrence St

**TIP ID:** 2016-028

**Project Phase:** Initiate Design

**FY2016 federal funding:** \$2,399,000

<http://www3.drcog.org/Trips/Project/2016-2021/details/47498>

RTD reports the project has been delayed due to additional work required as part of the environmental process. RTD is not expected to complete environmental until mid to late 2017. It's anticipated that NTP can be given for design by October 2017.

**\*\*Note:** If NTP for design is given after October 15, 2017, this project phase will be delayed for a second year and RTD will need to appear before the DRCOG Board to seek a variance to continue\*\*

**Recommendation**—DRCOG staff recommends the delay be approved subject to the following condition:

- RTD and CDOT staff continue to aggressively pursue the initiation of design no later than September 2017 to avoid a second year delay on this phase. RTD and DRCOG staff will discuss this project at the first of each month beginning in July 2017, until design has started.
- 

#### 19. RTD

**Name:** SH-119 BRT NEPA Analysis: Boulder to Longmont

**TIP ID:** 2016-050

**Project Phase:** Initiate Study

**FY2016 federal funding:** \$1,000,000

<http://www3.drcog.org/Trips/Project/2016-2021/details/48233>

RTD reports the study has been delayed due to internal budget issues that has now been addressed. An RFP is anticipated to be released in January 2017, with the kick-off meeting taking place no later than March 2017.

**Recommendation**—DRCOG staff recommends the delay be approved subject to the following condition:

- RTD staff continue to aggressively pursue study kick-off no later than March 2017. If unachievable, RTD and DRCOG staff shall discuss this study at the first of each month beginning in April 2017, until the kick-off meeting has taken place.
- 

#### 20. RTD

**Name:** Bike-n-Ride Storage Facilities: Aurora and East Line

**TIP ID:** 1997-097 (TDM Pool)

**Project Phase:** Initiate Procurement

**FY2016 federal funding:** \$300,000

<http://www3.drcog.org/Trips/Project/2016-2021/details/48544>

RTD reports the project has been delayed due to the fact that RTD has only been the project sponsor since May 2016. An RFP leading to procurement is anticipated to be released by March 2017.

## ATTACHMENT 1

### TIP PROJECT DELAYS REPORT

End of Fiscal Year 2016

**Recommendation**—DRCOG staff recommends the delay be approved subject to the following condition:

- RTD staff continue to aggressively pursue releasing a RFP leading towards procurement no later than March 2017. If unachievable, RTD and DRCOG staff shall discuss this project at the first of each month beginning in April 2017, until the RFP has been released.
- 

#### 21. RTD

**Name:** *Bike-n-Ride Shelters: Broomfield/Sheridan Stations*

**TIP ID:** 1997-097 (TDM Pool)

**Project Phase:** Initiate Procurement

**FY2016 federal funding:** \$259,000

<http://www3.drcog.org/Trips/Project/2016-2021/details/48544>

Similar to the project listed above, RTD reports the project has been delayed due to the fact they have only been the project sponsor since May. An RFP leading to procurement is anticipated to be released by March 2017.

**Recommendation**—DRCOG staff recommends the delay be approved subject to the following condition:

- RTD staff continue to aggressively pursue releasing a RFP leading towards procurement no later than March 2017. If unachievable, RTD and DRCOG staff shall discuss this project at the first of each month beginning in April 2017, until the RFP has been released.

**ATTACH G**

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
January 18, 2017	Action	13

#### SUBJECT

This item concerns the project selection for the Regional Transportation Operations (RTO) Improvement Program of the Regional Transportation Operations Pool (TIP ID 2016-004) identified in the 2016-2021 Transportation Improvement Program.

#### PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the proposed project selection process.

#### ACTION BY OTHERS

[December 19, 2016](#) – The TAC recommended approval.

[December 7, 2016](#) – The RTO Working Group, comprised of transportation operations staff from regional partners and local governments, affirmed the proposed project selection process.

#### SUMMARY

The 2016-2021 Transportation Improvement Program (TIP) includes for the Regional Transportation Operations Pool, which will implement technology and process improvements that improve the capability of transportation operators to provide safe and reliable transportation operations in a well-connected region.

The RTO Improvement Program will fund traffic signal system capital improvements, traffic signal timing improvements, and other advanced technology projects.

The TIP allocates \$4.2 million of Congestion Mitigation/Air Quality (CMAQ) funds each for fiscal years 2018 and 2019. The RTO Working Group will assemble the RTO Improvement Program (targeting 4 to 6 years) with the understanding that funding will remain at a similar level over that period, and the RTO Improvement Program will retain funds not used by projects completed in previous fiscal years.

#### Overall Proposed Project Application and Selection Process

The proposed project application and selection process will be incorporated into the development of the RTO Improvement Program document. The proposed overall steps in the process are as follows:

- DRCOG committees and Board approve the application and selection process.
- DRCOG issues a call for projects.
- Project sponsors prepare application(s) for submission.
- DRCOG staff reviews and conducts initial draft ranking project applications.

- The RTO Working Group meets to review and discuss the project applications list. Through consensus, the RTO Working Group revises and affirms the project priority list.
- DRCOG staff completes the RTO Improvement Program document (including project priority list).
- The RTO Improvement Program document is presented to the RTO Working Group for consensus and confirmation.
- The RTO Improvement Program document is brought before the DRCOG committees for recommendation and Board for approval.

### Application

The draft DRCOG RTO Improvement Program project application form (Attachment 1) will gather the information required to evaluate benefits, while conforming to state and federal requirements specific to transportation technology projects and CMAQ guidance. All technology projects eligible for CMAQ funding on the DRCOG-designated Regional Roadway System are eligible for submission. There is no limit to the number of applications that may be submitted.

Extending from the draft DRCOG Metro Vision Outcomes 4 and 5, the RTO Working Group has the following goal and objectives:

Goal: *Provide safe and reliable transportation operations for all users.*

1. Increase trip travel time reliability on freeways and arterials for all modes
2. Reduce overall traveler stops and delay due to traffic control operations
3. Reduce average incident duration
4. Reduce occurrence of secondary incidents

The application collects the following information regarding the project:

- Problem definition and an explanation of how the project will address the problem.
- Estimation of project benefits both in terms of CMAQ benefits<sup>1</sup> and improvements in performance measures associated with the above objectives
- A detailed project engineering estimate.<sup>2</sup>
- Initial documentation that satisfies the federal Systems Engineering Analysis requirements (*Code of Federal Regulations, Title 23, Part 940 – Intelligent Transportation System Architecture and Standards*).

---

<sup>1</sup> The project sponsors are required to determine the CMAQ benefits using the framework prepared for the RTO Working Group (Attachment 2).

<sup>2</sup> The project sponsors are required to determine the project engineering estimate using the template (Attachment 3) provided with the application form.

For each complete application, points will be assessed as follows to determine the initial ranking of projects:

Scoring Element	Description	Scoring Range
Project Location/Congestion	Weighted average of DRCOG's current Congestion Mitigation Program Scores on roadways included in project	0 – 20
Regional Operations Strategy/Initiative deployed <sup>3</sup>	Scoring based on the highest priority regional transportation operations strategy to be implemented by the project	5 – 30
CMAQ Benefits/Cost Effectiveness	The ratio of CMAQ benefits to project cost for all project is compared. The results are ordered and proportional points are assigned with 15 assigned for the top project.	1 – 15
Estimated Project Impact	The percentage improvement in performance measures are ordered and proportional points are assigned with 15 assigned for the top project.	1 – 15

#### PREVIOUS DISCUSSIONS/ACTIONS

N/A

#### PROPOSED MOTION

Move to approve the proposed project selection process for the 2018-2023 Regional Transportation Operations Improvement Program.

#### ATTACHMENTS

1. Draft DRCOG RTO Improvement Program Project Application form
2. Link - [DRCOG CMAQ Benefits Study Methodology Guidelines for Data Parameters and Application to Projects](#)
3. Link - [Engineer's Detailed Estimate Method.xlsx](#)
4. Presentation slides

#### ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Director, Transportation Planning & Operations, at 304-480-6747 or [drex@drcog.org](mailto:drex@drcog.org); or Greg MacKinnon, Regional Transportation Operations Program Manager, at 303-480-5633 or [gmackinnon@drcog.org](mailto:gmackinnon@drcog.org).

---

<sup>3</sup> RTO Working Group has determined a list of strategies and initiatives (contained in Attachment 1) that describe the intended approach to advance the regional transportation operations goal and objectives.



# DRCOG RTO Improvement Program Project Application

**Contact**

Name:

Phone:

E-Mail:

**Section 1 Project Information****Title:****Location Map**

Please attach a map illustrating the project location and the project limits.

**Congestion Score**

Using the attached CMP database determine the weighted-average of the congestion score for the roadway links in your project and enter it here.

**Project Schedule**

Please attach a Gantt-style project schedule including the design, procurement and construction milestones relative to date that the IGA execution with CDOT is complete.

**Estimate**

Please use the attached estimate template (with consideration for Attachment A) to prepare the project estimate. Please summarize here.

State	\$
Federal	\$
Non-federal	\$ _____
Total	\$

**Description**

Please provide an overview description of the project.

**Nature of Work**

- ☐ Scoping ☐ Design Software / Integration ☐ Construction ☐ Operations  
☐ Evaluation ☐ Planning ☐ Maintenance (Equipment Replacement) ☐ Other

If Other explain:

**Relationship to other projects and phases**

If this project has relationships to other projects or phases, describe it here:

**Need**

Please describe and quantify the need or problem to be addressed by the project.

# DRCOG RTO Improvement Program Project Application

Please describe how the project will address the problem.

---

## Program Objectives

Identify the program objectives this project will address.

- Increase trip travel time reliability on freeways and arterials for all modes ☐
- Reduce overall traveler stops and delay due to traffic control operations ☐
- Reduce average incident duration ☐
- Reduce occurrence of secondary incidents ☐

## Performance Measures

Identify the associated program performance measure results to be improved.

- Travel Time index (TTI) ☐
- Planning Time Index (PTI) ☐
- Transit on-time reliability ☐
- Average roadway clearance time ☐
- Average incident clearance time ☐
- Number of secondary incidents ☐

# DRCOG RTO Improvement Program Project Application

## Program Strategies and Initiatives

This list of strategies and initiatives was developed and confirmed by the Regional Transportation Operations Working Group. Identify the strategies and initiatives that this project will implement. Provide brief descriptive text justifying the selection. Note that the initiatives under each strategy are listed in a general priority order. Projects implementing the same strategy will be differentiated by the number and priority of initiatives implemented.

