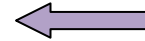


Board Officers

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

REVISED AGENDA
METRO VISION ISSUES COMMITTEE
Wednesday, May 7, 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 April 2, 2014 Meeting
(Attachment A)

ACTION ITEMS

4. *Move to recommend to the Board of Directors *Project Location-related Metro Vision Implementation* evaluation criteria (Appendix F) for the 2016-2021 Transportation Improvement Program (TIP) as proposed by staff
(Attachment B) Brad Calvert, Senior Planner, Regional Planning & Operations
5. *Move to recommend to the Board of Directors improvements to the Transportation Improvement Program (TIP) as agreed to during the meeting.
(Attachment C) Douglas W. Rex, Director, Transportation Planning and Operations

INFORMATIONAL ITEMS

6. Update on Metro Vision 2040 Regional Economic Strategy
(Attachment D) Brad Calvert, Senior Planner, Regional Planning & Operations
7. Update on Urban Sim
(Attachment E) Dan Jerrett, Regional Economist, Regional Planning and Operations

ADMINISTRATIVE ITEMS

8. Other Matters
9. **Next Meeting – June 4, 2014**
10. Adjournment

***Motion Requested**

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

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METRO VISION ISSUES COMMITTEE MEETING SUMMARY
April 2, 2014

MVIC Members Present: Doug Tisdale – Cherry Hills Village; Bob Roth – Aurora; Sue Horn – Bennett; Suzanne Jones – Boulder; Cathy Noon – Centennial; Robin Kniech – Denver; Jack Hilbert – Douglas County; Todd Riddle – Edgewater; Marjorie Sloan – Golden; Don Rosier – Jefferson County; Phil Cernanec – Littleton; Jackie Millet – Lone Tree; Hank Dalton – Louisville; Val Vigil – Thornton.

Others present: Jeanne Shreve – Adams County; Crissy Fanganello – Denver; Art Griffith – Douglas County; Gene Putman – Thornton; Ken Lloyd – RAQC; Ted Heyd – Bicycle Colorado; Will Toor – SWEEP; and DRCOG staff.

Call to Order

The meeting was called to order at 4:05 p.m.; a quorum was present.

Public Comment

Will Toor, Southwest Energy Efficiency Project (SWEEP) spoke in favor of the staff recommendation to remove the Strategic Corridor designation from the Transportation Improvement Program (TIP) criteria. He encouraged members to establish a policy for including an HOV component in all future managed lanes.

Gene Putman, Thornton staff, spoke in opposition to one of the criterion included for consideration, the requirement for Roadway Capacity Projects to have a NEPA disclosure document already signed, or expected to be signed within the TIP cycle. He noted that if a project doesn't receive funding, the NEPA document will expire, placing an additional burden on the project sponsor.

Summary of March 5, 2014 Meeting

The summary was accepted as submitted.

Move to recommend to the Board of Directors proposed amendments to Metro Vision 2035

The chair outlined proposed amendments to Metro Vision 2035.

Phil Cernanec **moved** to recommend to the Board of Directors proposed amendments to Metro Vision 2035. The motion was seconded and **passed** unanimously.

Move to recommend to the Board of Directors the 2013 cycle 2 Amendments to the Fiscally Constrained 2035 Metro Vision Regional Transportation Plan, and the associated 2013 Amendment Cycle 2 DRCOG CO and PM-10 Conformity Determination, and the 2013 Amendment Cycle 2 Denver Southern Subarea 8-Hour Ozone Conformity Determination, concurrently

The chair outlined proposed amendments to the subject documents and noted that all air quality requirements were met.

Jackie Millet **moved** to recommend to the Board of Directors the 2013 cycle 2 Amendments to the Fiscally Constrained 2035 Metro Vision Regional Transportation Plan, and the associated 2013 Amendment Cycle 2 DRCOG CO

and PM-10 Conformity Determination, and the 2013 Amendment Cycle 2 Denver Southern Subarea 8-Hour Ozone Conformity Determination, concurrently. The motion was seconded and **passed** unanimously.

