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Jennifer Schaufele, Executive Director

**AGENDA**  
**METRO VISION ISSUES COMMITTEE**  
**Wednesday, July 2, 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 June 4, 2014 Meeting  
(Attachment A)

**ACTION ITEMS**

4. \*Move to designate Regional Transportation Committee Members (2) and Alternates (at least 4)  
(Attachment B) Jennifer Schaufele, Executive Director
5. \*Move to recommend to the Regional Transportation Committee and the DRCOG Board the Draft Policy on Transportation Improvement Program (TIP) Preparation, Procedures for Preparing the 2016-2021 TIP  
(Attachment C) Douglas W. Rex, Director, Transportation Planning and Operations
6. \*Move to recommend to the Board of Directors 1) establish an ad hoc group of Board members and alternates to explore integrating housing into Metro Vision 2040 and 2) establish an ad hoc group of Board members and alternates to explore the integration of economic vitality into Metro Vision 2040  
(Attachment D) Brad Calvert

**INFORMATIONAL ITEM**

7. Managed Lanes Policy Discussion  
(Attachment E) Douglas W. Rex, Director, Transportation Planning & Operations

**\*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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**ADMINISTRATIVE ITEMS**

8. Other Matters
9. **Next Meeting – August 6, 2014**
10. Adjournment



METRO VISION ISSUES COMMITTEE MEETING SUMMARY  
June 4, 2014

MVIC Members Present: Elise Jones – Boulder County; Eva Henry – Adams County; Bob Fifer – Arvada; Bob Roth – Aurora; Sue Horn – Bennett; Tim Plass – Boulder; George Teal – Castle Rock; Cathy Noon – Centennial; Doug Tisdale – Cherry Hills Village; Tim Mauck – Clear Creek County; Rick Teter – Commerce City; Robin Kniech – Denver; Jack Hilbert – Douglas County; Todd Riddle – Edgewater; Marjorie Sloan – Golden; Ron Rakowsky – Greenwood Village; Don Rosier – Jefferson County; Shakti – Lakewood; Phil Cernanec – Littleton; Jackie Millet – Lone Tree; Val Vigil – Thornton.

Others present: Jeanne Shreve – Adams County; Mac Callison – Aurora; Bob Watts – Castle Rock; Joe Fowler, Eugene Howard – Douglas County; Tom Quinn – Lakewood; Kent Moorman – Thornton; Tim Kirby – CDOT; Ted Heyd – Bicycle Colorado; Ben Herman, Darcie White - Clarion; and DRCOG staff.

Call to Order

The meeting was called to order at 4:02 p.m.; a quorum was present. The Chair reminded members to participate in the evaluation of the Executive Director. It was noted that the Committee will be selecting two members and a minimum of four alternates to serve on the Regional Transportation Committee at the next meeting. Members interested in serving as members or alternates for the Committee were asked to email Connie Garcia to express interest.

Public Comment

No public comment was received.

Summary of May 7, 2014 Meeting

It was noted that Cathy Noon was listed in error as attending the meeting. The summary was accepted as revised.

Metro Vision 2040 Update – Parks and Open Space/Community Health and Wellness

Brad Calvert provided a brief overview of Metro Vision for members new to the Committee. He presented information on the schedule for updating Metro Vision to 2040, including public outreach efforts, and discussed the Parks and Open Space/Community Health and Wellness sections of Metro Vision.

Move to recommend to the Regional Transportation Committee and the DRCOG Board the Draft Policy on Transportation Improvement Program (TIP) Preparation, Procedures for Preparing the 2016-2021 TIP

The Chair noted that additional comments from the Transportation Advisory Committee's (TAC) June 2 meeting were sent to members electronically yesterday. Copies of the criteria pages with relevant comments from TAC were distributed to members. Doug Rex provided information on the tables and comments provided by TAC. The criteria tables were discussed, along with the general text of the document. Specific changes agreed to by members are described below.

Page 28, Table 4, Multimodal Connectivity: add "or multi-use path" to points for adding a new bike lane or shoulders.

Page 29, Table 4, Environmental Justice: change the wording to read "...project length is located with **and provides benefits to** a 2040 RTP-defined environmental justice area. It was noted that staff should have discretion to identify "benefits." It was further noted that the criteria states the sponsor should identify the benefits.

Page 30, Table 5, Roadway Operational Improvement Projects: Roadway operational projects may add through-lanes; second bullet, revise to read "Turn lane additions at **appropriate** intersections are also part of the project."