<b>Employ consistent incident management processes</b>		<b>30 points</b>
Establish and maintain a Regional Incident Management Program	<input type="checkbox"/>	
Expand traffic monitoring capabilities and infrastructure	<input type="checkbox"/>	
Expand incident management data sharing between public safety agencies and transportation operations	<input type="checkbox"/>	
Establish shared monitoring and operational data sharing between jurisdictions	<input type="checkbox"/>	
Employ consistent interagency communications protocols	<input type="checkbox"/>	
Employ consistent regional traveler information strategies	<input type="checkbox"/>	
Employ performance measurement systems to optimize services provided to the public	<input type="checkbox"/>	
<b>Expand transportation operators' situational awareness</b>		<b>25 points</b>
Expand traffic monitoring capabilities and infrastructure	<input type="checkbox"/>	
Establish shared monitoring and operational data sharing between jurisdictions	<input type="checkbox"/>	
Establish regional coordination for work zone planning	<input type="checkbox"/>	
Establish regional coordination for major weather events	<input type="checkbox"/>	
Establish regional coordination for special event management	<input type="checkbox"/>	
Expand data warehouse and data management processes	<input type="checkbox"/>	
<b>Coordinate regional, multimodal traveler information</b>		<b>20 points</b>
Expand traffic monitoring capabilities and infrastructure	<input type="checkbox"/>	
Establish shared monitoring and operational data sharing between jurisdictions	<input type="checkbox"/>	
Consolidate traveler information data to serve as a source of user's improved situational awareness	<input type="checkbox"/>	
Develop and implement coordinated traveler information strategies to support regional	<input type="checkbox"/>	

# DRCOG RTO Improvement Program Project Application

coordination for incident management, work zones, special events, and major weather events		
Expand traveler information access, capabilities, coverage, and partnerships	<input type="checkbox"/>	
<b>Employ good interjurisdictional transportation operations coordination and cooperation for all modes</b>		<b>15 points</b>
Maintain interjurisdictional traffic signal timing coordination program	<input type="checkbox"/>	
Establish shared monitoring between jurisdictions	<input type="checkbox"/>	
Establish and expand multimodal signal operations support implementations	<input type="checkbox"/>	
Implement traffic signal control strategies that support incident response, event management, and work zone coordination.	<input type="checkbox"/>	
Develop and implement coordinated traveler information strategies to support regional coordination for incident management, work zones, special events, and major weather events	<input type="checkbox"/>	
Employ performance measurement systems to optimize services provided to the public	<input type="checkbox"/>	
<b>Coordinate management of freeway and arterial operations</b>		<b>10 points</b>
Expand traffic monitoring capabilities and infrastructure	<input type="checkbox"/>	
Establish shared monitoring between jurisdictions	<input type="checkbox"/>	
Deploy work zone monitoring and management systems	<input type="checkbox"/>	
Develop and implement coordinated traveler information strategies to support regional coordination for incident management, work zones, special events, and major weather events	<input type="checkbox"/>	
Employ performance measurement systems to optimize services provided to the public	<input type="checkbox"/>	
<b>Provide multimodal traveler support</b>		<b>5 points</b>
Develop and implement coordinated traveler information strategies to support regional coordination for incident management, work zones, special events, and major weather events	<input type="checkbox"/>	
Support implementation of dynamic ride-sharing	<input type="checkbox"/>	
Implement support for bicycle roadway operations	<input type="checkbox"/>	

# DRCOG RTO Improvement Program Project Application

## Section 2 Alternatives Analysis

Please describe the alternative concepts considered and document the analysis that resulted in selection of this project. A separate document may be attached.

## Section 3 Benefits Assessment

Using the framework documents attached to this application, estimate the CMAQ benefits that will result from this project. Attach the analysis and enter the results here.

Estimate the improvement in the performance measures selected in Section 1.

## Section 4 Regional ITS Architecture

Identify the portion of the Regional Architecture being implemented. Please include the following from the Regional Architecture:

- ☐ Data Flow Diagram
- ☐ List of project stakeholders
- ☐ List of project roles and responsibilities
- ☐ List of project functional requirements
- ☐ List of standards related to the project

Does the regional architecture need to be revised due to the project? ☐ No ☐ Yes

# DRCOG RTO Improvement Program Project Application

## Section 5 Brief Systems Engineering Plan

Identify the status of the project systems engineering documentation. Documents to be modified or prepared should also be identified in project schedule. Existing documents should be attached.

	Existing	To be Modified	To be Completed	Comments:
Concept of Operations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Validation Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Traceability Matrix	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
System Functional Requirements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Detailed Design	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Operations & Maintenance Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Testing and Evaluation Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Section 6 Procurement

**Procurement method** \*\*Check all that apply

- ☐ Construction Contract   
 ☐ Request for Proposal   
 ☐ Invitation to Bid  
☐ State Price Agreement Contract   
 ☐ Other



# DRCOG RTO Improvement Program Project Application

## Section 7 Operations and Maintenance

Prepare an estimate of the additional cost of operations and maintenance considered over the life cycle of the new equipment/system. Illustrate the basis of the cost estimate (e.g. each piece of equipment will require 2 hours of preventative maintenance per year; operator monitoring each device will amount to 20 hours over the year, etc.). Attach the estimate (showing basis and assumptions) and enter the total here.

Identify the stakeholder(s) responsible for maintenance and operations (including funding responsibility).

## Section 8 Agreements

List any agreements needed or utilized for this project

# DRCOG RTO Improvement Program Project Application

## Attachment Checklist

- ☐ Project location map
- ☐ Project schedule
- ☐ Project engineering estimate
- ☐ Alternative Concepts Analysis
- ☐ Project Benefits Assessment
- ☐ Performance Measures Improvement Estimate
- ☐ Existing Systems Engineering Documents
- ☐ Operations & Maintenance Life Cycle Estimate

DRAFT

# DRCOG RTO Improvement Program Project Application

## Attachments

DRAFT

**DRCOG RTO Improvement Program Project Application****Attachment A**

<b>Eligible for 100% Federal Share</b>
Traffic signal system Traffic signal controllers Traffic signal cabinets (varying specifications) UPS for traffic signal controllers/cabinets Traffic signal communications equipment at intersections Traffic signal communications medium between intersections and between intersections and TMC Traffic signal communications equipment at TMC TSP field equipment, firmware, and software System/advance detectors (expressly for signal timing coordination purposes) Communications equipment and medium between TMCs (for primary use of traffic signal coordination)

## ATTACHMENT 4




# RTO Improvement Program

## Project Application and Selection Process




Presented by:  
**Greg MacKinnon**

January 18, 2017



## Background

- Regional Transportation Operations (RTO) Improvement Program
  - Purpose** – fund technology and process improvements that allow jurisdictions and agencies to better coordinate day-to-day operations
  - Identified in 2016 - 2021 Transportation Improvement Program (TIP)
    - \$4.2 million (CMAQ funds) for 2018 and 2019
  - Combines and builds on the success of the *Traffic Signal System Improvement Program* (TSSIP) and the *Intelligent Transportation Systems (ITS) Deployment Program*.

## ATTACHMENT 4



## Project Application and Selection Overview

- Sponsors submit applications and collaborate in selection
  - DRCOG staff reviews project applications for completeness
    - Conducts initial scoring and ranking of submissions
  - Project sponsors and RTO Working Group review initial ranking and, through consensus, determine final project rankings
  - DRCOG staff completes RTO Improvement Program document for committee recommendations and approvals



## Project Application

- Requirements for technology project applications
  - Statement of project problem or need
  - Statement of how project addresses the problem or need
  - Address federally required Systems Engineering Analysis
    - Show project and alternative concepts were thoroughly vetted
    - Considers lifetime maintenance and operation costs
  - Process and framework to calculate project costs and benefits





## ATTACHMENT 4



## Initial Project Ranking

- Criteria & Considerations
  - Level of traffic congestion in project area
  - Align with regional transportation operations strategies and initiatives
    - Incident management, communications, awareness & coordination
    - Real-time information, monitoring, traveler support, TDM
  - Cost effectiveness
  - Impact on performance measures related to problem



## RTO Improvement Program Schedule

- DRCOG Board approval of project selection process
- Call for projects
- Project evaluation and selection process
- Recommended RTO Improvement Program to committees and Board summer 2017



**ATTACH H**

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
January 18, 2017	Action	14

**SUBJECT**

This item concerns adoption of positions on state legislative bills as presented by staff.

**PROPOSED ACTION/RECOMMENDATIONS**

Motion to adopt positions on bills presented.

**ACTION BY OTHERS**

N/A

**SUMMARY**

The 2017 Session of the Colorado General Assembly convenes on January 11. Any bills of interest introduced after January 11 will be emailed to Board members prior to the meeting with staff comments and staff recommended positions (relative to the Board adopted Policy Statement on State Legislative Issues) for review at the meeting per current Board policy.

**PREVIOUS DISCUSSIONS/ACTIONS**

N/A

**PROPOSED MOTION**

Move to adopt a position on state legislative issues.

**ATTACHMENT**

N/A

**ADDITIONAL INFORMATION**

Should you have any questions regarding the legislative bills, please contact Douglas W. Rex, Director, Transportation Planning & Operations at 303-480-6747 or [drex@drcog.org](mailto:drex@drcog.org); or Rich Mauro, Senior Legislative Analyst at 303-480-6778 or [rmauro@drcog.org](mailto:rmauro@drcog.org).

**ATTACH I**

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
January 18, 2017	Informational	16

**SUBJECT**

January administrative modifications to the *2016-2021 Transportation Improvement Program*.

**PROPOSED ACTION/RECOMMENDATIONS**

No action requested. This item is for information.

**ACTION BY OTHERS**

N/A

**SUMMARY**

Per the DRCOG Board adopted [Policy on Transportation Improvement Program \(TIP\) Preparation](#), administrative modifications to the 2016-2021 TIP are reviewed and processed by staff. Administrative modifications represent revisions to TIP projects that do not require formal action by the DRCOG Board.

Once processed, the projects are posted on the [DRCOG 2016-2021 TIP web page](#) and emailed to the TIP Notification List, which includes members of the Regional Transportation Committee, the Transportation Advisory Committee, TIP project sponsors, staff of various federal and state agencies, and other interested parties.

The January 2017 administrative modifications are listed and described in the attachment. Highlighted items in the attachment depict project revisions.

**PREVIOUS DISCUSSIONS/ACTIONS**

N/A

**PROPOSED MOTION**

N/A

**ATTACHMENT**

January 2017: 2016-2021 TIP Administrative Modifications

**ADDITIONAL INFORMATION**

If you need additional information Douglas W. Rex, Director, Transportation Planning & Operations at 303 480-6747 or [drex@drcog.org](mailto:drex@drcog.org); or Todd Cottrell, Senior Transportation Planner at 303 480-6737 or [tcottrell@drcog.org](mailto:tcottrell@drcog.org).

To: TIP Notification List

From: Douglas W. Rex, Director, Transportation Planning & Operations

Subject: **January administrative modifications to the 2016-2021 Transportation Improvement Program**

Date: January 18, 2017

#### SUMMARY

- Per the [Policy on Transportation Improvement Program \(TIP\) Preparation](#), administrative modifications are reviewed and processed by staff. They are emailed to the TIP Notification List, and posted on the [DRCOG 2016-2021 TIP web page](#).
- The TIP Notification List includes the members of the Denver Regional Council of Governments (DRCOG) Regional Transportation Committee and Transportation Advisory Committee, TIP project sponsors, staffs of various federal and state agencies and other interested parties. The notification via e-mail is sent when administrative modifications have been made to the 2016-2021 TIP. If you wish to be removed from the TIP Notification List, please contact Mark Northrop at (303) 480-6771 or via e-mail at [mnorthrop@drcog.org](mailto:mnorthrop@drcog.org).
- Administrative modifications represent minor changes to TIP projects not defined as “regionally significant changes” for air quality conformity findings or per CDOT definition. For more information on the TIP modification policy, visit the [DRCOG 2016-2021 TIP web page](#).
- Projects included through this set of administrative modifications are listed below. The attached describes the modification.

#### PROJECTS TO BE MODIFIED

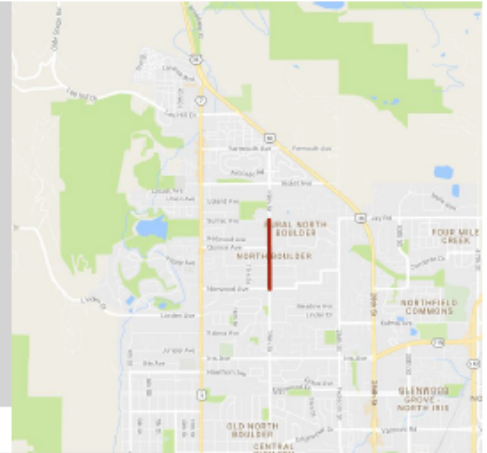
- **2016-084: 19th St Multi-Modal Improvements**  
Reduce local match to accurately reflect original request
- **2016-057: Region 1 RPP Pool**  
Revise pool project name and increase project funding
- **2012-081: North Metro Rail Bicycle/Pedestrian Access to Three FasTracks Stations**  
Add funding transferred from another project
- **1999-097: Regional Transportation Demand Management (TDM) Program Pool**  
Add waiting list project using pool savings

**2016-084:** Reduce local match**Existing**Title: **19th St Multi-Modal Improvements**Project Type: **Bicycle and Pedestrian Projects (New)**TIP-ID: **2016-084**STIP-ID: **SR470001**Open to Public: **2019**Sponsor: **Boulder****Project Scope**

This project would add missing sections of sidewalk and replace sub-standard sidewalk along 19th St from Norwood Ave to Sumac Ave. Additional, new on-street bicycle lanes will be added and ADA compliant curb access ramps and curb cuts will be installed.