Move to recommend to the Board of Directors the gap closure evaluation criteria for regionally funded roadway capacity projects for the 2040 RTP

At the March 5 meeting, members acted to modify the gap closure evaluation criteria to award points only to road widening projects, prohibiting new roadway projects from receiving points for closing missing segments in the Board-adopted Regional Roadway System. The Transportation Advisory Committee discussed the effect the gap closure modification would have on new roadway projects, and requested the MVIC members to reconsider its recommendation to allow the gap criteria to be applied to new roadway projects as well as widening projects.

Sue Horn **moved** to recommend to the Board of Directors the gap closure evaluation criteria for regionally funded roadway capacity projects for the 2040 RTP. The motion was seconded and **passed** unanimously.

Move to provide staff direction regarding the process to be used for developing the 2016-2021 Transportation Improvement Program (TIP)

At the last meeting, members discussed a TIP project selection concept that would be a departure from the current DRCOG TIP policy. The proposal would establish two pots of funds – one for projects defined as “regional” and one for “locally-selected” projects. Staff presented a summary of how one other area has employed this type of process for selecting projects. It was noted that a decision must be made today whether members want to pursue the concept for the upcoming TIP cycle. Members discussed the concept.

Val Vigil **moved** to maintain the current process for the upcoming TIP cycle and directed staff to look into different processes. The motion was seconded and **passed** unanimously.

Move to recommend to the DRCOG Board improvements to the Transportation Improvement Program (TIP) as agreed to during the meeting

Staff discussed the Strategic Corridors map and the MVIC discussion at the last meeting. Staff’s recommendation was to remove the map, as this is not referenced or defined further in the TIP or mentioned in any other Board policy document or plan. Staff recommends removing all references to strategic corridors in the TIP scoring criteria and reallocate the points.

Jackie Millet **moved** to remove all references to strategic corridors in the TIP scoring criteria and reallocate the points. The motion was **seconded** and passed with 2 opposed and 1 abstention.

Funding levels for set-aside programs were discussed. Staff recommends allocating a total of \$10 million per year (for FY 2016-FY 2019) among the following: Regional TDM Set-aside (\$1.6 million per year); Regional Traffic Signal System and ITS Set-aside (\$4.2

million per year, combined); Station Area Master Plan and Urban Center Planning Study Set-aside (\$600,000 per year); DRCOG Way to GO Program (\$1.8 million per year); and a new Air Quality Set-aside (\$1.8 million per year, with \$1.2 million for vehicle fleet technology programs, \$400,000 for the Ozone Aware program, and \$200,000 for other local projects such as PM-10 sweeper or other de-icer projects). These totals are approximately the same as the last TIP cycle.

Suzanne Jones **moved** to approve the staff recommended funding levels for set-aside programs. The motion was seconded and **passed** unanimously.

Guidance to staff was requested on several topics. Members expressed concern about the requirement for project sponsors to have a signed NEPA disclosure document prior to project submittal. Doug Rex noted the requirement for a signed NEPA document is a federal mandate, and has been a part of the TIP for some time. He explained the revised criterion is a result of the 2012 federal planning certification review. The language was updated and made more lenient by allowing the NEPA document to be signed at any time during the TIP cycle, which is four years. A question was asked about including Environmental Justice (EJ) criteria here as well as in the NEPA process. Staff noted that DRCOG's EJ criteria were included as a result of the 2008 federal planning certification review.

Staff will complete details of the criteria and provide the draft to members in advance of the May 7 meeting.

Regional Housing Strategy

It was noted this item will be covered at the April 16 Board meeting.

Next Meeting

The next meeting is scheduled for **May 7, 2014**.

Adjournment

The meeting adjourned at 6 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 #
May 7, 2014	Action	4

SUBJECT

Developing the next *Transportation Improvement Program* (TIP).

PROPOSED ACTION/RECOMMENDATIONS

Recommend adjusted *Project-related Metro Vision Implementation* TIP evaluation criteria for the Board's consideration.

ACTION BY OTHERS

On November 20, 2013, the DRCOG Board established MVIC as the lead for the new 2016-2021 TIP.

