

AGENDA
Metro Vision Planning Advisory Committee
Wednesday January 15, 2014
9:30am-11:00am
1290 Broadway
Independence Pass Board Room

1. Call to Order
2. Public Comment
3. November 20, 2014 Meeting Summary
(Attachment A)

ACTION ITEM

4. **Motion to elect 2014 MVPAC Chair and Vice Chair.**
Brad Calvert
(Attachment B)

INFORMATIONAL ITEMS

5. Metro Vision 2040 – Project Update
Brad Calvert
(Attachment C)
6. Regional Equity Atlas Version 2.0
DRCOG staff / Mile High Connects
(Attachment D)

ADMINISTRATIVE ITEMS

7. Updates
 - MVPAC Issues Tracking January 2014
 - Upcoming Focus Groups and Idea Exchange
 - Community Health and Wellness (MVPAC) – January 29 (1:00 p.m.)
 - Community Health and Wellness Idea Exchange – February 11 (10:00 a.m.)
8. Member Comment/Other Matters
9. Next Meeting - February 19, 2014 9:30 a.m.
10. Adjournment

Disabled attendees are asked to notify DRCOG at least 48 hours in advance of the need for auxiliary aids or services

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ATTACH A

ATTACHMENT A

MEETING SUMMARY Metro Vision Planning Advisory Committee (MVPAC) Wednesday, November 20, 2013

MEMBERS PRESENT:

Lesli Ellis	City of Boulder
Erin Fosdick	City of Longmont
Steve Glueck (Chair)	City of Golden
Steve Gordon	City and County of Denver
Randy Harrison	RW Harrison & Assoc.
Steve Hebert	City of Lone Tree
Leanne Jeffers	Regional Institute for Health & Envrnmtl. Leadership
Steve Klausung	Denver South Economic Dev. Partnership
Glenda Lainis	City of Thornton
Bryce Merrill	Western States Arts Federation
Lynn Merwin	City and County of Broomfield
Ann Norton	Ann Norton Law Offices
Katherine (Kati) Rider	Douglas County
Frederick Rollenhagen	Clear Creek County
Jerome Tinianow	City and County of Denver
Robert Watkins	City of Aurora
Brad Weinig	Enterprise Community Partners

DRCOG staff: Brad Calvert, Nicole Klepadlo, Jacob Riger, Gabby Voeller, Scott Ramming, Robert Spotts, Teri Whitmore

Call to Order

Chair Steve Glueck called the meeting to order at 2:34 p.m.

Public Comment

No public comment was heard.

Summary of October 16, 2013 Meeting

The summary was accepted.

A signup sheet was distributed for 6 smaller focus group meetings to be held in December, January and February; and for an Idea Exchange on Dec. 16.

Also distributed: Table 1: Draft Key Outcome Measures, Conceptual Cost Estimates (high-level transportation costs), and the Local Government Survey and Appendix.

ACTION ITEM

Scenario Planning

Brad Calvert presented the final technical modeling results of the Metro Vision 2040 scenarios. He reviewed DRCOG staff observations and asked for the committee's approval to forward observations to the December 4 Metro Vision Issues Committee (MVIC). The MVIC and DRCOG Board will act on policy implications of scenario results and provide direction to staff (and committees) on next steps.

Brad noted the November 25 Transportation Advisory Committee (TAC) will also provide its recommendation on staff observations to MVIC.

Key Staff Observations:

1. Scenarios C and E demonstrated that accommodating a significant share of future population and employment growth in urban centers will greatly influence the region's ability to lower VMT and increase travel by other modes.
2. Scenario E further demonstrated that accommodating significant growth in areas with existing and planned high-frequency transit is also important in efforts to lower VMT and per capita VMT.
3. Transportation cost factors included in C and E (lowering transit fares and increasing auto costs in Scenario E) had a role in reducing VMT, but their individual contribution to VMT reductions is difficult to discern.
4. C and E resulted in significant progress toward existing regional goals, but neither scenario achieved the current goals.
5. Scenarios without housing growth (A, B, and D) in urban centers and/or transit areas had little notable change from 2040 Base on VMT.
6. Scenario A provided a degree of congestion relief, but negligible changes in access to employment via transit. Whereas other scenarios (C, D, and E) resulted in decreased congestion and also increased access to employment via transit.
7. Scenarios A and B demonstrated the ability of the technical tools to provide valid results (their interactions are complex). Both scenarios provided a foundation for subsequent scenarios.