Page 31, Table 5, Delay reduction: Change VHT (vehicle hours of travel) to PHT (person hours of travel). Staff will work on a metric to measure the reduction. Members agreed that they would like to see the metric and the points before making a decision on this topic.

Page 32, Table 5, Bus boarding per hour: TAC noted due to the change to PHT, this criterion is no longer necessary.

Page 33, Table 5, Multimodal connectivity: "2 points for a bicycle and/or pedestrian facility directly touching passenger...or existing bus stops **servicing multiple routes or providing high frequency service**; OR 1 point if facility is within 1/8 mile." "High frequency" is determined as 15 minute headways.

Page 37, Table 7, Transit Passenger Facilities projects: this project category is now open to all applicants; project sponsors must have transit agency or CDOT concurrence.

Page 43, Table 9, Bicycle/Pedestrian projects: some concern was expressed with requiring new facilities be "paved." At issue is determining whether facilities are commute-related in nature and not recreational. Half the members present felt that crush or fine trails should be allowed the points, half did not. The criteria will remain unchanged.

Page 50, Table 11, Studies: Roadway capacity studies must further the development of regionally-funded projects identified in the fiscally constrained RTP. There was discussion about eliminating the requirement for studies to be on "regionally-funded" projects. A member noted that locally-funded projects in the RTP should be allowed the points for studies as well. A suggestion was made that studies for locally-funded projects should be locally-funded as well.

Minor changes were recommended to the narrative portion of the document: The number of projects that sponsors are allowed to submit has increased, except for Denver (16 to 15) and Broomfield (12 to 8). City and County managers can now sign project submit submittals.

Staff presented proposed funding percentage targets for the various project types. It was noted that DRCOG has received a request from CDOT to participate in funding the I-70 Viaduct project. If the DRCOG Board approves CDOT's request, it will impact the funds available for TIP projects. Additional information on funding will be provided at the July meeting.

Metro Vision Issues Committee Summary

June 4, 2014

Page 3

Other Matters

No other matters were discussed

Next Meeting

The next meeting is scheduled for **July 2, 2014**.

Adjournment

The meeting adjourned at 6:00p.m.

# ATTACH B

To: Chair and Members of the Metro Vision Issues Committee

From: Jennifer Schaufele, Executive Director  
303-480-6701 or [jschaufele@drco.org](mailto:jschaufele@drco.org)

Meeting Date	Agenda Category	Agenda Item #
July 2, 2014	Action	4

#### SUBJECT

This action appoints 2 MVIC members and a minimum of 4 alternates to the DRCOG Regional Transportation Committee.

#### PROPOSED ACTION/RECOMMENDATIONS

Staff recommends appointing 2 members and a minimum of 4 alternates to the Regional Transportation Committee.

#### ACTION BY OTHERS

N/A

#### SUMMARY

In 1977 when Governor Lamm designated DRCOG as the region's Metropolitan Planning Organization (MPO), he stipulated CDOT, RTD, and DRCOG were to agree as to how all of the organizations would participate in the transportation planning process. The agreement that was reached culminated in a Memorandum of Agreement (MOA) and established the Regional Transportation Committee (RTC). The MOA stipulates the RTC is comprised of representatives of all 3 agencies. Further, the MOA stipulates both the RTC and the DRCOG Board of Directors must concur on transportation planning and funding decisions.

The RTC description states DRCOG membership on RTC is designated as follows: *"Board Chairman and Vice Chairman, and two designees from the Metro Vision Issues Committee, and the Executive Director."* The use of alternates is also guided by the Committee description, and states *"Each agency shall designate annually, in writing to the chairman, standing alternates (board members/commissioners and staff)."*

Annually, MVIC appoints 2 MVIC members to serve on the RTC. MVIC also appoints at least 4 of its members to serve as alternates on the RTC. MVIC is requested to designate its representatives to the RTC in accordance with the Committee description.

The RTC meets the Tuesday of each month immediately prior to the Board meeting (this is usually the third Tuesday) at 8:30 a.m., with a DRCOG member/attending alternate briefing at 8 a.m. in the Executive Director's office.