SUMMARY

At its March 2014 meeting, MVIC recommended one-quarter of the total points for TIP project selection would be awarded based on how the project and the project sponsor attend to the tenets of Metro Vision. In April, MVIC voted to remove all references to strategic corridors (4 points maximum in previous TIP criteria). In order to remain consistent with previous MVIC guidance staff recommends reallocating the 4 points previously associated with strategic corridors to one existing criterion and one new criterion.

Project Location-related Metro Vision criteria	Staff recommendations
<ul style="list-style-type: none">Urban Growth Boundary (revision)	Add an additional point – from 3 to 4 points for projects entirely within the UGB/A. Metro Vision identifies infrastructure investment within the UGB/A as a regional priority.
<ul style="list-style-type: none">Promoting Access to Existing and Emerging Employment Centers (New)	Up to 3 points awarded for projects that promote access to existing and emerging employment centers (see details below)

Rationale for Proposed New Criterion

Several complementary themes have emerged during the efforts to integrate housing and economic vitality into Metro Vision 2040:

- Urban centers are critical, but other employment concentrations are also key contributors to regional economic success and individual prosperity.
- Transportation, particularly access to key job centers, is paramount to attracting and retaining employers and employees.
- Access to services and jobs via transportation is fundamental in connecting lower income workers and families to opportunities for job stability and advancement
- Emerging employment centers, many located in suburban communities, may not have established transportation networks that allow for maximum access to the region's labor pool.

Proposed Evaluation Criterion and Scoring Method

To address the key themes described above staff recommends a new *Project Location-related Metro Vision* criterion - Promoting Access to Existing and Emerging Employment Centers. A maximum of 3 points will be awarded based on this criterion.

- 3 points: Awarded to projects that connect Environmental Justice (EJ) areas to job centers that have added jobs at a rate equal to or exceeding the region's job growth (2005 – 2013).
- 2 points: Awarded to projects in job centers that have added jobs at a rate 2.0 times that of the region's job growth (2005 – 2013).
- 1 point: Awarded to projects in job centers that have added jobs at a rate 1.5 times that of the region's job growth (2005 – 2013).

Transportation Analysis Zones (TAZs) will be used to determine if a project is located in a high employment growth area.

Methodology for Identifying TAZs (Updated May 2, 2014)

Only TAZs that experienced at least an increase of 250 jobs were considered. A small number of TAZs experienced very significant job growth from a low base year number of jobs (e.g. TAZ had 1 job in 2005 and 2,160 jobs in 2013 – an increase of over 200,000%) – 9 outlier TAZs were excluded in calculations to determine mean regional TAZ increases. The outlier TAZ with the lowest percentage increase experienced a percentage increase of over 8,000% (from 8 jobs to 675 jobs). Each of the outlier TAZs easily exceeded the 2.0 times threshold and are eligible to receive points under this criterion.

- 255-145 TAZs added jobs at a rate equal to or greater than the average TAZ growth rate – if a proposed project connects and designates EJ area to these zone it will receive 3 points
- 137-79 TAZs had job growth rates that exceeded 2.0 times the average TAZ growth rate – all proposed project in these areas will receive 2 points
- 46-94 TAZs had job growth rates that exceeded 1.5 the average TAZ growth rate, but were less than 2.0 times the average – all proposed project in these areas will receive 1 point

PREVIOUS DISCUSSIONS/ACTIONS

2013 DRCOG Board Workshop

[October 2, 2013 MVIC Meeting Summary](#)

[November 6, 2013 MVIC Meeting Summary](#)

[January 8, 2014 MVIC Meeting Summary](#)

[January 15, 2014 MVIC Meeting Summary](#)

[February 5, 2014 MVIC Meeting Summary](#)

[March 5, 2014 MVIC Meeting Summary](#)

[DRAFT April 2, 2014 MVIC Meeting Summary](#)

PROPOSED MOTION

Move to recommend to the Board of Directors *Project Location-related Metro Vision Implementation* evaluation criteria (Appendix F) for the 2016-2021 Transportation Improvement Program (TIP) as proposed by staff.