Scenario Highlights:

Scenario A: *Roadway Emphasis – Additional lane miles of managed lanes and arterials (no changes to base land use assumptions)*

- Vehicle Miles Traveled (VMT) and Person Miles Traveled (PMT) increase slightly (less than 1%)
- Several measures of congestion decrease
 - Total vehicle hours of delay decreases ~ 11%
- GHG emissions increase slightly (~0.3%)

Scenario B: *Multimodal Emphasis – Additional lane miles of managed lanes, reduced arterials, new transit facilities, service, and cost assumptions, increased bike/ped attractiveness (no changes to base land use assumptions)*

- VMT and PMT hold steady
- Several measures of congestion increase
 - Total vehicle of delay increases ~ 15%
- System-wide transit boardings increase (~15%)
- Bicycle and walk trips increase (~35%)
- Share of population with good transit-jobs accessibility:
 - Increases to ~87% (from 80%) for low-income/minority areas

Scenario C: *Multimodal Emphasis + Urban Centers – Same transportation assumptions as B–50% of housing and 75% of employment growth in designated urban centers*

- VMT per capita decreases (-3.8%)
- Several measures of congestion decrease
 - Total vehicle hours of delay decreases ~30%
- System-wide transit boardings increase (~24%); bicycle/walk trips increase (~49%)
- Nearly 95% of population in low-income and minority areas with good transit-job accessibility

Scenario D: *Multimodal Emphasis + Local Urban Centers and arterials – Same transportation assumptions as “B” – local assumptions for housing and employment growth in designated urban centers; arterial network assumptions from Base*

- VMT and PMT hold steady
- Several measures of congestion decrease
 - Total vehicle hours of delay decreases ~29%
- System-wide transit boardings increase (~14%); bicycle/walk trips increase (~42%)
- Share of population with good transit-jobs accessibility:
 - Increases to ~87% (from 80%) for low-income/minority areas

Scenario E: *Multimodal Emphasis + expanded growth areas and other adjusted assumptions— Same transportation assumptions as “B”; growth in urban center and transit zones; adjusted auto operating/cost assumptions, increased telework rates*

- VMT per capita decreases (~6%)
- Several measures of congestion decrease
 - Total vehicle hours of delay decreases ~29%
- System-wide transit boardings increase (~44%); bicycle/walk trips increase (~52%)
- Share of population with good transit-jobs accessibility:
 - Increases to ~90% (from 80%) for low-income/minority areas

As requested previously by the committee, Brad presented graphics (in PowerPoint) of the net density comparisons and scenario impacts on Metro Vision goals such as reduction on VMT (per capita and total), congestion, greenhouse gas emissions, and transit access to jobs.

Jacob Riger, Long Range Transportation Planning Coordinator, reviewed a table (*Conceptual Transportation Cost Estimates for 2040 Scenarios*), describing the estimated high-level (capital, operation and maintenance) transportation costs for each scenario. With \$65 billion assumed as the base cost, Scenario A adds about \$10 million to the base cost; Scenario B, C, and E each add about \$11.2 billion; and Scenario D adds about \$15.9 billion (as it keeps 400 arterial lane miles that B and C do not).

Member comments

- Environmental Justice (EJ) increased access is important – most notable in Scenarios C and E.
- Revisit goals or new strategies – may need to consider another scenario that is more aggressive to help us achieve established goals.
- Are existing MV goals realistic and still working for the region? Before we make drastic decisions in thinking through the goals we need to understand the implications at the local level.
- Focus density in certain areas – scenario results are useful in that they point out to local governments that density in certain areas can contribute to regionally important goals.
- Accommodating 50% of new housing and 75% of new employment urban centers may not be feasible – but it’s important to note that it moves us closer to the goal than the other scenarios
 - Important to not focus exclusively on the urban centers goal, but also need to consider what additional strategies are needed.
 - Overall the suggested densities needed to achieve the housing goal are aggressive, but not “scary” – the jobs goal may be particularly challenging in suburban communities that have a limited market to attract employment.
- For future audiences the tables could be improved to better illustrate what’s improving and/or not improving in each scenario.
- The scenarios demonstrate the current limitations of the areas that DRCOG has influence over. Where we are falling short may require other programs and strategies outside of these traditional areas.