Funded with CDOT TAP funds.

Affected Municipality(ies)	Affected County(ies)
Boulder	Boulder



Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (TAP)		\$0	\$384	\$164	\$164	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$96	\$96	\$96	\$0		
Total	\$0	\$0	\$480	\$260	\$260	\$0	\$0	\$1,000

**Revised Funding Table**

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (TAP)		\$0	\$384	\$164	\$164	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$96	\$41	\$41	\$0		
Total	\$0	\$0	\$480	\$205	\$205	\$0	\$0	\$890



**2016-057:** Rename “I-25 Operational Study” pool project to “I-25 Central PEL” and increase project funding to FY 2018

## Existing

Title: Region 1 RPP Pool

Project Type: Other

TIP-ID: 2016-057

STIP-ID:

Open to Public: 2016

Sponsor: CDOT Region 1

### Project Scope

CDOT Region 1 RPP Pool. Funds projects with RPP funds.

#### Affected County(ies)

Adams  
Arapahoe  
Broomfield  
Denver  
Douglas  
Jefferson



All pool project funding depicts federal and/or state funding only.

Facility Name	Start-At and End-At	Cost (\$1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (\$1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (\$1,000s)
Small projects/consultants/clo seals		\$15,000	I-70	PPSL	\$4,000	US 85	Louviers to Sedalia	\$16,000
Montgomery settlement		\$200	C470	Study	\$1,000	I-25 N	Post-PEL	\$2,000
I-70	Tower to Colfax	\$2,600	I-270	Interchange Study (TIP ID 2016-047)	\$1,000	Regionwide ADA Ramps (Preconstruction)		\$3,000
C470 West	PEL	\$2,100	I-25	Operational Study	\$1,000	Brighton Blvd/42nd Culvert		\$2,500
120th Ave Connection	Broomfield TIP ID 2007-029	\$1,400	US 85 design	Sedalia to Meadows	\$2,900			

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
State (R P P)		\$16,800	\$15,300	\$14,100	\$8,500	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Total	\$0	\$16,800	\$15,300	\$14,100	\$8,500	\$0	\$0	\$54,700

## Revised Pool Project and Funding Table

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Small projects/consultants/clo seouts		\$15,000	1-70	PPSL	\$4,000	US 85	Louviers to Sedalia	\$16,000
Montgomery settlement		\$200	C470	Study	\$1,000	I-25 N	Post-PEL	\$2,000
I-70	Tower to Colfax	\$2,600	I-270	Interchange Study (TIP ID 2016-047)	\$1,000	Regionwide ADA Ramps (Preconstruction)		\$3,000
C470 West	PEL	\$2,100	I-25	Central PEL	\$2,500	Brighton Blvd/42nd Culvert		\$2,500
120th Ave Connection	Broomfield TIP ID 2007-029	\$1,400	US 85 design	Sedalia to Meadows	\$2,900			
Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
State (R P P)		\$16,800	\$15,300	\$16,800	\$8,500	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Total		\$0	\$16,800	\$15,300	\$16,800	\$8,500	\$0	\$57,400

**2012-081:** Add project savings to this Second Commitment in Principle project from another Thornton Second Commitment in Principle project (2012-117). This funding transfer was agreed to by all North Metro Corridor partners

## Existing

Title: North Metro Rail Bicycle/Pedestrian Access to Three FasTrack Stations

Project Type: Bicycle and Pedestrian Projects (New)

TIP-ID: 2012-081

STIP-ID:

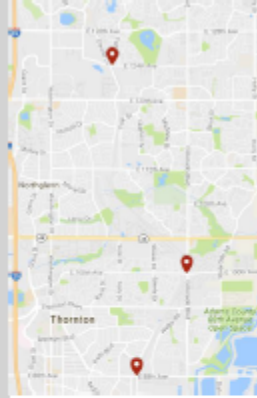
Open to Public: 2017

Sponsor: Thornton

### Project Scope

The Project will provide pedestrian and bicycle sidewalks and trails at the future city of Thornton FasTracks Stations. Construction will occur in the vicinity of the 88th Ave, 104th Ave, and Eastlake stations. Additional work may take place at the 88th Ave, 112th Ave, and 124th Ave stations as funding allows. Detached and attached sidewalks and trails, varying from 8 to 10 feet wide, along with appropriate drainage, retaining walls, ROW, and supporting improvements will be constructed:

- 1) 88th Station: 88th Ave, north side, from New Welby Rd to Old Welby Rd and Monroe St approximately 150 feet west,
- 2) 88th Station: Yucca Way extension to RTD pedestrian underpass,
- 3) 88th Station: "New" Welby Rd, west side from 88th Ave to 88th Ave Station Access Driveway (see TIP ID 2012-084),
- 4) 104th Station: 100th Ave, south side from Jackson St to Settlers Chase Trail; and
- 5) 124th Station: 1st St, west side, from 124th Ave approximately 420 feet north, Birch Ave approximately 480 feet south, and 128th Ave approx. 200 feet south.



Affected Municipality(ies)

Affected County(ies)

Thornton

Adams

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (CMAQ)		\$0	\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Total	\$1,924	\$0	\$0	\$0	\$0	\$0	\$0	\$1,924

## Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (CMAQ)		\$0	\$164	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$41	\$0	\$0	\$0		
Total	\$1,924	\$0	\$205	\$0	\$0	\$0	\$0	\$2,129

**1999-097:** Add waiting list project using prior project savings

## Existing

**Title: Regional Transportation Demand Management (TDM) Program Pool****Project Type: Congestion Management****TIP-ID: 1999-097****STIP-ID:****Open to Public:****Sponsor: DRCOG****Project Scope**

The Regional TDM Program funds projects that promote alternatives to SOV travel, with the intent to reduce mobile source emissions.

This pool includes funds for seven TMA regional partnerships and other TDM projects selected through a call for projects.

Affected County(ies)

Regional



All pool project funding depicts federal and/or state funding only.

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
36 Commuting Solutions (TMA)	Reg. TDM Program (FY16-17)	\$160	Transportation Solutions (TMA)	Reg. TDM Program (FY16-17)	\$160	eGo Carshare	Multi-modal Access Pass Marketing Campaign and Fleet Expansion (FY16-17)	\$112
Boulder Transportation Connections (TMA)	Reg. TDM Program (FY16-17)	\$160	RTD	Bike-n-Ride Storage Facilities: Aurora and East Line (FY16-17)	\$300	Bike Denver	Ambassador Program (FY16-17)	\$248
Denver South (TMA)	Reg. TDM Program (FY16-17)	\$160	RTD	Bike-n-Ride Shelters: Broomfield/Sheridan Stations (FY16-17)	\$259	Walk Denver	Wayfinder Academy (FY16-17)	\$145
Downtown Denver Partnership, Inc. (TMA)	Reg. TDM Program (FY16-17)	\$160	Boulder County	Real-Time Transit Signage Project: Boulder County (FY16-17)	\$258	Transportation Solutions (TMA)	Access Cherry Creek/Access Colorado Blvd (FY16-17)	\$200
Northeast Transportation Connections (TMA)	Reg. TDM Program (FY16-17)	\$160	Golden	Bike Library: City of Golden (FY16-17)	\$164	RAQC	Every Trip Counts - Smart Commute Metro North (FY16-17)	\$286
Smart Commute Metro North (TMA)	Reg. TDM Program (FY16-17)	\$160	Groundwork Denver	Community-Based Social Marketing Project (FY16-17)	\$238	Community Cycles	Community Multi-modal Transportation Center (FY16-17)	\$124
Amounts In \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (CMAQ)		\$3,454	\$0	\$3,200	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$864	\$0	\$800	\$0	\$0		
Total	\$0	\$4,318	\$0	\$4,000	\$0	\$0	\$0	\$8,318

## Revised Pool Projects

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
36 Commuting Solutions (TMA)	Reg. TDM Program (FY16-17)	\$160	RTD	Bike-n-Ride Storage Facilities: Aurora and East Line (FY16-17)	\$300	Walk Denver	Wayfinder Academy (FY16-17)	\$145
Boulder Transportation Connections (TMA)	Reg. TDM Program (FY16-17)	\$160	RTD	Bike-n-Ride Shelters: Broomfield/Sheridan Stations (FY16-17)	\$259	Transportation Solutions (TMA)	Access Cherry Creek/Access Colorado Blvd (FY16-17)	\$200
Denver South (TMA)	Reg. TDM Program (FY16-17)	\$160	Boulder County	Real-Time Transit Signage Project: Boulder County (FY16-17)	\$258	RAQC	Every Trip Counts - Smart Commute Metro North (FY16-17)	\$286
Downtown Denver Partnership, Inc. (TMA)	Reg. TDM Program (FY16-17)	\$160	Golden	Bike Library: City of Golden (FY16-17)	\$164	Community Cycles	Community Multi-modal Transportation Center (FY16-17)	\$124
Northeast Transportation Connections (TMA)	Reg. TDM Program (FY16-17)	\$160	Groundwork Denver	Community-Based Social Marketing Project (FY16-17)	\$238	36 Commuting Solutions (TMA)	Casual/Dynamic Pilot Ridesharing (US-36) (FY16-17)	\$150
Smart Commute Metro North (TMA)	Reg. TDM Program (FY16-17)	\$160	eGo Carshare	Multi-modal Access Pass Marketing Campaign and Fleet Expansion (FY16-17)	\$112			
Transportation Solutions (TMA)	Reg. TDM Program (FY16-17)	\$160	Bike Denver	Ambassador Program (FY16-17)	\$248			

**ATTACH J**

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
January 18, 2017	Informational	17

#### SUBJECT

This item concerns the *Draft 2017 Policy Statement on Federal Legislative Issues*.

#### PROPOSED ACTION/RECOMMENDATIONS

No action requested. The redline document is provided for your review and comment. Action to approve the policy will be requested at the February 15, 2017 meeting.

#### ACTION BY OTHERS

N/A

#### SUMMARY

Each year, the Board adopts two policy statements on a range of specific state and federal legislative issues. These documents provide the DRCOG Board, staff and lobbyists with policy direction on legislative issues during the coming year.

This year, the most significant changes in the federal legislative policy statement update DRCOG's policies to reflect passage of the Older Americans Act Reauthorization and the draft Metro Vision Plan. Other changes in the document are proposed to clarify the intent of a particular policy, use more precise language or otherwise update/remove a statement to better reflect current practice.

The *Draft 2017 Policy Statement on Federal Legislative Issues* is provided now to give Board members and their staff sufficient time to review its contents before the Board considers and acts on the document in February. If you have suggested changes to the draft, you are encouraged to contact staff prior to February 8.

#### PREVIOUS DISCUSSIONS/ACTIONS

N/A

#### PROPOSED MOTION

N/A

#### ATTACHMENT

*2017 Policy Statement on Federal Legislative Issues – with redline changes*

#### ADDITIONAL INFORMATION

Should you have any questions regarding the draft policy statement, please contact Douglas W. Rex, Director, Transportation Planning & Operations, at 303-480-6747 or [drex@drcog.org](mailto:drex@drcog.org); or Rich Mauro at 303-480-6778 or email to [rmauro@drcog.org](mailto:rmauro@drcog.org).

## Denver Regional Council of Governments

### POLICY STATEMENT ON FEDERAL LEGISLATIVE ISSUES FOR 2017

#### INTRODUCTION

This paper outlines the key federal policy issues of the Denver Regional Council of Governments (DRCOG) ~~and its local government members~~. It identifies policy positions intended to inform the Colorado congressional delegation, Congress, federal and state executive branch officials and others as they develop and implement national policy on these issues. This policy statement guides DRCOG's federal legislative positions and actions during the coming year.

DRCOG is a membership organization of ~~nearly 60~~over 50 cities, towns and counties in the Denver metropolitan region. Under federal law, it serves as the Area Agency on Aging for eight counties to aid the 60+ population and the Metropolitan Planning Organization (MPO) coordinating transportation planning with air quality goals. Under state statutes, DRCOG is a regional planning commission, responsible for preparing a regional plan for the development of the metro area.

