

Board Officers

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

AGENDA
METRO VISION ISSUES COMMITTEE
Wednesday, October 1, 2014
4:00 p.m.
1290 Broadway
First Floor Boardroom



1. Call to Order
2. Public Comment
The chair requests that there be no public comment on issues for which a prior public hearing has been held before the Board of Directors.
3. Summary of September 3, 2014 Meeting
(Attachment A)

ACTION ITEM

4. *Move to recommend to the Board of Directors the inclusion of first-last mile connections as part of the second phase project selection criteria for the development of the 2016-2021 Transportation Improvement Program
(Attachment B) Douglas W. Rex, Director, Transportation Planning & Operations

INFORMATIONAL ITEM

5. Update on the growth and development element of the Metro Vision 2040 plan
(Attachment C) Brad Calvert, Senior Planner, Regional Planning & Operations

ADMINISTRATIVE ITEMS

6. Other Matters
7. Next Meeting – November 5, 2014
8. Adjournment

***Motion Requested**

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



METRO VISION ISSUES COMMITTEE MEETING SUMMARY
September 3, 2014

MVIC Members Present: Doug Tisdale – Cherry Hills Village; Bill Holen – Arapahoe County; Bob Roth – Aurora; Tim Plass – Boulder; Elise Jones – Boulder County; George Teal – Castle Rock; Cathy Noon – Centennial; Tim Mauck – Clear Creek County; Rick Teter – Commerce City; Chris Nevitt, Anthony Graves – Denver; Ron Rakowsky – Greenwood Village; Don Rosier – Jefferson County; Shakti – Lakewood; Phil Cernanec – Littleton; Jackie Millet – Lone Tree; Ashley Stolzmann – Louisville; Val Vigil – Thornton; Herb Atchison - Westminster.

Others present: Jeanne Shreve – Adams County; Mac Callison – Aurora; Eugene Howard – Douglas County; John Cotten – Lone Tree; Kent Moorman – Thornton; Ted Heyd – Bicycle Colorado; Jin Tsuchiya – CRL Associates; Flo Raitano, Acting Senior Managing Director, and DRCOG staff.

Call to Order

The meeting was called to order at 4:03 p.m.; a quorum was present.

Public Comment

No public comment was received.

Summary of August 6, 2014 Meeting

The summary was accepted as submitted.

Move to recommend to the Board of Directors second phase project selection criteria for development of the 2016-2021 Transportation Improvement Program

Doug Rex provided background for members on the second phase TIP project selection criteria. Members discussed equity calculations provided by staff.

Jackie Millet **moved** to use the construct of tables 2a and 2b, showing equity calculations for second phase selection, considering DRCOG TIP expenditures only. The motion was **seconded**. There was discussion.

Ron Rakowsky **called the question**. The motion to stop discussion **passed**.

The motion **passed** with 12 in favor and 6 opposed.

Members discussed the various criteria that should be included for second phase. Several expressed interest in having a criterion focused on first/last mile for projects. It was noted there is a criterion for first/last mile in first phase project selection. Members requested a clear definition of first/last mile should also be provided.

Elise Jones **moved** to direct staff to bring back a proposal for defining first and last mile to include as criteria. The motion was **seconded**. There was discussion

Bill Holen **called the question**. The motion to stop discussion **passed**.

The motion **passed** unanimously.

Phil Cernanec **moved** to recommend to the Board of Directors the six second phase project criteria for development of the *2016-2021 Transportation Improvement Program* as recommended by staff, and include criteria to address first/last mile. The motion was **seconded**. It was noted that this recommendation will not go to the Board until after the group meets to discuss first/last mile criteria in October. The motion **passed** unanimously.

Other Matters

No other matters were discussed

Next Meeting

The next meeting is scheduled for **October 1, 2014**.

Adjournment

The meeting adjourned at 5:35 p.m.

ATTACH B

To: Chair and Members of the Metro Vision Issues Committee

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

Meeting Date	Agenda Category	Agenda Item #
October 1, 2014	Action	4

SUBJECT

Second phase selection for 2016-2021 TIP projects.