ATTACHMENTS

- Attachment 1 – Proposed Project Location-related Metro Vision evaluation criteria and points for 2016-2021 TIP (Appendix F)
- Link to current TIP Policy Document – [full document](#)

ADDITIONAL INFORMATION

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

APPENDIX F
PROJECT-RELATED METRO VISION IMPLEMENTATION
AND STRATEGIC CORRIDOR FOCUS

Evaluation Criteria	Max. Points	Scoring Instructions
Project location related to Urban Centers and Rural Town Centers	5	Project is within a ¼ mile of an urban center or rural town center identified in the adopted Metro Vision 2035.
Other characteristics of the Urban Center or Rural Town Center identified in the Metro Vision 2035 Plan	5	<p>If project exhibits at least three of the following characteristics it will receive 5 points:</p> <ul style="list-style-type: none"> • Proposed project is located within an urban center or rural town center served by transit with 30 minute combined service headways or less in the peak periods • Proposed project is located within an urban center or rural town center where the community has implemented zoning or development plans that allow a mix of uses • Proposed project is located within an urban center or rural town center where the community has adopted parking management strategies that minimize the potential negative effects of parking on urban center development and multimodal access • Proposed project is located within an urban center with community commitment to preserve or develop affordable housing (rentals available to households earning 0-60% of Area Median Income and/or for-sale units for households earning 0-80% AMI). Preservation means replacing existing affordable units on a 1-for-1 basis. Community commitment for new affordable units could include approved developments with an affordable component, inclusionary housing ordinances, housing trust fund, or other development incentives (e.g. permit streamlining, fee reductions, etc.). • Proposed project is identified in an adopted Urban Center Master Plan or Station Area Master Plan.
<u>Promoting Access to Existing and Emerging Job Centers</u>	<u>3</u>	<ul style="list-style-type: none"> • <u>3 points if the project connects Environmental Justice areas to job centers that have added jobs at a rate equal to or exceeding the region's job growth rate (2005 – 2013)</u> • <u>2 points if the project is located in an area that added jobs at a rate 2.0 times that of the region's job growth rate (2005 – 2013)</u> • <u>1 point if the project is located in an area that added jobs at a rate 1.5 times that of the region's job growth rate (2005 – 2013)</u>
Project location related to the Urban Growth Boundary/Area (UGB/A) (See definition below)	<u>3</u> 4	<ul style="list-style-type: none"> • <u>3</u>4 points if the project is <u>entirely</u> contained within the established UGB of a UGB community or the “committed area” of a UGA community • 1 point if the project is <u>partially</u> within the established UGB of a UGB community or the “committed area” of a UGA community
Total Points Possible*	<u>13</u>17	

* Note: Appendix G allows for a maximum of 8 points for sponsor-related Metro Vision implementation

Definition:

- For the purposes of evaluating project location, the geographic extent of the UGB/A will include area entirely surrounded by UGB/A that falls into the following categories:
 - Parks and Open Space facilities in DRCOG's Parks and Open Space layer (last updated in 2013)
 - Bodies of Water
 - Transportation rights-of-way
 - Utility users (e.g. power station, water treatment, etc.)
 - Airports

ATTACH C

To: Chair and Members of the Metro Vision Issues Committee

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

Meeting Date	Agenda Category	Agenda Item #
May 7, 2014	Action	5

SUBJECT

Developing the next *Transportation Improvement Program* (TIP).

PROPOSED ACTION/RECOMMENDATIONS

Recommend for the Board's consideration more simple, straightforward policies and procedures for selecting projects in the upcoming 2016-2021 TIP.

ACTION BY OTHERS

On November 20, 2013, the DRCOG Board established MVIC as the lead for the new 2016-2021 TIP.

SUMMARY

Since November 2013, MVIC has been actively engaged in a comprehensive reevaluation of the TIP Policy which will be used to select projects for the 2016-2021 TIP. The next step in the process is to reach consensus on the remaining evaluation criteria to be used for first phase project selection.