#### REGIONAL PLANNING

**Comprehensive Planning and Land Use.** Although comprehensive planning and land use are primarily matters for local determination and regional coordination, the federal government can play a supportive role in encouraging local and regional efforts through funding, technical assistance and other incentives. DRCOG's Metro Vision plan represents a shared regional vision for creating sustainable, livable communities that ~~accommodate~~allow people of all ages, incomes and abilities to succeed. Metro Vision further recognizes that the success of the region's visionary plan requires the coordinated efforts of local, state and federal governments; the business community; and other planning partners, including philanthropic and not-for-profit organizations.

Metro Vision guides DRCOG's work and establishes shared expectations with our region's many and various planning partners. The plan outlines broad outcomes, objectives and initiatives established by the DRCOG Board to make life better for the region's residents. Metro Vision is the policy basis for all of DRCOG's programs and serves as the framework and context in which the regional council collaborates with other organizations on issues of mutual interest. Achieving Metro Vision goals requires coordinated investment in a wide range of planning and implementation activities that transcend traditional funding categories. **DRCOG supports those efforts that implement help the region achieve the shared outcomes described in Metro Vision and encourages federal entities to align their policies and investment decisions with Metro Vision and other regional agreements to advance regionally-determined common objectives.**



~~DRCOG supports the Federal Partnership for Sustainable Communities (Partnership), which is a partnership among the Department of Housing and Urban Development (HUD), Department of Transportation (DOT), and Environmental Protection Agency (EPA). The DRCOG Board has incorporated the Partnership's six Livability Principles into Metro Vision and supported legislation in 2009 and 2011 that would have provided funds to help communities develop and implement comprehensive regional plans that incorporate economic development, transportation, and housing options, while addressing environmental concerns. A sustainable region balances economic vitality, prosperity, and social wellbeing as expressed by a high standard of living for the region's residents.~~

DRCOG's Metro Vision plan emerged from a collaborative process that spanned more than four years. During this time, DRCOG's policy committees, member governments, partner agencies, regional stakeholders, and the community at large worked together to create a shared vision for action for shaping the future of the Denver metro area. The plan's shared vision of the future is captured in 14 inter-related aspirational outcomes, which describe a future that DRCOG, local governments and partners will work toward together. DRCOG may support or oppose legislative proposals that impact the ability of the region to achieve these outcomes. Metro Vision establishes several regional goals, as summarized here, and DRCOG may support or oppose legislative proposals based on consistency with these goals.

#### Outcomes – Efficient and Predictable Development Pattern

- The region is comprised of diverse, livable communities.
- Through a coordinated effort between DRCOG and local communities, new urban development occurs in an orderly and compact pattern within regionally designated areas
- Connected urban centers and multimodal corridors accommodate a growing share of the region's housing and employment.

#### Outcomes – A Connected Multimodal Region

- The regional transportation system is well-connected and serves all modes of travel.
- The transportation system is safe, reliable and well-maintained.

#### Outcomes – A Safe and Resilient Built and Natural Environment

- The region has clean water and air, and lower greenhouse gas emissions.
- The region values, protects and connects people to its diverse natural resource areas, open space, parks and trails.
- The region's working agricultural lands and activities contribute to a strong regional food system.
- The risk and effects of natural and human-created hazards is reduced.

## **Outcomes – Healthy, Inclusive and Livable Communities**

- The built and natural environment supports healthy and active choices.
- The region's residents have expanded connections to health services.
- Diverse housing options meet the needs of residents of all ages, incomes and abilities

## **Outcomes – A Vibrant Regional Economy**

- All residents have access to a range of transportation, employment, commerce, housing, educational, cultural and recreational opportunities.
- Investments in infrastructure and amenities allow people and businesses to thrive and prosper.

## **Growth and Development Goals**

- ~~Ensure urban development occurs within an urban growth boundary/area to promote a more orderly, compact and efficient future development pattern.~~
- ~~Achieve at least a 10 percent increase in overall regional density between 2000 and 2035.~~
- ~~Locate 50 percent of new housing and 75 percent of new employment between 2005 and 2035 in designated urban centers throughout the region. While each urban center will be unique, all 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;~~
  - ~~Promote regional sustainability by reducing per capita vehicle miles traveled, air and water pollution, greenhouse gas emissions and water consumption; and respect and support existing neighborhoods.~~
- ~~Promote development patterns and community design features to meet the needs of people of all ages, incomes and abilities. Pay particular attention to the needs of older adults, which represent the fastest-growing segment of the population.~~
- ~~Maintain Boulder, Brighton, Castle Rock and Longmont as distinct and self-sufficient freestanding communities, and more clearly define and support the regional role of rural town centers.~~
- ~~Minimize the extent of low-density, large-lot (semi-urban) development.~~
- ~~Limit the total amount of semi-urban development in 2035 to a proportion that does not exceed the current proportion of all households in the region, estimated to be approximately 3 percent.~~

## **Transportation Goals**

- ~~Provide safe, environmentally sensitive, efficient and sustainable mobility choices for people and goods, integrated with land use, while supporting the following goals:~~

- ~~Increase the rate of construction of alternative transportation facilities;~~
- ~~Reduce the percent of trips to work by single-occupant vehicles (SOV) to 65 percent by 2035;~~
- ~~Reduce regional per capita vehicle miles traveled (VMT) 10 percent by 2035; and~~
- ~~Reduce annual per capita greenhouse gas emissions from the transportation sector by 60 percent by 2035.~~

## Environmental Goals

- ~~Establish an integrated, linked, permanent parks and open space system that is accessible to all of the region's residents.~~
- ~~Protect additional parks and open space as the population grows to maintain the current amount per capita with a goal to protect a minimum of 880 total square miles of parks and open space by 2035;~~
- ~~Reduce regional per capita municipal and industrial water use;~~
- ~~Achieve and maintain ambient air quality standards and ensure clean water to protect human health and environmental quality; and~~
- ~~Minimize exposure to excessive noise levels associated with land use and transportation services.~~

## DRCOG further urges Congress to consider the following in support of local and regional planning:

- DRCOG supports improving the coordination of housing, community development, transportation, energy, and environmental policy in the United States; coordinating federal policies and investments to promote sustainable development; and, encouraging comprehensive regional planning for livable communities ~~and the implementation of sustainable development.~~
- DRCOG supports federal policies and investments that help local governments and the private sector develop successful urban centers, including transit station areas. ~~contribute to the successful development of urban centers and transit station areas throughout metropolitan areas.~~
- DRCOG supports federal funding, regulatory support and other incentives to bolster local and regional efforts to increase the supply of affordable housing, including housing suitable for fixed-income older adults. Additionally, DRCOG supports effective means to create and maintain supportive services for residents in affordable housing communities.
- ~~DRCOG respects private property rights within a legal context that protects local land use authority. It is also important to emphasize that governmental actions often add value to private property. While acknowledging concerns over potential inappropriate uses of that authority, DRCOG believes the U.S. Supreme Court decisions defining constitutional restrictions on local government regulation of private property and the use of eminent domain are adequate to protect both public~~

~~and private rights. When these restrictions are coupled with established precedents of the Colorado Supreme Court, protections accorded to landowners are reasonable, appropriate and balanced. DRCOG opposes further restrictions on the ability of governmental entities to regulate private property for the benefit of the public and opposes takings and eminent domain legislation that goes beyond the existing rulings of the U.S. Supreme Court and the Colorado Supreme Court as an attempt to unconstitutionally restrict local land use authority.~~

- Federal agencies and elected officials must respect and support local and regional plans and land use authority. This includes ensuring funding decisions and the siting of federal and other facilities are consistent with those plans and respect local and regional land use authority. Federal agencies and elected officials also must ensure maximum local and regional participation in those decisions.
- The federal government must protect open space, including natural habitats, by fully funding the land conservation, preservation and infrastructure improvement trust fund programs and providing new incentives for land conservation and outdoor recreation opportunities.
- Federal investments in local and regional data and information programs help DRCOG deliver improved information, tools and services for local and regional planning and decision-making. DRCOG supports continued funding for these programs and legislation that requires local, regional and state governments to proactively share digital data with the public.

## OLDER ADULTS

**Older Americans Act Reauthorization.** DRCOG has been the designated Area Agency on Aging (AAA) for the metro area under the auspices of the federal Older Americans Act since 1973. In this capacity, DRCOG is responsible for planning and advocating for the needs of the region's older residents, as well as for providing a broad array of services and programs.

~~While Congress last reauthorized the Older Americans Act (OAA) in 2016, 2006. The the act is set next reauthorization is currently on the federal legislative agenda to expire in 2018. The 2006 legislation included new programs requiring states and local governments to address challenges brought by the aging of the baby boom generation. Unfortunately, the reauthorization did not include any additional funding, other than a small increase for the National Family Caregiver Program. The reauthorization also included provisions encouraging better federal, state and local coordination of services provided to persons in both in-home and community-based settings, but did not specify how these provisions would be implemented.~~

Since the last "full" reauthorization (2006), the challenges to communities, states and the nation presented by the aging of the baby boomers population have continued to accelerate across the nation but particularly in Colorado. ~~are better understood. This~~

critical national issue has continued to put pressure on services, especially the need for more tailored in-home and community-based services, more focused prevention programs, need for consumer advocacy in long term care facilities, and increased support for family caregivers. These issues were not addressed in any substantive way in the 2016 reauthorization. The 2016 reauthorization also only partially addressed the funding imbalances in the existing OAA funding formula. The coming reauthorization offers a prime opportunity to modernize and reshape aging services in the U.S. and rebalance the allocation of OAA funds to the states. **Accordingly, DRCOG adopts the following principles for reauthorization of the Older Americans Act.**

### **Elimination of Obsolete Funding Provisions in the Older Americans Act**

DRCOG has expressed concerns that the current funding formula for the Older Americans Act (OAA) is outdated and unfair, particularly to states with fast growing older adult populations. The OAA funding formula generally allocates federal funds to states based on the proportion of older adults in each state. However, the last full reauthorization in 2006 included a modified “hold harmless” provision that to prevents slow growing states from falling below their FY06 funding levels. Moreover, the The 2006 formula, also used population numbers from the 2000 Census, which quickly became outdated after the 2010 Census. While the data was updated in the full reauthorization that passed in 2016, it will need to be updated again after the 2020 census. Allocating funds based on old data (when a Census was conducted in 2010) penalizes states like Colorado which have fast-growing senior populations. This combination of obsolete data and the hold harmless provision caused ds Colorado to lose more funding than any other state, during both the annual appropriations as well as in the sequestration cuts in 2012.

**DRCOG opposes ~~both the use of old data to determine the number of seniors in each state and~~ the inclusion of the Hold Harmless Provision when allocating OAA funds. ~~In 2015, the Senate passed its~~**

The full reauthorization bill (S.192) with only included a small change to the funding formula in the direction of fairness. This included a change to the 2010 Census as the base but retained 99 percent of the “hold harmless” provision. All House bill may be introduced later this year. In response, all seven nine members of the Colorado House Congressional delegation in a bipartisan manner have signed a letter to the Chairman and Ranking Member of the House Education and the Workforce Committee (responsible for Older Americans Act reauthorization) sent multiple communications to House and Senate leadership and the Administration urging them to ensure any the next reauthorization of the Older Americans Act treats all seniors fairly by eliminating the “hold harmless” provision. DRCOG appreciates the continued support of the Colorado Delegation for this issue.