PROPOSED ACTION/RECOMMENDATIONS

Recommend for the Board's consideration the inclusion of first-last mile connections as part of the second phase project selection criteria for the development of the *2016-2021 Transportation Improvement Program*.

ACTION BY OTHERS

N/A

SUMMARY

Background

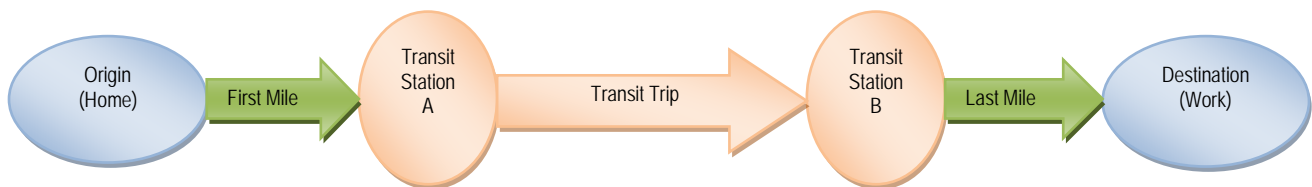
At its September 2 meeting, MVIC formalized its recommendation to the Board for criteria to be used to select projects for the second phase of the 2016-2021 TIP. MVIC recommended the following:

TIP Score Points	Total adjusted project points from first phase selection.
Very Small Communities	Consideration for projects submitted by communities with less than \$10 million in annual net sales tax value (based on the most recent data from the CO Dept. of Revenue).
County Funding Equity Status and Ratio	A calculation comparing the amount of dollars programmed within a county to the percent contribution from each county. A county's financial equity shall be considered "even" if its estimated percentage of programmed expenditures is within 10 percentage points of its computed percentage of contributions.
Contribution Variables:	Population, employment, vehicle miles traveled, and disbursements from the state Highway Users Trust Fund (HUTF) (all weighted equally).
Expenditure Variables:	DRCOG programmed funds (2003-2019) only.
Multi-Jurisdictional Projects	Consideration for projects that cross the geographic boundary of two or more DRCOG jurisdictions.
Projects Not Eligible in First Phase	Consideration for projects types (Studies and Other Enhancement) only eligible in second phase.
Number of Sponsor Projects Selected in First Phase	The number of sponsor projects selected in first phase will be noted.

First-Last Mile Connection?

MVIC requested staff provide a definition for first-last mile connections in order to make a determination if it should be included in MVIC’s recommended criteria for second phase project selection.

An individual’s trip is understood as the entire journey between origin and destination. One reason people opt to drive instead of using transit is the difficulty in getting to and from the transit station. In other words, the lack of infrastructure can make someone’s commute by transit cumbersome and time consuming, thereby decreasing its viability. Often, the first and last part of a trip is less than one mile and can be completed by active transportation modes (biking or walking) or by transit. The figure below illustrates the first-last mile connections for a home-based work trip.



For TIP second phase purposes, staff offers the following first-last mile connection definition:

A TIP project with first-last mile connections is one that expands the quality of access to transit.* The path/service must be safe, intuitive and universally accessible. Staff acknowledges that first-last mile connection projects are not limited to paved bicycle and pedestrian facilities and transit connections. However, other first-last mile connection project elements, such as pedestrian crossing treatments, bikesharing, carsharing, wayfinding, etc, are not eligible TIP project types. These first-last mile infrastructure projects will likely be eligible for the Travel Demand Management (TDM) call for projects anticipated early in 2015.

Per the approved TIP criteria and eligible projects types, the following first-last mile connection projects will be considered in the second phase:

<p><u>Bike</u> (bike path, multi-use path) and/or <u>Pedestrian projects</u> that physically touch transit or eliminate a barrier that impedes patrons from accessing transit (Bicycle/Pedestrian projects)</p>	<ul style="list-style-type: none"> Projects must provide a connection to a destination (residential development, school, office, shopping, dining, park, recreational facility) or fill a gap connecting to a destination within a one mile buffer from a transit property
<p><u>Roadway projects</u> that include bike (bike path, multi-use path) and/or pedestrian facilities that physically touch transit or eliminate a barrier that impedes patrons from accessing transit (Roadway Capacity, Roadway Operational Improvement and Roadway Reconstruction projects)</p>	
<p><u>Shuttle/Circulator projects</u> that services transit (Transit Service projects)</p>	

* Transit in this circumstance is defined as rail or BRT stations, park-N-Ride lots, transit terminals (all currently open on or before 2025), and existing bus stops.