- Current member of RTC designated from MVIC is:
  - Ron Rakowsky
- Current alternates of RTC designated from MVIC are:
  - Erik Hansen (no longer an MVIC member)
  - Sue Horn
  - Robin Kniech
  - Val Vigil



At the June Metro Vision Issues Committee meeting, Chair Elise Jones asked members to contact Connie Garcia to express interest in serving as a member of the Regional Transportation Committee. The following members expressed interest in serving:

- Ron Rakowsky
- George Teal
- Robin Kniech
- Herb Atchison

#### PREVIOUS DISCUSSIONS/ACTIONS

N/A

#### PROPOSED MOTION

Move to designate Regional Transportation Committee Members (2) and Alternates (at least 4)

#### ATTACHMENTS

1. Current MVIC member list
2. Current Regional Transportation Committee Description

#### ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or [jschaufele@drcog.org](mailto:jschaufele@drcog.org).

## REGIONAL TRANSPORTATION COMMITTEE

**Type:** Standing Committee

**Authority:** Memorandum of Agreement between DRCOG, the Colorado Department of Transportation, and the Regional Transportation District, dated July 10, 2001.  
Modified by the three agencies June 17, 2008.

### MEMBERSHIP

Sixteen members as follows:

Denver Regional Council of Governments - Board chair and vice chair, and two designees from the Metro Vision Issues Committee, and the Executive Director.

Colorado Department of Transportation - Three metro area Transportation Commissioners and the Executive Director

Regional Transportation District - Three Board members and the General Manager

Other Members - Three members appointed annually by the committee chair upon unanimous recommendation of the Executive Directors of DRCOG, CDOT and the General Manager of RTD. The DRCOG Executive Director will consult with the committee chair prior to the three agency executives forming a recommendation.

### USE OF ALTERNATES

It is the clear goal of the committee to minimize use of alternates. However, recognizing that there will be times when it is inevitable that members cannot attend, alternates will be allowed on the following basis:

- Each agency shall designate annually, in writing to the chair, standing alternates (board members/commissioners and staff).
- No more than two staff (members or designated alternates) from each agency can vote on any given issue.
- The appropriate level of staff that can be designated as alternates are:
  - DRCOG: Division Directors
  - CDOT: Regional Transportation Directors or equivalent or above
  - RTD: Senior Managers of planning and development or above
- No alternates are permitted for the Other Members
- No proxies are permitted
- The new immediate past chair of DRCOG shall serve as an alternate until the Metro Vision Issues Committee acts to designate new alternates after the February Board elections.

## **QUORUM/VOTING**

Twelve members, or designated alternates. Twelve votes are required to carry any action.

## **RESPONSIBILITIES**

Through the Regional Transportation Committee, DRCOG, as the Metropolitan Planning Organization (MPO), administers the urban transportation planning process for the region in accordance with the Prospectus and applicable federal regulations. Accordingly, the responsibilities of the Regional Transportation Committee shall include:

- Overall direction of current work activities established by the Unified Planning Work Program.
- Review and approval of items to be submitted to the DRCOG Board of Directors, as the MPO policy body, for adoption.
- Approval of plans, programs, documents and annual endorsements related to surface transportation as outlined in the Memorandum of Agreement. Should the DRCOG Board approve a policy action that differs from the Regional Transportation Committee's recommendation, the action shall be referred back to the Committee for reconsideration.

## **OTHER**

DRCOG representatives will attend a briefing with the DRCOG Executive Director immediately prior to the regularly scheduled RTC meeting.

# ATTACH C

To: Chair and Members of the Metro Vision Issues Committee

From: Jennifer Schaufele, Executive Director  
303-480-6701 or [jschaufele@drco.org](mailto:jschaufele@drco.org)

Meeting Date	Agenda Category	Agenda Item #
July 2, 2014	Action	5

#### SUBJECT

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

#### PROPOSED ACTION/RECOMMENDATIONS

Recommend for the Board's consideration a revised TIP policy document for use in the selection of projects for 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 *Policy on Transportation Improvement Program Preparation* (aka: TIP Policy) which will be used to select projects for the 2016-2021 TIP. The next step in the process is to finalize the TIP Policy for the Board's consideration.

The *Policy on Transportation Improvement Program Preparation* serves as the "rules" for all items relating to the TIP, including how the TIP will be developed, how DRCOG will select projects, how amendments will be processed, etc. The process of soliciting funding requests for the TIP will not begin until the TIP Policy document is adopted.

Staff has provided two versions of the draft TIP Policy; an informational track changes version and a clean "action" version. The track changes version contains comment boxes in the right margin describing the proposed changes to date.

#### **Outstanding Topics**

Two outstanding items remain (highlighted in yellow in the track change version) before MVIC can send the draft Policy document to the Board for their action and staff can initiate the call for projects by the end of July.