**Encourage meaningful coordination with other systems and programs**

The Administration on Aging should adopt rules and regulations incorporating the following specific concerns:

- Require states, AAAs, Medicaid long-term care agencies, and other relevant entities to continue efforts to better coordinate regional and statewide planning of services and programs for seniors.
- Coordinate all federal programs and planning processes that serve older adults, such as Older Americans Act, Medicaid, Fixing America's Surface Transportation (FAST) Act ~~SAFETEA-LU~~ and Section 202 housing programs.
- Establish new policy and program guidelines to improve coordination and optimize all public and private benefits, services, and resources aimed at promoting elder economic security.
- Remove institutional barriers to the coordination of elderly and disabled transportation services by providing the flexibility to allow trips for elderly and non-elderly disabled persons and for meal, medical and personal services to be served by the same provider using a combination of U.S. Department of Health and Human Services and U.S. Department of Transportation funding.
- Avoid shifting the cost burden from cash-strapped programs such as Medicaid to the Older Americans Act programs, simply to bail out those programs.
- Strengthen the collaboration between the AAAs and federal, state and local governments with community-based organizations and national organizations that work with diverse older adults by providing resources, including funding research, programs and training to more effectively respond to changing demographics and target services to those most in need.

### **Maximize Flexibility in Use of Older Americans Act Funds**

The majority of federal funding provided to state and local entities under the federal Older Americans Act is specifically earmarked to particular services. While all of the OAA-funded services, such as meals and transportation, are critically important, the AAAs, local governments and service providers are in the best position to assess the specific needs in the local areas. **Increased flexibility in the use of program funds would allow area agencies on aging to better meet the needs of older adults.**

- Simplify rules and regulations to allow better coordination of senior services thus enabling AAAs and service providers to more efficiently and effectively use federal funds to address local priorities. This could include the consolidation of certain funding categories to improve administration of the affected programs. For example, the Title III C-1 congregate meal and Title ~~3-III~~ C-2 home-delivered meal programs could be merged.
- Create flexibility in state- and federally-specified allotments of Older Americans Act funds allowing AAAs to utilize regional priorities to determine funding distributions at the local level, consistent with the goals of the Act.



- Set required local match at 10 percent and required state match at 5 percent across all programs of the Older Americans Act. Currently, required local and state funding match percentages vary widely. For example, state/local match for the National Family Caregiver Support Program is 25 percent, while the Nutrition and Supportive Services Programs require a 15 percent state/local match. In some cases, states can completely opt out of providing a state match, as with the National Family Caregiver Support Program.

### **Fund Aging-Related Planning for Local Communities**

The 2006 reauthorization established new requirements for AAAs to broaden their planning efforts beyond service needs to include senior-friendly community planning to promote livable communities for all ages but did not include funds for this new mandate.

**To assure these requirements are met, Congress must appropriate funds for state, regional and local collaboration, planning, community capacity-building and technical assistance. This should include funds for conducting analyses of the strengths and needs of seniors in a given area.**

### **Increase Federal Funding for Older Americans Act Programs**

The funding provided through the Older Americans Act has proven critical in maintaining a quality standard of living for many of the nation's older adults. For years, however, OAA funding has not kept pace with inflation or the growing population of individuals eligible for services. Yet, demand by at-risk older adults in need of supportive services has risen and will continue to rise with the growth of the aging population. This long-term gap in funding translates to greater numbers of older adults and family caregivers with unmet needs and increasing pressures on state and local agencies, service providers and families. Meanwhile, waiting lists for Older Americans Act-funded services, such as Meals on Wheels, rides to medical appointments, and in-home care, have burgeoned throughout the country.

Compounding these problems, financial pressures on other programs that provide services to seniors, such as Medicare and Medicaid, have led to reductions in the services provided by those programs, and a related increase in demands on Older Americans Act programs. At the same time, there are proposals for addressing the nation's long-term debt that actually would result in significant cuts in funding for these programs. Funding cuts, such as those in the Budget Control Act of 2011 under "sequestration," ~~would have~~has had devastating consequences on vulnerable older adults in the metro area and across Colorado. **Congress needs to fund the Older Americans Act adequately now and into the future – in preparation for the aging of the baby boomers. DRCOG specifically supports:**

- A balanced approach to addressing the nation's budget deficits and long-term debt. Any approach must protect those older adults in greatest social and economic need by fairly balancing increased revenues and targeted spending reductions and taking no actions that increase economic vulnerability or poverty.



- Significant annual increases in the overall funding for the Older Americans Act Programs, which are necessary to catch up with the lag in historical funding. DRCOG supports the position of the National Association of Area Agencies on Aging, which is advocating total funding for OAA be increased to at least FY 2010 levels to restore the capacity of OAA programs, with special attention to Title III B Supportive Services, Title III E National Family Caregiver Support Program and Title VII State Long-Term Care Ombudsman Program, as these programs have had no relief from the sequester.
- Future authorized appropriations at levels adequate to fund identified needs but at least commensurate with the rates of growth in inflation and the economically needy older population.
- Priority for funding given to those Older Americans Act programs and services, especially nutrition services that emphasize assisting clients to live in their homes as long and as independently as possible.
- Increases in the funding for family caregiver support services (including training, respite care, counseling, and information and assistance) and the continued distribution of these monies through AAAs, which are important to address the growing needs of families who provide extensive care to their loved ones.
- Increases in funding for Long-Term Care Ombudsman programs, which are necessary to improve the ability to respond to complaints and safeguard residents' rights.
- Congress also should change budget rules to allow credit for discretionary programs that save money in mandatory programs.

### **Long-Term Care Facility Quality of Care**

Older adults living in long-term care communities (i.e., nursing homes and assisted living) are some of the most vulnerable members of society. As the Long-Term Care Ombudsman for the region, DRCOG is an advocate for the rights of residents in long-term care communities and for improvement in the quality of care in such facilities. The quality of care provided by long-term care facilities is an ongoing concern to facility residents, their families, local governments and resident advocates. **DRCOG supports increases in consumer protections for older adults and their caregivers and, in particular, strengthening the role of the Long-Term Care Ombudsman as a resident/consumer advocate and reimbursement for long-term care communities structured to enhance the quality of care for residents. DRCOG believes the following issues require particular attention by Congress and federal agencies.**

- Federal regulations designed to ensure the quality of care in long-term care facilities are not fully enforced, largely due to inadequate staffing levels in state enforcement agencies. There also are several actions that could be added to the regulations to improve enforcement. These include increased inspections and penalties on long-term care facilities failing to comply with regulations. **DRCOG supports such improved enforcement of long-term care regulations and an increase in funding for enforcement actions.**

- Most complaints investigated by DRCOG ombudsmen are traceable to staffing issues in the long-term care facilities. The inability to maintain adequate staffing is a critical concern that negatively impacts long-term care facility quality of service. **DRCOG supports federal legislation, policies and programs to improve the quality of service in long-term care facilities, including setting minimum staffing levels and providing financial and technical assistance for the recruitment, training and retention of long-term care facility employees.**
- “Nursing home transparency” ~~is an ongoing issue in advocacy for the rights of residents. legislation currently is under consideration in Congress. The nursing home transparency provisions will~~ Occasionally legislation has been proposed to enhance families’ access to information about the quality of care in nursing homes and ~~will~~ improve the government’s ability to ensure quality care and a better-trained staff in those facilities. **DRCOG supports legislation that includes stronger disclosure of ownership and control of facilities, better oversight of quality of care indicators, improved consumer information, and an enhanced complaint and penalty process.**

### Fund the Elder Justice Act

This legislation provides critical protection for residents living in nursing homes and assisted living; provides needed resources and coordination to address the problem of elder abuse; and includes increased funding for the Long-Term Care Ombudsman program. The Elder Justice Act sets out a comprehensive approach to preventing and combating elder abuse, neglect, exploitation and self-neglect. **DRCOG supports full funding and implementation of the Elder Justice Act, consistent with the following principles:**

- Provide a stronger and more coordinated federal response to promote elder justice.
- Increase federal support to states and communities for elder justice activities.
- Provide funding and training support to adult protection programs.
- Improve consumer protection by requiring the reporting of crimes by nursing facilities or employees and communication of consumer rights information.
- Provide new funding to improve ombudsman capacity and training, and for training of health department surveyors investigating allegations of abuse.

**Other Health and Community Services.** There are numerous other health and home care issues not covered under the Older Americans Act. In general, the following policies address concerns regarding consumer protection, access to treatment, and access to services that increase independence. **DRCOG believes it is appropriate for federal legislation, regulations and policies to promote access to health care coverage and the integration of long-term care into a continuum of medical and non-medical services, including health promotion and disease prevention.**

- 4. **Enhancing Health and Security of Older Adults.** The Affordable Care Act (ACA) contains several provisions regarding older adults and their ability to stay healthy and age in the community. These include provisions for Aging and Disability

Resource Centers, prevention and wellness programs, care transitions and coordination, and efforts to rebalance the long-term care system relative to institutional and community care. The AAAs are positioned to play a key role in implementing these provisions. **DRCOG urges Congress and federal agencies to recognize the full potential of the Aging Network and utilize AAAs in implementing these ACA provisions.**

- **Avoid Institutional Care.** Home- and community-based services are critical components in the continuum of care for the elderly and disabled and are more cost efficient than services in institutions, particularly with regard to rural areas and for minority populations. Adequate reimbursements to providers are necessary to offset the costs of providing these important services. **DRCOG supports increased funding of home- and community-based care programs and higher Medicare and Medicaid reimbursements.**
- **Prescription Medication.** Older adults typically require more medication than younger people. Even with the adoption of a prescription drug benefit under Medicare, the high cost of prescription medication will continue to be a financial hardship for many older adults. **DRCOG supports revisions to the Medicare Part D prescription drug benefit to simplify the application process and coverage offered, as well as address the gaps in coverage to provide a more comprehensive prescription medication benefit for all beneficiaries. DRCOG also encourages the federal government to provide additional funding for AAAs to provide public education, counseling and enrollment assistance for citizens about the Medicare drug program.**
- **Patients' Rights.** Enforceable federal protections, in areas including access to care, quality assurance, patient information, grievances and appeals, doctor-patient relationship, and physician treatment decisions, are necessary to ensure that quality health care and other services are available to all. **DRCOG supports legislation to protect consumers in managed care plans and other health coverage.**
- **Housing.** The ability to afford to live in a residence independently is a concern of older adults, especially those on fixed incomes. As the Denver metro area has grown and developed, the shortage of affordable housing has become an even more important concern. **DRCOG supports policies and programs designed to support older adults, especially those of low- and moderate-income, and persons with disabilities to live independently in the residence of their choice. This includes policies and programs to:**
  1. ➤ Encourage the delivery of home- and community-based supportive services to assist older people and persons with disabilities in maintaining independence and actively engaging in their community.
  2. ➤ Improve home design to promote independence and aging in place, including home modification and repair, appropriate design features in new and

rehabilitated housing (through principles such as universal design, visitability, inclusive home design, and energy efficiency), and the use of innovative home products.

~~3.~~ ➤        Promote affordable housing options by:

- ~~4.~~        ensuring that policies, programs and other actions that affect land-use and housing support the private and public sectors in providing a variety of housing sizes and types, while ensuring older adults and persons with disabilities have choice in the type of housing arrangement that fits their needs best. Renters and homeowners (including manufactured homeowners) should have appropriate protections. Policies should emphasize the rights of residents and minimize disparities in treatment under the law.
- ~~2.~~        promoting policies and programs that support the creation and maintenance of an adequate supply of affordable rental and ownership options integrated with the community to meet the needs of people of all ages, incomes, and abilities. This should include strengthening housing programs to ensure that policies and funding for housing assistance and preservation programs continue to support residents who choose to remain in their homes as they age and that low- and moderate-income households have access to well-designed, safe, decent, affordable, and accessible housing integrated throughout well-designed communities.
- ~~3.~~        reauthorizing or creating programs and policies that increase the capacity for public-private partnerships to increase the range of housing choices available to older people and persons with disabilities.
- ~~4.~~        promoting financial security of housing assets to support the availability of affordable homeownership options, safeguard home equity, and promote the innovative use of housing assets to maintain and improve the independence and quality of life of older people.