Tables 4 through 16 in the current TIP Policy outline each project type and its associated eligibility criteria, scoring instructions and points. Cognizant of the policy discussions and actions of MVIC over the past seven months, DRCOG staff has completed its recommended changes to the criteria tables for your consideration (see Attachment 1).

MVIC action at this meeting will enable staff to complete the web-based project application form and keep the TIP on schedule for the call for projects in early July.

PREVIOUS DISCUSSIONS/ACTIONS

2013 DRCOG Board Workshop

[October 2, 2013 MVIC Meeting Summary](#)

[November 6, 2013 MVIC Meeting Summary](#)

[January 8, 2014 MVIC Meeting Summary](#)

[January 15, 2014 MVIC Meeting Summary](#)

[February 5, 2014 MVIC Meeting Summary](#)

[March 5, 2014 MVIC Meeting Summary](#)

[DRAFT April 2, 2014 MVIC Meeting Summary](#)

PROPOSED MOTION

Move to recommend to the Board of Directors improvements to the *Transportation Improvement Program* (TIP) as agreed to during the meeting.

ATTACHMENTS

Link to: Attachment 1: 2016-2021 TIP Policy-Draft Project Selection Criteria Tables:
[Redline Version](#)
[Clean Version](#)

Link to 2012-2017 TIP Policy Document – [full document](#)

ADDITIONAL INFORMATION

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

ATTACH D

To: Chair and Members of the Metro Vision Issues Committee

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

Meeting Date	Agenda Category	Agenda Item #
April 16, 2014	Information	6

SUBJECT

This item updates members on the Metro Vision 2040 Regional Economic Strategy.

PROPOSED ACTION/RECOMMENDATIONS

No action is requested at this time. This item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

DRCOG initiated development of the Metro Vision 2040 Regional Economic Strategy (RES) in early 2014. The RES will identify specific roles, responsibilities, policies, and actions that DRCOG could adopt to promote economic vitality and resiliency in the Denver region. A project update is attached.

PREVIOUS DISCUSSIONS/ACTIONS

[June 5, 2013 MVIC Meeting Summary](#)

PROPOSED MOTION

N/A

ATTACHMENT

RES Project Update – May 2014

ADDITIONAL INFORMATION

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

MVIC Project Update – May 2014

Metro Vision 2040 – Regional Economic Strategy

The Metro Vision 2040 Regional Economic Strategy (RES) is funded through DRCOG's Sustainable Communities Initiative and is a key component of the effort to update Metro Vision, the region's long-range plan for growth and development. DRCOG selected Economic & Planning Systems (EPS) to develop the RES.

Project Overview

The RES will identify specific roles, responsibilities, policies, and actions that DRCOG could adopt to promote economic vitality and resiliency in the Denver region. DRCOG is interested in how it can modify or enhance activities related to our core functions of land use and transportation planning, transportation investment management, community development, facilitation and coalition building. The economic strategy focuses on improving and sustaining the economic health of the region, rather than business recruitment, expansion, and retention efforts that are handled by the existing economic development organizations.

RES development began in early 2014. Initial activities included confidential interviews with local, regional, and state economic development organizations (EDOs) to understand their existing roles and responsibilities. The interviews sought opinions and insights on a variety of topics, including: areas of overlap or competition; gaps in or threats to the region's economic, community, and cultural assets; housing and jobs access; education and workforce training; and transportation and land use policy. Additionally, the consultant team inquired as to specific areas where DRCOG could assist in removing barriers to economic competitiveness and resiliency.

Other project activities that will inform the RES include: researching best practices from peer regional organizations; identifying economic indicators to understand how the Denver region compares to key competitor regions; policy analysis on existing and potential Metro Vision priorities (e.g. urban centers, last mile connections, etc.); and examining the importance of equity to not only economic recovery, but longer-term sustainable, economic growth. All of these components will be included in the RES and presented to the Board to inform their deliberations on how regional economic health and vitality can be included in Metro Vision 2040.

The current schedule calls for draft findings of the Regional Economic Strategy to be presented to the DRCOG Board on June 11, 2014.

Highlights from Interviews

Over 40 individuals were consulted during the interview process. Interview participants included local, state, and regional EDOs from around the region. A high-level summary of key regional assets and challenges identified by interview participants follows.