#### A. Use of Person Hours Traveled (PHT) to calculate delay reduction and funding effectiveness for Roadway Operational Improvement Projects

Last month, MVIC asked staff to bring project scoring examples and proposed thresholds for using reduced PHT instead of vehicle-hours of travel (VHT) for two roadway operational project evaluation criteria: delay reduction and funding effectiveness.

#### Delay Reduction

The proposed scoring instructions include the following steps:

1. The sponsor calculates the VHT reduction for the combined AM peak hour plus PM peak hour. The reduction is based on comparing the current delay conditions to the conditions that will exist after TIP project improvements are implemented.
2. The sponsor will enter the “max load” transit ridership value from the sum of all transit fixed routes that travel through the project location during the combined AM and PM peak hours, along with the total number of vehicles during that time. (The max load data from RTD represents the highest number of passengers that were on a particular run for each bus route. The highest number may or may not have occurred at the project location.)
3. The application will automatically calculate the average vehicle occupancy (AVO) including buses, assuming a base value of 1.36 persons per non-transit vehicle.
4. The application will calculate the PHT by multiplying the combined peak hour VHT reduction by the AVO.
5. The delay reduction points are then calculated using the proposed PHT thresholds from 10-198.

DRCOG staff calculated PHT reduction for a range of roadway operational projects from the current TIP and sample intersections with high transit service. Staff looked at the highest (2.02) and lowest (1.36) AVO results to estimate the high-low range of PHT results for possible project locations, transforming that into proposed scoring thresholds (see Table 1 and 2).

#### Funding-Effectiveness

The project’s federal funding request is divided by the PHT value derived in the delay reduction criteria. Staff reviewed past project submittals to determine the proposed scoring thresholds (Table 3).

#### B. First phase total funding targets by project type instead of by individual funding source

On June 16, TAC recommended MVIC consider replacing the method in which funding targets are determined within first phase project selection. Their recommendation was to use a percentage of total combined funding for specific project types to set targets rather than separate targets for each type of funding (CMAQ, STP-Metro, and Transportation Alternatives Program (see page 18 in the clean draft version or page 23 of track change). This is a truer account of the total amount of funds targeted for each project type. The proposed first phase percentages and resulting funds by project type are illustrated in Figure 1.

#### 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](#)

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

[May 7, 2014 MVIC Meeting Summary](#)

[June 4, 2014 MVIC Meeting Summary](#)

#### PROPOSED MOTION

Motion to recommend to the Regional Transportation Committee and the DRCOG Board the Draft *Policy on Transportation Improvement Program (TIP) Preparation, Procedures for Preparing the 2016-2021 TIP*.

#### ATTACHMENTS

1. *Draft Policy on Transportation Improvement Program (TIP) Preparation, Procedures for Preparing the 2016-2021 TIP* (these two documents are provided as links only)
  - o [INFORMATIONAL-TRACK CHANGES Version](#)
  - o [ACTION Version](#)
2. Table 1. Examples of Person Hours Traveled (PHT) Calculation
3. Table 2. Draft Point Thresholds for Delay Reduction Criterion
4. Table 3. Draft Point Thresholds for Funding Effectiveness Criterion
5. Figure 1. Draft Project Selection and Targets

#### ADDITIONAL INFORMATION

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

**Table 1**  
**Examples of Reduced Person Hours Traveled (PHT) Calculation**

(All data for AM peak hour + PM peak hour)

	Example Projects				Example Other Locations	
<b>Project Data Measure</b>	Foothills Pkwy: Diagonal Hwy to Valmont	US 287 and 92nd Ave	Quincy Ave and Gun Club Rd Intersection	Meadows Blvd at Meadows Pkwy	Colfax and Broadway	Colfax and Colorado
Total Reduction in VHT ( <u>Vehicle</u> Hours Traveled)	94.1	55.7	10.1	6.2	n/a	n/a
Avg Non-Transit Vehicle Occupancy	1.36	1.36	1.36	1.36	1.36	1.36
Total Max Bus Transit Loads (Bus passengers)	292	591	0	0	6,787	2,654
<b>Avg Vehicle Occupancy (transit included)</b>	<b>1.44</b>	<b>1.42</b>	<b>1.36</b>	<b>1.36</b>	<b>2.02</b>	<b>1.52</b>
Total Reduction in PHT ( <u>Person</u> Hours Traveled)	135	79	14	8	n/a	n/a



**Table 2**  
**2016-2021 TIP - Draft Point**  
**Thresholds for Roadway Operational**  
**Delay Reduction Criterion**  
(Reduced Person Hours Traveled)

