

Draft Metro Vision Plan

Summary of Oral Testimony Received (During the Public Hearing, November 16, 2016)

This document summarizes the oral testimony received by the Denver Regional Council of Governments (DRCOG).

Oral testimony was provided at the public hearing by five speakers expressing support and opposition to the draft Metro Vision plan. The following oral testimony is provided as a summary of the support and concerns related to elements of the draft Metro Vision plan.

Name	Organization/Municipality Represented	Testimony
Dr. John Douglas	Tri County Health Department	<ul style="list-style-type: none"> • Supports the Metro Vision Plan, especially the outcomes that support the development of healthy, inclusive and livable communities to increase opportunities for safe walking and cycling, access to parks and trails, access to healthy foods and connection to health services. • Metro Denver Public Health Partnership views the Metro Vision Plan as an investment in community health and believes that implementing this visionary plan has the potential to substantially impact the health of our region. This is a step that isn't just good policy today, it's got great promise to reduce future healthcare costs, and increase the well-being of our communities. • Colorado is still the leanest state in the country, but we're losing ground. Over the last 15 years, the proportion of Colorado adults who are obese has more than doubled and we recently lost our top ranking for physical activity. The evidence shows us that physical activity is one of the most important things people in communities can do to improve and maintain their health. An active lifestyle promotes a healthy weight and reduces the risk of developing chronic diseases such as heart disease, diabetes and cancer. • Evidence indicates that the built environment, the way we design and build our communities can really have a positive impact on health. Pedestrian injuries from crashes are far less likely in places with sidewalks and streets with sidewalks on both sides have even lower rates. • Healthy aging in place in the community is unequivocally enhanced by walkability. • As community leaders of our region, you can help build health communities that create opportunities for our residents to lead healthy lives, and on behalf of the partnership we ask you to ensure that every resident in the community, in the region, has a fair chance to lead a healthy life regardless of which community they live in.
Mike Salisbury	Southwest Energy Efficiency Project	<ul style="list-style-type: none"> • Believes DRCOG and stakeholders has produced a vision for the region that gives DRCOG and its participating local governments a guide to creating a viable and more sustainable region. • Metro Vision is a great example of the region being greater than the sum of its parts. Working together through DRCOG the region is able to achieve more than the communities separately. Traffic, pollution and new development impact all of the region's communities regardless where they start. • As the document very straightforwardly states the plan lays out how to make life better for the region's residents. This is accomplished by cleaning up the air we breathe, giving people better transportation options, making places easier for pedestrian and cyclist to access, among other outcomes that are discussed. • Metro Vision recognizes the challenges a region growing and changing as quickly as ours faces and provides the framework to ensure we grow sustainably. • The performance measures listed in Metro Vision provide quantifiable metrics that we can all use to make sure we're on track to achieving desirable outcomes. • Urges the board to begin considering how the tenets of Metro Vision will be incorporated into the funding decisions that are made by DRCOG.

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		<ul style="list-style-type: none"> ○ The Transportation Improvement Program is one of the main vehicles by which DRCOG provides funding for transportation projects around the region. The policies that guide the TIP project selection process are critical to ensuring the region will be able to achieve the outcomes laid out in Metro Vision. Past TIPs have made an effort to incorporate the outcomes in Metro Vision into the selection criteria used to score TIP projects that are submitted. ○ Over the last year there has been an ongoing process to review and recommend changes to the TIP program. While this process is still ongoing, it is possible it will result in significant changes to how funding is distributed in the region. The new TIP may look different from past TIPs. With that in mind, and regardless of the direction the TIP takes, I urge the board and all relative stakeholders to ensure that all the hard work that has gone into Metro Vision is incorporated into the TIP and that the transportation funding decisions the region makes for its future.
Kent Moorman	City of Thornton	<ul style="list-style-type: none"> ● The major policy concern the City has with the 2040 Metro Vision Plan is that it continues to focus on urban centers. The policy, plans, and most importantly, federal funding that comes out of the 2040 Metro Vision Plan will continue to focus on urban centers to the detriment of suburban communities. ● Appreciate the importance and usefulness of urban centers and promoting development patterns and multimodal corridors connecting urban centers, the plan should be about targeting jobs, transportation and housing improvement where people live and not just urban centers. ● The document's focus on urban centers needs to be broadened to include housing and employment going to locations throughout the DRCOG area that are well situated and have opportunity to provide well planned mixed use communities in the suburbs and not just along major interstate corridors. ● While we appreciate DRCOG's vision to promote development patterns that promote urban centers and multimodal corridors to accommodate a growing share of the region's housing and employment, it appears to be at the expense of promoting good development patterns and multimodal connections in the suburban surrounding the core city. ● Metro Vision needs to be focusing on the region's housing and employment being located in efficient places including urban centers, high opportunity areas, and areas served by transit as opposed to just urban centers. ● While Metro Vision touts the advancements of expanding regional mobility through FasTracks, the document fails to state that it is not yet completed. This document also implies that every part of DRCOG has equal access to bus service. The majority of the City of Thornton is not served by transit and therefore does not seem to be any recognition of this for suggestion and this needs to be addressed.
Brad Weinig	Mile High Connects	<ul style="list-style-type: none"> ● Overall, MHC commends DRCOG for making great strides in improving the overall quality of the plan by incorporating themes, outcomes and objectives relating to the community health, housing affordability and diversity and inclusiveness. ● We maintain that DRCOG has a critical role to play in setting regional expectations and goals around the equitable access to opportunity and we will continue to push on regional planning efforts to ensure to continually make progress in this area. ● Our primary concerns do not relate to the content of Metro Vision, but in its implementation and plan in influencing and allocating resources. We continue to see a disconnect between the values and goals outlined in Metro Vision and the processes and procedures established by the DRCOG board for evaluating applications for Transportation and planning funds. ● We strongly urge the DRCOG board to honor the robust and detailed process undertaken to establish this Metro Vision by aligning funding and investment decisions directly with the goals of Metro Vision. In evaluating and awarding funds,

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		<p>DRCOG should incentivize member jurisdictions to provide evidence of commitment to achieving the laudable outcomes and objectives of Metro Vision 2040. This could be accomplished by directly aligning competitive funding criteria with those outcomes and objectives. DRCOG is in a unique position as the MPO to move its member jurisdictions toward achieving a regional vision but that vision will only be realized if DRCOG chooses to use its most valuable resources to incentivize member jurisdictions alignment with Metro Vision</p>
Jennifer Geutschow	City of Centennial	<ul style="list-style-type: none">• I am here to reiterate our concerns that were submitted in our letter to DRCOG by our assistant city manager, Andrew Firestine. In the letter, we are asking that DRCOG do either one of two things. Either eliminate the reference to the UGB/A in the Metro Vision public review draft or postpone the adoption of the plan until such time that the UGB/A system has been reviewed by staff from DRCOG and its member governments and any changes to the system are adopted by the DRCOG board. This concern comes from the fact that there are linkages between the UGB/A and the Metro Vision draft plan.