## TRANSPORTATION

Transportation is an essential component of multidimensional efforts to advance economic development, industry growth and competitiveness; reduce the nation's ~~carbon footprint~~dependency on fossil fuels; increase job access and mobility; and create communities having a high quality of life for people of all ages, incomes and abilities. ~~This remains DRCOG's vision for federal-metro partnerships for prosperity.~~

DRCOG supported the Fixing America's Surface Transportation (FAST) Act. However, while the FAST Act provided funding stability and delivery of long-term capital projects, the reauthorization ~~still~~ falls short of needed investment in the nation's infrastructure and did not address a number of other important issues. **As Congress and the U.S. DOT consider additional transportation issues and rulemaking for FAST Act, including and proposals for infrastructure investment that may come from the new Administration, DRCOG will evaluate each related proposals for consistency with the following policies.**

- 1.● DRCOG supports an energy-efficient, environmentally sustainable, multimodal transportation system that ensures America's economic competitiveness and provides supports livable communities for its residents.
- 2.● DRCOG supports providing additional transportation revenues to accomplish this vision.
- 3.● DRCOG urges Congress to adopt-consider the remaining elements of the Board's adopted policy framework as outlined below.

**Additional Investment in the Nation's Infrastructure. DRCOG supports both short- and long-term federal funding policies:**

Short-term

- 1.● Boost the federal gas tax (at minimum, to restore the purchasing power of the Highway Trust Fund) and other existing Highway Trust Fund revenue,
- 2.● Index the federal gas tax to inflation,
- 3.● Create a National Strategic Freight Trust Fund (supported by a dedicated funding mechanism from all users of the freight system that is predictable, dedicated and sustainable),
- 4.● Reduce federal obstacles to options available to states and localities such as tolling, congestion pricing and public/private partnerships, and
- 5.● Further expand current federal credit programs.

Long-term

- 1.● Carbon tax or trading programs (if Congress implements such a program) should ensure transportation activities that reduce greenhouse gas emissions receive a proportionate share of any new revenue generated by such programs.
- 2.● Transition to a new, more direct user charge system such as the Vehicle Miles Traveled-a road usage based fee (also referred to as the mileage-based user fee). This includes:
  - 1.➤ \_\_\_\_\_ An aggressive research, development and demonstration program to address issues such as privacy rights, program administration, costs, revenues, partnerships with states and localities, and interplay with national policy objectives such as reducing VMT and congestion,
  - 2.➤ \_\_\_\_\_ A national public education program, and
  - 3.➤ \_\_\_\_\_ A national pilot program.

**Support Multimodal Solutions**

Addressing the nation's transportation challenges requires investment in a comprehensive, multi-faceted approach. The nation will need to provide multimodal alternatives to achieve congestion relief, better air quality, reduced household transportation costs, and increased independence for people unable to drive because of age, income or ability. In the DRCOG's region, the Metro Vision plan includes goals targets for increasing the rate of construction of alternative modes, reducing VMT, and greenhouse gas emissions per capita, traffic fatalities, traffic congestion, and reducing

SOV mode share. **DRCOG supports adding multimodal transportation capacity appropriate to meet national and regional objectives.**

1. ~~• Funding p~~Programs that allow states and planning regions to develop, fund and implement integrated investment transportation solutions should be maintained and financially enhanced expanded. In addition, transportation funding must allow flexibility to address the multimodal, energy and environmental needs of individual urban areas.
- ~~Beyond MAP-21's identification of "traffic congestion," national~~National performance objectives and measures for increasing access and mobility for people of all ages, incomes and abilities ~~are needed~~should be established in addition to those for traffic congestion, as well as
2. ~~• Flexibility~~ must be permitted to allow each state and region to decide how to best make investments to show progress toward national safety, mobility and accessibility goals.
3. ~~Equalize federal funding match requirements across all modes of transportation.~~
4. ~~• Create a national strategy for interregional person mobility.~~
5. ~~• Expand the National Freight Strategic Plan to include all major modes of freight transport including rail, water, and air, to better enable informed decision-making about efficient, long-distance freight movement.~~

### Support Metropolitan America

Metropolitan areas account for 84 percent of the U.S. population and more than 85 percent of employment, income and production of goods and services. (Source: U.S. Conference of Mayors, July 2012) Growing congestion, poor system travel reliability, along with deteriorating infrastructure, threaten the ability of ~~these regions,~~ and the nation, to compete globally. Metropolitan regions must play a stronger role in the nation's transportation programs, both in the authority to direct investment and demonstrate accountability for the system's performance. **DRCOG supports transportation legislation that addresses metropolitan mobility and accessibility issues, specifically with consideration for the following:**

- Enable major metropolitan areas to establish and implement overarching plans for ~~intraregional~~ mobility and accessibility with focus on:
  1. ~~➤~~ Increased~~Easy~~ accessibility, modal choices and seamless transfers
  2. ~~➤~~ Elimination of traffic chokepoints and reduction of severe traffic congestion
  3. ~~➤~~ Strategies that manage transportation demand, ~~and~~ provide transit service and implement non-motorized methods of travel
  4. ~~➤~~ Strategies for accommodating interregional movement of people and goods within and through the metropolitan areas
  5. ~~➤~~ Fostering livable communities for people of all ages, incomes and abilities
  6. ~~➤~~ Promoting the urban infrastructure necessary to support high-density development around transit
  7. ~~➤~~ Performance metrics that extend beyond existing traffic congestion and motor vehicle emissions measures and consider Vehicle Miles Traveled (VMT)



reduction, economic development, environmental sustainability, global competitiveness, accessibility, etc.

- Fold “Complete Streets” policies into the metropolitan planning process so that transportation agencies routinely consider designing and operating the entire right of way to enable safe access for drivers, transit users and vehicles, pedestrians, and bicyclists, as well as for older people, children, and people with disabilities.

## Improve Energy Efficiency and Environmental Sustainability

Transportation plays a key role in achieving energy independence and addressing some of the nation’s environmental concerns. More than 60 percent of every barrel of oil used in the United States today is used by the transportation sector, and transportation sources accounted for 27-26 percent of total U.S. greenhouse gas (GHG) emissions in 2013-2016 (Source: U.S. EPA website). The competitiveness of our economy, the health of our citizens and the strength of our national security depend on reducing our reliance on and consumption of fossil fuels. **DRCOG supports strategies to reduce fossil fuel use and greenhouse gas emissions by the transportation sector.**

1. Expand investment in research and development for alternative fuels, new clean fuel technologies, more efficient vehicles, and new ideas and technologies for transporting people and goods.
2. Incentivize rapid conversion to more fuel efficient and lower-emission vehicles or retrofits.
3. Increase incentives for environmentally-friendly replacement transportation fuels.
4. Incentivize regions to more closely link land use and transportation infrastructure to reduce transportation energy consumption, increase non-vehicle transportation options, and reduce VMT, through techniques including scenario planning and investments in projects that improve accessibility.
- ~~5. Add public transit projects that enhance capacity, convenience and/or reliability to the exempt project list for Clean Air Act purposes; these types of improvements increase in importance in situations where conformity cannot be attained.~~

## Provide Responsible and Efficient Investment

The SAFETEA-LU-authorized National Surface Transportation Policy and Revenue Study Commission, which released a congressionally mandated report in January of 2008, called for interim investments of at least \$225 billion annually over the next 50 years at all levels of government. The February 2009 report of the National Surface Transportation Infrastructure Financing Commission set up under SAFETEA-LU estimated we need to invest at least \$200 billion per year at all levels of government to maintain and improve our highways and transit systems. The FAST Act did not meaningfully increase transportation revenues nor provide anywhere near these levels of investment. **DRCOG continues to support the funding principles adopted by the National Surface Transportation Infrastructure Financing Commission, which includes developing a funding and financing framework that:**



1. Supports a goal of enhancing mobility and accessibility for users of the transportation system,
2. Generates sufficient resources to meet national investment needs on a sustainable basis with the aim of closing the funding gap,
3. Causes users and all ~~\*(Note: This is a change from the Commission's original language, which refers to "direct beneficiaries.")~~ beneficiaries to bear the full cost of using the transportation system to the greatest extent possible, \*
4. Encourages efficient investment in the transportation system,
5. Incorporates equity considerations, including but not limited to geography, equity across income groups, population growth, and revenue generation, and
- Synchronizes with other broad public policy objectives (and may include energy independence, environmental protection, and workforce housing).

**\*Note: This is a change from the Commission's original language, which refers to "direct beneficiaries."**

## Project Delivery and Planning

**DRCOG supports the following policies funding, project delivery and planning policies that promote efficiency, stability and reliability of funding, project delivery and planning:**

1. Maintain transportation program's use of contract authority, allowing states to advance money for multiyear construction projects.
2. While supporting a shift to national performance standards and goals, consideration must be given to equity issues (geographical/return on dollar).
3. ~~Reform anyIf the 115<sup>th</sup> Congress brings back~~ earmarking ~~processes and or modifies any~~ discretionary programs, a number of safeguards should be included: remaining or reappearing to reduce the number of earmarks and ensure transparency of the earmarking process, simplicity and accountability; fully fund each phase of an earmarked project any funds so awarded should honor the full request (no "partial grants") partial funding earmarks should be approved; do not reduce formula funds that would affect projects already in an approved ~~TIP and earmarks should not reduce transportation program formula funds.~~
4. Provide full-year appropriations at the start of the federal fiscal year to the level of the authorization. Limit the use of short-term continuing resolutions and rescissions. These tactics reduce the flow of or cut into formula funds and negatively impact fiscal constraint, responsible planning, implementation of federal requirements, and project continuity.
5. While FAST Act made progress in this regard, continue to streamline project delivery and National Environmental Policy Act processes without compromising environmental or public participation values.
6. Enhance and strengthen the cooperative, collaborative partnerships required under current legislation with all the transportation planning partners.

- 7. Support publication and dissemination of performance measurement results and analyses and widespread distribution of, and education about, the conditions of the transportation system.

## Other Transportation Issues

DRCOG expresses the following about policies on other federal transportation issues:

- **Clarify and Enhance the Role of the Metropolitan Planning Organization.** The metropolitan planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. In many cases, MPOs provide the only regional, multimodal transportation plans that link transportation to land use, growth and air quality. Through the MPO process, local governments, in cooperation and collaboration with the state and local transit operators, determine the best mix of transportation investments ~~needed~~ to meet long-term transportation needs of a metropolitan area. This important role must be strengthened to make metropolitan transportation planning successful.

➤ FAST Act requires adequate regional financial forecasts be developed through with the cooperation and collaboration of the state, MPO and public transit agency for use in to develop preparing transportation plans. However, “collaboration, cooperation, and consultation” are poorly defined in the context of developing such financial forecasts. States are given, giving states wide discretion in how and when those estimates of revenues are to be provided and allowing for various interpretations of the regulations. **DRCOG supports:**

1. Expanding regulations to require all three entities to agree upon procedures governing the projection of future revenue estimates.
2. Requiring all three agencies (DRCOG, RTD, and CDOT) to agree upon distribution of estimated revenues.
3. Establishing an external appeals process to USDOT if there is disagreement among the parties regarding estimate procedures and revenues.

➤ FAST Act similarly requires cooperative project selection and prioritization for the Transportation Improvement Program (TIP). **DRCOG supports:**

1. Expanding current regulations to require all three entities to agree upon procedures governing project selection and prioritization for transportation planning and there should be consequences for not following these procedures.
2. As part of the normal Memorandum of Agreement between an MPO, state DOT and local transit agency, requiring the three entities to cooperatively establish a process for addressing project cost overruns.
3. Requiring revenue suballocation to Transportation Management Areas (MPOs representing populations greater than 200,000) to be based on the total population within the MPO boundary. ~~Currently, the suballocation formula for Surface Transportation Program (STP) funds and Transportation~~

~~Alternatives Program (TAP) funds is based solely on the U.S. Census definition of “urbanized area” population discounting any population falling outside the urbanized area but still within the MPO-adopted boundary.~~

4. Establishing a population-based/air quality severity formula for suballocating CMAQ funds within a state and requiring suballocation of CMAQ to non-attainment MPOs representing populations greater than 200,000 on the basis of the total populations within the MPO boundary.