PREVIOUS DISCUSSIONS/ACTIONS

September 3, 2014

PROPOSED MOTION

Move to recommend to the Board of Directors the inclusion of first-last mile connections as part of the second phase project selection criteria for the development of the *2016-2021 Transportation Improvement Program*.

ATTACHMENT

Reference material: [Adopted 2016-2021 TIP Policy Document](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschuafele@drcog.org; or Douglas Rex, Director, Transportation Planning and Operations at 303-480-6747 or drex@drcog.org

ATTACH C

To: Chair and Members of the Metro Vision Issues Committee

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

Meeting Date	Agenda Category	Agenda Item #
October 1, 2014	Informational	5

SUBJECT

Staff will provide MVIC with an update on the growth and development element of the *Metro Vision 2040* plan.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

DRCOG staff will provide an overall project update on the development of Metro Vision 2040 and will specifically inform MVIC on stakeholder input related to issues currently in the growth and development portion of Metro Vision – with the exception of urban centers (MVIC was briefed on urban centers in August 2014).

Stakeholder conversations to date have suggested support for much of the existing growth and development policy framework present in Metro Vision 2035. Potential revisions presented to the Board in the future will likely focus on improving the structure and clarity of this element.

The attached Metro Vision 2040 Issues Summary provides an overview stakeholder feedback – key highlights include:

- The region should aim to develop dense, mixed-use communities orienting around transit while also recognizing that rural and suburban communities provide desirable options for many individuals and families.
- Creating communities where people can age in place will be a primary challenge over the coming decades.
- Freestanding Communities and Rural Town Centers should remain areas of focus in Metro Vision 2040.
- Metro Vision 2040 should look more broadly at development issues outside the region’s expected urban footprint (UGB/A).

Next Steps

Staff is currently working with the Metro Vision Planning Advisory Committee (MVPAC) to develop recommended plan language for MVIC and Board consideration. The DRCOG Board will be directly involved in developing plan language related to housing and economic vitality ad hoc groups that begin meeting on September 29th. Staff will begin seeking MVIC and Board input on draft Metro Vision 2040 outcomes, strategies, objectives, actions and targets in early 2015.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Metro Vision 2040 Issue Update – Growth and Development

ADDITIONAL INFORMATION

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



Metro Vision 2040 Issue Update – September 22, 2014 “Growth and Development”

The Metro Vision Issues Committee (MVIC) previously received updates on two issues the committee and the DRCOG Board will consider in Metro Vision 2040 – parks and open space and urban centers.

- [June 2014 – Parks and Open Space](#)
- [August 2014 – Urban Centers](#)

These issue updates complement more comprehensive issue papers provided to the Board on the topics of [community health and wellness](#) and [infill development/redevelopment](#).

This update provides a high-level overview of plan development activities and preliminary issues, opportunities and challenges related to the growth and development portion of Metro Vision – other than urban centers which were detailed in a previous summary.

Stakeholder Engagement

Numerous community outreach and stakeholder efforts will inform Metro Vision 2040. Key stakeholder input on growth and development issues not previously provided are highlighted below.

Metro Vision 2040 Listening Tour

Twenty-one in-depth interviews, 11 listening groups with more than 190 participants and an online survey completed by 1,177 stakeholders comprised the data collection methods for the Listening Tour. Listening Tour participants described the qualities that would make the Denver region the best place in the country for people of all ages, abilities, and incomes to live.

- The resurgence of downtown Denver as a place to live, work, and play was often cited as a regional strength, especially when compared to other regions of a comparable size.
- Listening Tour participants visualized a region characterized by dense, mixed mixed-income homes located around transit nodes.
- Participants envisioned the region becoming denser, while at the same time they expressed a desire for traditional rural and suburban housing to remain choices available to current and future residents.
- The few participants who were familiar with the urban growth boundary suggested that the boundary would not be radically different from that of today.
- Participants suggested DRCOG and member governments should continue to explore opportunities for all communities within the region to facilitate aging-in-community.