Regional Business Assets:

• Well-educated and trained workforce	• Transit investment and planning
• DIA – direct international flights	• Housing and lifestyle diversity
• Other general aviation airports	• Highway network
• Mid-continent location	• Strong hub for Western/West Central U.S.

Regional Quality of Life Assets:

• Regional trails, parks, open space	• Proximity to mountain recreation
• Favorable weather (generally)	• QoL is attractive young workers (25-34)

Regional Weaknesses or Threats:

• Broadband access / digital divide	• Not attracting Fortune 500 companies
• Not educating everyone equally well	• Cost of electric power for large users
• Business personal property tax	• Attracting growth to rural communities
• TABOR and Gallagher Amendment	• Oil and gas regulations (potential)
• High housing costs for size of region	• I-70 congestion

Competitor Regions and Economic Indicators

An analysis of 10 years of prospect data provided by the Metro Denver Economic Development Corporation revealed six regions that the DRCOG region frequently competes with for business locations and expansions. Interviews with local, regional, and state economic development organizations confirmed the analysis of the prospect data. The primary competitor regions are: Phoenix, Dallas, Salt Lake City, Austin, Atlanta, and Portland, OR.

The identified regions will be compared to the Denver region using a limited set of indicators. The purpose of this indicator analysis is to provide an analytical framework for comparing our region to our primary competitor regions. By tracking the indicators over time, changes in the region’s strengths and weaknesses and probable causes for these changes may be identified. The indicators selected for this analysis will focus on baseline economic conditions, as well as provide potential measures of DRCOG’s role in promoting and sustaining a vibrant environment for businesses and individuals. An initial set of indicators (below) was developed in consultation with the Metro Vision Planning Advisory Committee (MVPAC). Data quality, availability, and ease of replicating analysis will determine final set of indicators.

• Low, middle, and high wage jobs	• Cost of doing business
• Educational attainment (ex: Bachelors+)	• Access to international and domestic flights
• Population growth by age cohort	• Combined housing and transportation costs
• Net migration	• Congestion
• Household income distributions	• Mode of travel: SOV, transit, other, etc.
• Housing affordability index (incl. SF price)	• Avg. commute time and distribution
• Cost of living index	• Small business/entrepreneurial assets
• # of days exceeding air quality standards	

ATTACHE

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 #
May 7, 2014	Informational Item	7

SUBJECT

This item provides an update on the development of the Denver Regional Council of Governments new Urban Sim land use model and its benefits to the region.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

In 2012 the Denver Regional Council of Governments initiated the process to develop a state-of-the-art land use model for the region that would include data and information down to the parcel level. The information would provide for accurate forecasting that could then be incorporated into the FOCUS activity-based travel model.

The decision was made to develop this tool using Urban Sim, a program developed by Dr. Paul Waddell from the University of California Berkeley. Urban Sim is currently being used by major metropolitan regions in the United States and Europe. Examples of these communities include Seattle, San Francisco, and Paris, France.

UrbanSim is a software-based simulation system for supporting planning and analysis of urban development, incorporating the interactions between land use, transportation, the economy, and the environment. It will be used to explore the effects of infrastructure and policy choices on community outcomes such as motorized and non-motorized accessibility, affordability, greenhouse gas emissions, and the protection of open space and environmentally sensitive habitats

DRCOG staff has an initial version of the model and is working on testing various outcomes with the consultant. It is anticipated that the model will be in full use by late summer 2014.

PREVIOUS DISCUSSIONS/ACTIONS

- A status update on the Urban Sim land use model was provided to the DRCOG Board of Directors on July 17, 2013.
- An RFP for qualifications to work on the FOCUS model and its integration with Urban Sim was released in June 2013.
- DRCOG model team staff presented on Scenario Planning for the New Urban Sim Land Use Model at the March 2012 Board of Directors meeting.

PROPOSED MOTION

N/A

LINKS

N/A

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org; or Daniel Jerrett, Regional Economist, Regional Planning and Operations at 303-480- 5644 or djerrett@drcog.org