–● **Transit.** Transit is an essential part of the metropolitan transportation system. Implementation of the Denver region’s transit system is a high priority for DRCOG, ~~although Unfortunately,~~ cost increases and revenue decreases ~~have~~ forced RTD and DRCOG to remove some corridors from the fiscally constrained 2040 Regional Transportation Plan. DRCOG ~~also~~ recognizes the importance of making transit-supportive improvements to ~~these corridors along with the transit improvements bus and rail corridors throughout the region.~~ With the metro area having made a significant commitment of local resources for the regional transit system, **DRCOG urges Congress and the administration to take the following actions in support of transit in the Denver region:**

- 1.➤ Continue the federal investment for transit and multimodal projects in the Denver region.
- 2.➤ Provide dedicated sources of revenue and increased funding for bus rapid transit and rail new starts programs.
- 3.➤ Continue to provide federal funding for the FasTracks corridors (over time this could include corridors that have had to be removed from the fiscally constrained RTP).
- 4.➤ Clarify with regard to transit-oriented developments (TOD) that up to a half-mile from an existing or proposed transit station, parking and transportation infrastructure, TOD planning, land acquisition, and a project or program that supports compact, mixed-use, mixed-income, bicycle/pedestrian friendly development are eligible for federal transportation funding and require that this clarification be incorporated in funding program decisions, and work to identify additional sources of funding.
- 5.➤ Incorporate the Partnership for Sustainable Communities’ Livability Principles into federal policy and investment decisions.
- 6.➤ Improve transportation services for older adults and individuals with disabilities by giving states added flexibility in utilizing their federal funds; enhancing the planning and coordination process; providing technical assistance; and promoting innovative community programs.
- 7.➤ Designate the “Rocky Mountain Corridor” (from Cheyenne, Wyoming, through Colorado to Albuquerque, New Mexico, and the I-70 corridor from DIA to the Utah border) and the Western Regional Alliance high-speed rail network (to provide high-speed rail connections between Denver, Salt Lake City, Reno, Las Vegas, and Phoenix) as High-Speed Rail Corridors. This action would identify them as having potential for high-speed rail activity and enable these corridors to receive federal funds that might become available for corridor studies of high-

speed rail options, development of plans for high-speed rail infrastructure, construction of high-speed rail facilities and highway/rail grade crossing safety improvements.

- **Air Quality Conformity.** The air quality conformity process ~~is a success in the Denver region. It~~ has increased support for multimodal planning and for integrated land use and transportation planning. It has also increased interagency coordination between the air quality and transportation planning agencies. **DRCOG supports maximum flexibility so that comparatively minor changes to the planned or programmed highway and transit network do not require a full conformity analysis at taxpayer expense. DRCOG supports continued funding for transportation projects that improve air quality.**
- **Transportation Demand Management (TDM).** DRCOG views TDM principles and practices as increasingly important elements of the region's long-range transportation planning strategy. **DRCOG supports actions that minimize the barriers to the use of alternatives to the single-occupant vehicle and encourage changes to normal work patterns to avoid peak traffic conditions. DRCOG also supports efforts to provide incentives to employers, schools, rideshare agencies, and individuals to encourage alternative transportation use.**

## ENVIRONMENT

**Water Conservation.** Water is a particularly scarce resource in the Denver region and western United States, and a key consideration in planning for future growth and development. Recognizing this fact, the DRCOG Board of Directors added a new water conservation element to Metro Vision, the Denver region's long-range plan for growth. The element calls on the region to maximize the wise use of limited water resources through efficient land development and other strategies, and establishes a goal of reducing regional per capita water consumption. **DRCOG therefore supports federal policies and investments that contribute to local and regional water conservation efforts.**

**Water Quality.** Local governments in the Denver region face increasingly complex water quality challenges in an environment unique to the arid West but without the resources to respond to them appropriately. Reauthorization of the Clean Water Act could provide local governments and regional water quality planning agencies the additional planning, financing and regulatory tools needed to address our growing water quality challenges. **As the legislative process proceeds in these areas, there are a number of issues of concern to DRCOG that Congress can address.**

- 1.● **Integrated Planning.** DRCOG supports an integrated approach to water quality, tying together the management of point sources, nonpoint sources and stormwater through the involvement of the various stakeholders.

- 2. Regional Planning.** The Clean Water Act recognizes the importance of planning to address the challenges associated with both point and nonpoint source pollution. The regional planning provided for in the act is even more critical, given the growing emphasis on watershed approaches. **Congress should maintain and strengthen the regional planning process as the key component of the watershed approach. The planning funds provided under section 604(b) need be increased to assist responsible parties in meeting the expanding responsibilities that accompany implementation of a watershed planning and management approach.**
- 3. Infrastructure Funding.** Colorado and the nation are at a critical juncture regarding water and wastewater infrastructure. There are significant needs for new treatment plants and upgrades to existing plants. Local governments already shoulder a significant portion of water and wastewater capital investment. **Increased funding for infrastructure investment as well as the provision of greater flexibility of these funds will allow states and local governments to determine the best use, according to local prioritization of needs.**
- 4. Good Samaritan Protection.** Abandoned and inactive mines present a serious risk to the quality of nearby water supplies. Lack of adequate funding for reclamation and the potential liability for “Good Samaritans” are serious obstacles that have prevented cleanup of many of these sites. **DRCOG supports federal funding for reclamation activities. DRCOG also supports legislation encouraging federal, state, tribal and local governments, as well as mining companies and nonprofit groups that have no prior ownership or responsibility for an abandoned mine, to clean up an abandoned or inactive mining site by granting them liability protections under several environmental statutes, including the Clean Water Act.**

**Superfund.** DRCOG is concerned that a number of Superfund issues have become serious problems in recent years while the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) has been awaiting reauthorization. **DRCOG urges Congress to address the following issues individually or as part of a comprehensive reauthorization.**

- 1. Liability Protection.** Under current law and regulation, parties interested in cleaning up a Superfund site may decide not to pursue remediation efforts for fear of being held liable for preexisting problems. Lengthy clean up delays have occurred in our region and elsewhere while parties litigate over responsibility. DRCOG supports federal funding for cleanup activities. **DRCOG supports legislation and regulations encouraging parties that have had no prior ownership or responsibility for a site to clean up the site by granting them liability protections under several environmental statutes, including the Superfund law. DRCOG also supports limiting liability when a party has complied with applicable environmental laws at the time of disposal to further the goal of timely and cost-effective clean-up of Superfund sites.**

**2.● Community Participation.** Local governments often face significant community and neighbor-hood concerns regarding contaminated sites. Public involvement in the assessment, planning and clean-up for such sites is an important aspect of efforts to bring these sites to a safe condition. **Provisions that assist local governments in establishing and funding formal mechanisms for citizens to participate in the clean-up and land-use decision-making process are appropriate and necessary.**

**3.● Funding for Clean-up.** DRCOG is concerned that the federal government not reduce its commitment to assist with clean-up and redevelopment of these sites. **DRCOG supports the creation of new mechanisms to fund clean up to the extent they are sufficient to make significant progress toward the Act's goals. Allocation of clean-up costs among responsible parties should be according to the proportion of contamination caused by each.**

**4.● Health Risk Criteria.** The safety and health of populations exposed to pollution associated with Superfund sites is a primary concern related to potential redevelopment. Health risk-based criteria are necessary to guide these efforts. **These criteria must reflect the intended reuse of a site and the risks to special populations, including children, the elderly and those already disproportionately exposed to pollution. Risk-based standards specific to Superfund clean-up are needed to promote redevelopment of contaminated sites while protecting human health and the environment.**

**Brownfields.** Redevelopment of brownfields is important for economic development and environmental and public health and safety in many areas within the Denver region. This is a specific issue related to CERCLA that is of particular significance and should be pursued separately, if inaction on the Superfund reauthorization continues. There are approximately 250 brownfields, former industrial and commercial sites, in both urban and rural areas throughout the Denver region. The redevelopment of brownfields is consistent with DRCOG's Metro Vision, which supports infill and redevelopment within the region. **DRCOG supports federal actions, including increased funding, to encourage the redevelopment of brownfields. DRCOG urges Congress to prioritize funding for projects that go beyond remediation and redevelopment of individual sites to focus on broader planning and economic development efforts, such as projects that incorporate brownfield remediation and redevelopment into larger infill development efforts.**

## INTERGOVERNMENTAL RELATIONS

**Intergovernmental Cooperation.** All levels of government – federal, state, local and regional – play an important role in providing critical services and implementing programs for the benefit of their residents. Legislative bodies and executive agencies at the federal and state levels should respect the roles and responsibilities of local governments and regional entities. **DRCOG supports cooperation among federal,**



**state, local and regional entities in developing and implementing new programs and improved approaches to service provision.**

**Federal/Regional Relations.** The region is the nexus of local, state and federal issues and economic activities. DRCOG convenes parties of interest on intergovernmental issues, providing the necessary forum for their resolution, and facilitating a negotiated outcome. **DRCOG urges Congress, when new legislation is proposed and existing legislation is reauthorized, to identify and use regional agencies as critical partners in the implementation of such legislation, including the planning for and delivery of services.**

**Regional Service Delivery.** The federal government plays an important role in setting standards and priorities for the funding of public services and programs administered at the state, regional and local levels. **When making such funding and programmatic decisions, it is essential to consider the most appropriate level of government for delivery of such public services.**

State administration of federal programs can be problematic for local governments, as state agencies tend to be more removed from clients and less responsive to their needs. On the other hand, individual local governments may lack the resources to achieve the desired efficiencies and cost-effectiveness. Further, some programs, such as transportation, air quality and water quality, that address issues crossing local political boundaries, are most appropriately and effectively addressed at the regional level. Regional programs also often benefit from economies of scale. The collaborative partnerships of regional approaches can provide more cost-effective services and programs for users and clients. **DRCOG urges Congress to use existing regional service delivery systems.**

**Principles for Implementation.** New programs or changes to existing programs must at least maintain the existing level of services and provide adequate administrative funds for implementation. Otherwise, there is a shift in responsibility without adequate funds for the services to be provided or programs administered. As such, it is important to treat the continuity of service delivery as a key principle guiding any actions to create new programs or revise existing programs. **A consultative process among the federal, state, local, and regional agencies must be in place before any changes are made to services currently being delivered at local or regional levels.**



**ATTACH K**

To: Chair and Members of the Board of Directors

From: Members of the Nominating Committee

Meeting Date	Agenda Category	Agenda Item #
January 18, 2017	Informational	18

**SUBJECT**

This item is related to the Nominating Committee's recommendations for election of DRCOG Board officers for 2017.

**PROPOSED ACTION/RECOMMENDATIONS**

No action is requested. Election of Officers occurs at the February meeting.

**ACTION BY OTHERS**

N/A

**SUMMARY**

The Nominating Committee – comprised of Robin Kniech, Denver; Roger Partridge, Douglas County; George Teal, Castle Rock; Ron Rakowsky, Greenwood Village; Shakti, Lakewood; and Jackie Millet, Lone Tree – considered all individuals who submitted their names to serve as officers. The committee wishes to thank those who expressed interest in serving. After discussion and consideration, the candidates proposed below are recommended unanimously by the Nominating Committee members:

**Chair – Bob Roth, Council Member, Aurora**  
**Vice Chair – Herb Atchison, Mayor, Westminster**  
**Secretary – Bob Fifer, Council Member, Arvada**  
**Treasurer – John Diak, Council Member, Parker**

**Elise Jones** will serve as Immediate Past Chair for the coming year.

Nominees have all been contacted and have indicated their willingness and enthusiasm to serve. In accordance with the *Articles of Association*, nominations may be made from the floor, provided the consent of the nominee is obtained in advance.

Election of Officers occurs at the February meeting of the Board of Directors.

**PREVIOUS DISCUSSIONS/ACTIONS**

N/A

**PROPOSED MOTION**

N/A

**ATTACHMENTS**

N/A

**ADDITIONAL INFORMATION**

If you need additional information, please contact Douglas W. Rex, Director, Transportation Planning & Operations at 303-480-6747 or [drex@drcog.org](mailto:drex@drcog.org); or Connie Garcia, Executive Assistant/Board Coordinator at 303-480-6701 or [cgarcia@drcog.org](mailto:cgarcia@drcog.org).