Local Government Survey



DRCOG created the Metro Vision 2040 Local Government Survey to gain a better understanding of local growth and development challenges throughout the Denver region. The Local Government Survey was an online, voluntary survey. A diverse cross-section of 27 communities throughout the region participated in the survey – communities ranging in size from 600 to more than 600,000 completed the survey. DRCOG received completed surveys from six counties and 21 municipalities.

The survey sought to understand any growth and development changes occurring in local communities. These changes could be the result of changing consumer preferences, economic conditions, and/or changes to local planning and policy priorities. Some highlights of survey responses are provided below.

- The aging of the region’s population is dramatically changing the types of households in the region, and therefore what types of housing are needed (e.g. increases in empty nest households, older adults living alone, and multi-generational households, etc.)
- The majority of respondents were not confident that their community's existing housing stock will meet the changing demands for housing in their community.
- 26 out of 27 respondents indicated that they observed an increase in development activity in the past year.
- When asked if the jurisdiction’s allocation of UGB could accommodate future planned growth 16 responded their current allocation was adequate, 5 said it was not adequate, and 5 did not know.

Targeted Outreach – Rural Town Centers and Freestanding Communities

In addition to urban centers Metro Vision currently identifies two other areas where development and infrastructure investments should be focused.

Freestanding Communities (Boulder, Brighton, Castle Rock and Longmont) were identified in Metro Vision 2020 as outlying areas that would absorb significant population and employment growth while maintaining a separation from the larger urbanized region. Rural Town Centers were recognized in Metro Vision 2030 as established towns or villages beyond the region’s urban area. These centers provide services, employment and entertainment for residents in the rural areas of the region as well as to tourists and travelers.

DRCOG conducted interviews and focus groups with communities currently designated as Freestanding Communities or Rural Town Centers. Key takeaways from this outreach follows.

- Rural Town Centers are generally defined by their downtown limits, or historic core, and, in some cases, interstate gateways leading to downtown (unlike urban centers Metro Vision does define boundaries).
- While these centers typically only cover a few urban blocks, the issues and opportunities surrounding growth in rural communities generally impact the entire town.



- Some Rural Town Centers are dependent on seasonally-based tourism economies, though they are not currently poised to maximize this asset (e.g. lack of hotel rooms and other hospitality amenities).
- Limited access to healthcare facilities has emerged as a primary barrier to development in Rural Town Centers. They also lack transportation facilities, and many desire better transit connections.
- Freestanding Communities indicated a desire to remain designated in Metro Vision. They noted the importance of the physical separation from the urbanized region, as well as the importance of being connected to the region.
- The Freestanding Communities also noted that in some cases they are currently developing updates to their local comprehensive planning framework – these efforts may inform the importance of the designation in future Metro Vision updates.

Age-Friendly Community Design

The age structure in the Denver region is undergoing unprecedented changes. As recently as 2003 1 in 8 residents of the Denver region was over the age of 60. In the coming decades the percentage will double – meaning 1 in 4 residents will be 60 years old or older. The unprecedented growth in people over the age of 60 will result in increased demands for aging services at the local and regional level.

The senior-friendly development element was added to the Metro Vision Plan as part of the 2030 plan update in 2005. Metro Vision 2035 expanded this element of the plan to more broadly address sustainable development patterns and community design strategies that can meet the needs of people across the age spectrum, but with an emphasis on older adults, which represent the fastest-growing segment of the region's population.

Some key highlights of stakeholder input on the topic of community design for older adults were described previously in this summary – additional items are provided below.

- Aging of the population is a primary challenge in non-urban areas of the region – some choose to stay, others looking for other housing options (access to health care and emergency services is a primary challenge).
- Making some areas that would be attractive to older adults (e.g. historic small towns) accessible is very difficult.
- Need to increase senior housing options was a universal issue among housing stakeholders. New senior housing products have extremely long waiting lists the day their doors open.
- Older adults wanting to downsize cannot find housing that is appropriate for their needs and located near transit. Staff in suburban jurisdictions noted the difficulty of building affordable, senior product in their communities.