- Bringing the Regional Economic Strategy and Regional Housing Strategy into the conversation may assist with a more comprehensive view of key strategies (e.g., last mile challenge as a primary economic development challenge).
- Overall the conversation should focus to Scenarios C and E and less consideration for D.
- It's important to note the dramatic bicycle/pedestrian improvements in Scenarios C and E – there's a connection between those outcomes and community health.
- Overall spatial dynamics of the scenarios as illustrated in the maps is hard to follow and may be difficult for other audiences to follow.

Metro Vision 2040 Local Government Survey

Copies of the sample Local Government Survey and Appendix were distributed. Twenty-seven out of 56 local governments responded.

Next Meeting

The meeting was adjourned at 3:59 p.m. The December 16, 2013 meeting is cancelled. Brad noted smaller focus group meetings will be held in December and signup sheets were distributed. The next meeting is scheduled January 15, 2013 at 9:30 a.m.

ATTACH B

ATTACHMENT B

To: Chair and Members of the Metro Vision Planning Advisory Committee

From: Brad Calvert, Senior Planner
303-480-6839 or bcalvert@drcog.org

Meeting Date	Agenda Category	Agenda Item #
January 15, 2013	Action	4

SUBJECT

This agenda item concerns committee Chair and Vice Chair elections.

PROPOSED ACTION/RECOMMENDATIONS

Elect MVPAC Chair and Vice Chair.

ACTION BY OTHERS

N/A

SUMMARY

An election for MVPAC Chair and Vice Chair will take place at the January 15 meeting. MVPAC is a temporary committee for the duration of the Metro Vision 2040 planning process. DRCOG estimates the planning process will conclude in late 2014.

The current Chair and Vice Chair, Steve Glueck and Steve Klausing, have indicated they are willing to continue on through 2014. Nominations from the floor are also permitted. In addition to nominations from the floor, the opportunity to vote for a write-in candidate for each seat will be offered. The elected Chair and Vice Chair will assume their positions at the first meeting in 2014 and will serve through the last meeting in 2014.

PREVIOUS DISCUSSIONS/ACTIONS

- MVPAC
[February 20, 2013](#) – Chair and Vice Chair Election (Action)

PROPOSED MOTION

Motion to elect 2014 MVPAC Chair and Vice Chair.

ADDITIONAL INFORMATION

If you need additional information, please contact Brad Calvert, Senior Planner, at 303-480-6839 or bcalvert@drcog.org.

ATTACH C

ATTACHMENT C

To: Chair and Members of the Metro Vision Planning Advisory Committee

From: Brad Calvert, Senior Planner
303-480-6839 or bcalvert@drcog.org

Meeting Date	Agenda Category	Agenda Item #
January 15, 2013	Information	5

SUBJECT

Development of the Metro Vision 2040 Plan to be adopted by the DRCOG Board in December 2014.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

Throughout 2014, MVPAC will be tasked to advise staff and make recommendations to the Board and MVIC on key findings of Metro Vision 2040 Plan update activities.

MVPAC will be providing input on the following 2040 Plan activities:

- Focus groups (MVPAC and stakeholder)
- Metro Vision Idea Exchanges
- Issue Papers
- Fair Housing and Equity Assessment
- Regional Housing Strategy
- Regional Economic Strategy
- Stakeholder surveys and interviews
- Metro Vision 2035 – Goal status and measurement

A timeline of the scheduled committee discussions on activities (*2014 Schedule-at-a-Glance*) is attached.

PREVIOUS DISCUSSIONS/ACTIONS

- MVPAC
[January 23, 2013](#) – Metro Vision 2040 Key Milestones (Information)
[June 19, 2013](#) – Additional Regional Planning Topics (Action)

PROPOSED MOTION

N/A

ATTACHMENT

2014 Schedule-at-a-Glance

ADDITIONAL INFORMATION

If you need additional information, please contact Brad Calvert, Senior Planner, at 303-480-6839 or bcalvert@drcog.org.