**ATTACH L**

# AUTHOR! AUTHOR! State highways manager writes road signs of the times

**The campaign yielded some of Cole's favorite phrases, including "Oh cell no," "Don't text distra— squirrel!" and "Tech a break."**

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*BY QUINCY SNOWDON Staff Writer, Updated: December 21, 2016 9:43 am*

**DENVER** | It's nearly impossible to miss Sam Cole's work.

Quietly sprinkled above roadways across the state, his medium is the written word, and it can be silly, sobering or sometimes even sarcastic.

Some recent examples include, "Anger leads to danger," "It's not a number it's a person," and "Give thanks for safe drivers."

Sound familiar?

Cole, safety communications manager at the Colorado Department of Transportation, is the man behind those terse, ubiquitous digital safety signs peppered across Colorado's thoroughfares.

An employee at CDOT for about two-and-a-half years, Cole became the primary gatekeeper of the highway signs at the beginning of 2016, when CDOT started a new awareness campaign, deemed the "memorial project."

The project updates traffic signs across the state every Wednesday with the number of roadway fatalities which have occurred on Colorado roads this year.

As of Dec 5, that number was 561.

In Aurora, 30 people have died in 26 fatal crashes so far this year, according to CDOT.

Cole said he gets mixed reactions from his messages, ranging from thanks for occasionally providing levity to a dark subject, to condemnation for starting people's work days on a macabre note.

"People, generally, really like them, and I've even had a few families call in who represented a victim and thanked us for putting it up there as a memorial," Cole said. "Other people have said it's difficult ... to take in first thing in the morning, so they sometimes ask for things more positive instead of the wrecking-my-day type of thing."

Cole isn't the sole creator of the messages, however, as ideas for some of the missives come from his fellow CDOT employees, outside communications consultants and, as of this summer, the public. The Transportation Department ran an outreach campaign this spring asking respondents to submit pithy safety slogans via Facebook.

The campaign yielded some of Cole's favorite phrases, including "Oh cell no," "Don't text distra— squirrel!" and "Tech a break."

Cole said about half of the messages drivers see on the roadways pop into his head "in the middle of the night."

But it's up to local programmers to ultimately decide which messages are plugged into the signs, Cole said, as local construction alerts can sometimes trounce the weekly announcements. He said the messages can be broadcast to a few hundred signs all across the state.

Cole added that safety has become an increasingly important topic for CDOT and the public alike, as trends indicate traffic deaths are up across the board.

The number of road-related fatalities so far this year is already a slight increase from the total number in 2015, according to CDOT statistics. The number of people killed annually on Colorado roadways has risen every year since 2011, but is significantly down from numbers in the early 2000s. The high-water mark for fatalities in the past 14 years came in 2002 — which is as far back as current CDOT data track — when 743 people were killed on Colorado roads.

Motorcycle deaths are also up on the state's roads, with 118 motorcycle fatalities so far this year, compared to 105 last year and 73 in 2002. Motorcycle deaths have accounted for more than one-fifth of all vehicle-related fatalities so far this year, a list that includes bicyclists, pedestrians, passengers and drivers.

Mortality aside, Cole said a little humor can make those sometimes difficult-to-discuss statistics more digestible.

"Driving is the most dangerous activity most people will do every day," Cole said. "We think that this is a good opportunity to raise some awareness ... and creativity and humor are two things we really try to shoot for."

Cole's likely to retain a captive audience: The average travel delay per driven registered vehicle is expected to jump 57 percent in the coming decades, from an average of 8 minutes in 2015 to 12 minutes and 30 seconds in 2040, according to this year's annual congestion report issued by the Denver Regional Council of Governments. That could mean a 122 percent spike in total person hours of delay in the same 25-year time frame, according to the report.

# Construction at Boulder railroad crossing 'quiet zones' unlikely until 2018

**By John Bear**  
*Staff Writer*

POSTED: 12/15/2016 08:33:56 PM MST | UPDATED: 20 DAYS AGO

Boulder has come up with \$1.3 million in funding to make "quiet zones" at [railroad crossings in and around the city limits](#), but construction will realistically not begin until 2018.

"Work is going to take time," said Kathleen Bracke, GO Boulder manager, to about two dozen people who came out the Boulder Chamber on Thursday evening.

"It's not like we can just flip a switch," Bracke said. "I wish we could."

Bracke said that the city has acquired a little more than \$1 million from the Denver Regional Council of Governments — money earmarked for work on FasTracks, a light rail connecting Boulder to Denver — and has pitched in about \$264,000 of city money.

Because the project involves coordination between multiple agencies, BNSF and the Federal Railroad Administration, it will happen as quickly as most people would like, Bracke said.

Boulder resident John Schott lives in the vicinity of Boulder Municipal Airport and said he hears the train horn at three crossings, but the one at 47th Street — just east of Foothills Parkway between Sterling Drive and Diagonal — is the worst.

"If you get the wind blowing in the right direction, it hits you right in the face," he said.

Asked if he supported making quiet zones, he said, "Oh yeah. Absolutely."

"When they are off in the distance, trains are kind of romantic," he added, "but not when they are up in your face."

The city is planning, through various means, to upgrade nine railroad crossings — six of them inside Boulder city limits — so train engineers will not have to blast the train horns as they approach the crossings.

Fixing the crossings could cost anywhere between \$2.78 million and \$4.61 million — depending on what type of equipment is used — but officials are placing the cost at \$5 million to account for unforeseen issues.

Of the nine crossings being considered for quiet zones, the one at 47th Street as well two others at Valmont Road, between Foothills Parkway and 30th Street, and Pearl Parkway, between Foothills Parkway and 30th Street, effect the most people — about 25,000 residents and 28,000 people who work in the area.

Boulder resident Nathan Erickson said he was representing the Remington Post Homeowners Association, which he said is made up of about 264 homes near 30th Street and Iris Avenue.

He said that the train horns wake him up at night, adding one that usually happens at about 3 a.m. is particularly bad and seems to be worse in the summer.

"I'm glad the city is looking into this," he said. "I think it would improve the quality of life for a lot of people."



# Work on Longmont pedestrian underpasses continues

**By Karen Antonacci**  
*Staff Writer*

POSTED: 12/12/2016 09:04:07 PM MST | UPDATED: 22 DAYS AGO

Crews have begun installing the second pedestrian underpass in southwest Longmont and plan to be done with the underpass that will connect the east and west sides of Hover Street near the Village at the Peaks in May.

Construction on the first underpass, which goes underneath Ken Pratt Boulevard east of Hover Street and will connect the Residence Inn with Oskar Blues, started in June. Crews plan to be finished with it by March, according to the city.

The underpasses comprise about 20 large concrete box culvert pieces, each weighing 20 tons.

Crews excavate the dirt where they will go and lay down a layer of crushed rock to give the crew a stable surface to work on, said Project Manager Micah Zogorski. Then, a shallow, 3-inch slab of concrete is poured to stop rocks from interfering with the culvert joints.

Zogorski said the box culvert pieces are placed carefully with a crane so that the male ends match up to the female ends.

"They'll set the first one in place and bring in the next one and set it in and then inside the box, there are cables that pull the pieces together that's called a tugger," Zogorski said. "Then they'll go get the next set and keep going."

Crews put a sealant around all the joints that will essentially act like a cork in a wine bottle — swelling when it comes into contact with moisture and keeping the water out of the inside of the tunnel structure.

Zogorski said the culvert might see some overflow if Dry Creek got very high and the underpass could serve as drainage. But crews don't want groundwater seeping into the culvert joints and expanding. There will also be trenches along the inside of the underpasses so minimal amounts of water don't pool in the tunnel as people and cyclists are trying to pass through.

"Since there is that potential for water coming into it, we put trench streams in the surface of the floor so that water can be captured and drained out to a manhole with a sump pump," Zogorski said.

As long as the weather cooperates, Zogorski said he hopes to open the Ken Pratt Boulevard underpass in March and the Hover underpass in May.

"As long as we have a typical Colorado winter and we can work through the winter months and get certain pieces of the project completed, it should be on track," Zogorski said. "If we get a blizzard or 2 feet of snow in a couple weeks and it shuts it down for a month or two, we'd have to push the schedule back."

Motorists will notice the detour on Hover Street near Village at the Peaks shift before May as crews complete the east half of the underpass and switch to work on the west side.

The Ken Pratt Boulevard underpass will cost an estimated \$2 million through a combination of a Denver Regional Council of Governments grant and city funds from the  $\frac{3}{4}$ -cent street sales tax. The Hover Street underpass will cost roughly \$1.8 million and is funded through a combination of DRCOG, county and city monies, [according to Times-Call archives](#).

## Seniors face growing health risk from social isolation

Close to a third of Denver's 69,000 residents older than 65 are at risk of isolation

Linda Shomberg became socially isolated after losing her husband and life savings. Through the help of volunteer networks, she was able to pull out of this period and is now, at 72, working to get her life back on track.

The string of tragedies that threw Linda Shomberg's life into disarray started with her husband's diagnosis of Alzheimer's and him losing their life savings. It ended with her having a stroke.

During that time, Shomberg, 72, became socially isolated, rarely interacting with other people or leaving her home. It's a condition that researchers and social workers say impacts an increasing swath of Colorado's rapidly growing senior population.

Social isolation can be as harmful for senior citizens as smoking 15 cigarettes per day and can lead to higher rates of chronic disease, depression, dementia and death, experts say.

But those dangers can be combated with activities such as exercise, social interaction or simply getting out of the house.

"Get your hair done, get out to the library, go to church; those are really important for people's lives," said Jayla Sanchez Warren, director of Denver's Area Agency on Aging. "When they lose that, they start to isolate and life isn't the same."

Shomberg described her previous life as "middle class." A former legal researcher and law librarian, she and her husband, Bernard Shomberg, had a nest egg in the form of an apartment complex he helped develop in Greeley. Before Bernard died, they lost the property through fraud, she said. With her safety net gone, Shomberg was suddenly thrown into poverty.

"I'm learning to navigate to the poverty minefield and all its collateral damage," she said. "There was nothing left of my old life, except for memories and my old furniture. ... Foreclosure and repossession were living, breathing words every day."

Colorado is home to some of the most rapidly aging counties in the U.S., according to the [Pew Research Center](#). And close to one-third of Denver's 69,000 residents over age 65 are at risk of isolation, Warren said.

"This is a problem that is only going to grow, especially in Colorado," said Dallas Jamison, spokeswoman for the National Association of Area Agencies on Aging.

Isolation has multiple causes, including the size of a person's social network and their level of mobility. Many seniors can become isolated because of health issues, the death of a partner, outliving family and friends or a growing fear of getting injured outside their home.

To help address these issues, the National Association of Area Agencies on Aging has been running its yearly “Home for the Holidays” campaign, which encourages Americans to reach out to seniors at risk of isolation.

The campaign also promotes awareness of the association’s tools such as the [Eldercare Locator](#) and the national hotline, 1-800-677-1116, which seniors can use to find help from local agencies.

Advocates say there’s often a stigma surrounding isolation.

“How many people want to admit they’re isolated? Sometimes they’re outliving family and friends. Who wants to admit I don’t have family and friends anymore?” Jamison said.

Programs such as Meals on Wheels provide vital lifelines to the elderly across the country, beyond a warm meal. “That might be the only interaction they have that day,” she said.

Mobility is also a serious issue for isolated seniors, especially in rural areas.

Volunteer drivers from the nonprofit Neighbor Network helped Shomberg turn her life around, she said. They take her to doctor appointments and help her run everyday errands such as grocery shopping.

Shomberg recently started a new ministry at her church called Blessing Bags, to provide food and supplies to the homeless. She believes that isolation is a solvable problem.

“You take a psychological hit because of the sadness and loneliness, but with help from organizations, and sometimes just an attitude change, you come out of yourself.”

### **Want to help?**

Volunteer opportunities for people who want to help the elderly include:

- **A Little Help** at 720-242-9032, to do yard work in preparation for the snow, drive elderly people to doctors’ appointments, grocery stores and other locations.
- **Volunteers of America** at 303-297-0408 or [online](#), to wrap gifts, drive for the Meals on Wheels program or do other work at the Veteran Services Center.
- **Neighbor Network in Castle Rock** at 303-814-4300, to drive elderly people, or help with handiwork and grocery shopping.