- Economic development stakeholders expressed concerns that local governments, particularly smaller communities, are not ready for the growth in the older adult population (housing, services, infrastructure, etc.).

Large Lot/“Edge” Development – Focus Group

A focus on growth and development issues outside of the future urban areas was added to Metro Vision during the process that created Metro Vision 2030. Regional discussions on these issues carried on after Metro Vision 2030 was adopted, including the formation of an ad hoc group of MVIC members. Metro Vision 2035 includes a growth target of maintaining the proportion of semi-urban households in the region (3% of the region’s total)¹.

In January DRCOG hosted a focus group with seven local government staff representing seven jurisdictions that may be impacted by changes to the existing Large-Lot Development portion of Metro Vision. Several major themes emerged during the focus group and are listed below.

- Market for large lot development has dropped off significantly post-recession; proposals for new large lot subdivisions have been non-existent in many counties.
- There may be a growing market for revamping undeveloped or partially developed large lot subdivisions to accommodate smaller lots in edge locations
- Economic impacts of future land use decisions at the edge (residential and non-residential) are becoming a bigger part of conversation—increased focus on economic development potential.
- Long-term viability of existing intergovernmental agreements (IGAs) in some areas is being challenged; tools that worked pre-recession may need to be revamped moving forward to remain effective.
- Existing plan element may need to be recast to look more broadly at issues in these areas (vs. the current focus on residential development).

Metro Vision Planning Advisory Committee (MVPAC)

MVPAC is a temporary DRCOG committee charged with advising the DRCOG Board of Directors and Metro Vision Issues Committee (MVIC) on the development and implementation of Metro Vision 2040, through their review and analysis of work products, reports from focus groups and issues identified through the original listening tour conducted in 2011 and other stakeholder input. MVPAC works with DRCOG staff to explore policy options and make recommendations to the Board and MVIC.

MVPAC has discussed key growth and development concepts on several occasions with a particular emphasis on urban centers – the Urban Centers Issue Update distributed to MVIC (August 2014) described recent MVPAC discussions on urban centers. Most recently MVPAC began its initial review of the broader growth and development outcomes, strategies, objectives,

¹ Preliminary analysis of regional development types found that the region now exceeds the 3% target (3.33%)



actions and targets that the Board will consider for Metro Vision 2040. MVPAC will continue their exploration of these issues at their October meeting – highlights of the September discussion are below.

- Important to include the concept of corridors, along with urban centers.
- DRCOG should develop a compendium of best practices that local governments can reference. Future products should recognize that jurisdictions are in different stages.
- The urban growth boundary may reduce costs for some, but it may increase costs for others.
- Universal design and other urban design features are critical, not only are they important for aging-in-community, but they can also help avoid isolation of recent immigrants as well.
- Overall the current plan may feel “urban-centric” to some – there is development happening across the region that doesn’t fit neatly within the current plan framework.
- The region has prioritized growth and public investments in certain areas (e.g. urban centers) – Metro Vision 2040 should continue to emphasize these areas.

Other Items to Consider in Metro Vision 2040 Development and Implementation

Stakeholder conversations to date have suggested support for much of the existing growth and development policy framework present in Metro Vision 2035. Potential revisions presented to the Board will likely focus on improving the structure and clarity of this element. The primary challenge moving forward will be to craft a growth and development element that resonates with as many communities as possible, while recognizing the importance of orienting growth to areas that are anticipating and preparing for growth in a way that minimizes local and regional impacts. This “tension” will be a primary focus of the October MVPAC meeting.

Extent of Urban Development (Urban Growth Boundary/Area) - Previous Action

In March 2013 the DRCOG Board directed staff to delay member requests for additional urban growth boundary/area (UGB/A) until after Metro Vision 2040 has been adopted. The existing emergency UGB/A request provision enables any member government at any time to request additional UGB/A outside of the designated regional allocation process if it deems necessary. Additionally, the Board adopted self-certification provision allows communities to make small changes to their UGB/A allocation that do not have regional impact without seeking Board approval.