**Metro Vision 2040 - Plan and Policy Development
2014 Schedule-at-a-Glance***

(January 6, 2014)

** Does not include to-be-scheduled public forum (SCI-funded)*

Task	Meetings / Actions			Other
	MVPAC	MVIC	Board	
Metro Vision TIP Criteria		Jan 8		
Metro Vision 2040 - 2014 At-A-Glance	Jan 15		Jan 15	
Metro Vision Idea Exchange - Community Health and Wellness				Feb 11
Growth and Development Update (Urban Centers and Corridors)	Feb 19			
Growth and Development Update (Edge Development)	Feb 19			
Community Update (Economy)	Feb 19			
Board Workshop - Key Findings to Date			Feb 21-22	
Regional Housing Strategy - Board strategy session			Mar -TBD	
Regional Economic Strategy - Board strategy session			Mar -TBD	
Community Health and Wellness - Issue Paper				Mar 7
Urban Centers and Corridors - Final Report				Mar 10
Regional Economic Strategy - Update	Mar 19			
Regional Housing Strategy - Update	Mar 19			

Community Health and Wellness Update	Mar 19			
Rural Town Centers - Final Report				Mar 21
Natural Hazards - Issue Paper				Mar 21
Regional Housing Strategy (Informational Item)		Apr 2	Apr 16	
Regional Economic Strategy (Informational Item)		Apr 2	Apr 16	
Growth and Development Update (Urban Centers and Corridors)	Apr 16			
Growth and Development Update (Rural Town Centers)	Apr 16			
Fair Housing and Equity Assessment - Final Report				Apr 30
Regional Housing Strategy - Final Report				Apr 30
Regional Economic Strategy - Final Report				May 9
Regional Housing Strategy - Key Findings	May 21			
Regional Economic Strategy - Key Findings	May 21			
Growth and Development Update (Livable Communities)	May 21			
Regional Housing Strategy			May 21	
Regional Economic Strategy			May 21	
<u>June - September: Rollout and input on the three key elements of Metro Vision, including development of draft plan language.</u>				
Growth and Development - Initial Concepts		Jun 4	Jun 18	

Growth and Development - Draft Plan Language including Implementation Strategies	Jun 18			
Community - Initial Concepts		Jul 2	Jul 16	
Community - Draft Plan Language including Implementation Strategies	Jul 16			
Environment - Initial Concepts		Aug 6	Aug 20	
Environment - Draft Plan Language including Implementation Strategies	Aug 20			
MVIC preview of documents		Oct 1		
"Public Hearing Drafts" of documents complete			Oct 19	
Public Hearing			Nov 19	
Final Actions & Adoption		Dec 3	Dec 17	

ATTACH D

ATTACHMENT D

To: Chair and Members of the Metro Vision Planning Advisory Committee
From: Brad Calvert, Senior Planner
303-480-6839 or bcalvert@drcog.org

Meeting Date	Agenda Category	Agenda Item #
January 15, 2013	Information	6

SUBJECT

This item will include an update on the development of the SCI-funded Denver Regional Equity Atlas 2.0.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

The Denver Regional Equity Atlas is a tool to help raise awareness among a wide range of stakeholders about the benefits and opportunities that a robust public transportation network can create. This interactive tool provides users with the ability to create maps that depict the region's major origins and destinations in relation to the current and future transit network, and also generate reports on demographic, economic and other data of the region or particular communities. The Atlas emphasizes the need to ensure access to opportunity for everyone in the region, especially improving connections for the region's most economically disadvantaged residents.

The first phase of the Equity Atlas was completed in April 2012 by Mile High Connects, a partnership of organizations working to ensure that the region's transit system offers all residents a high quality of life. The original Atlas is a static document that captures a snapshot of the region at one point in time (2011). The Equity Atlas is being used by practitioners and community members alike as a tool to explore the relationship between different issue areas (housing, education, jobs and health), guiding investment decisions, grant making and community outreach.

The Denver Regional Equity Atlas 2.0 is being completed by DRCOG. The overall effort took six months to develop utilizing five staff members from the DRCOG GIS and Software Development teams. The project has met all objectives and came in significantly under the original budget. The mapping application has received favorable preliminary reviews from prospective users. DRCOG and Mile High Connects hosted a soft launch on December 9, 2013. Public launch will occur in late January 2014/early February 2014.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ADDITIONAL INFORMATION

If you need additional information, please contact Brad Calvert, Senior Planner, at 303-480-6839 or bcalvert@drcog.org.