<b>Value</b>	<b>Points</b>
0-10	0
11-21	1
22-32	2
33-43	3
44-54	4
55-65	5
66-76	6
77-87	7
88-98	8
99-109	9
110-120	10
121-131	11
132-142	12
143-153	13
154-164	14
165-175	15
176-186	16
187-197	17
198+	18

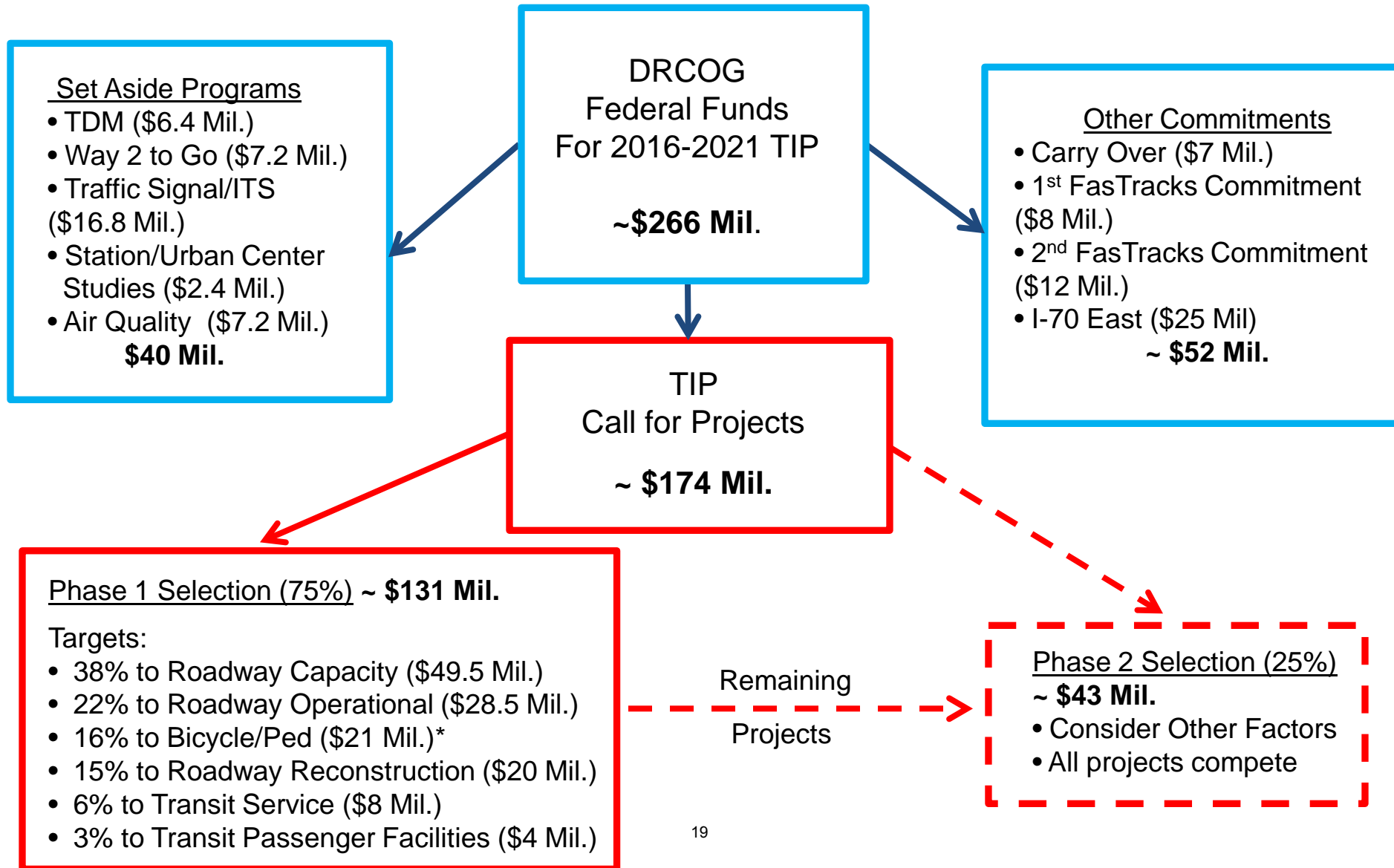
**Table 3**  
**2016-2021 TIP - Draft Point**  
**Thresholds for Roadway Operational**  
**Funding Effectiveness Criterion**  
(Funding Request Divided by PHT Reduced)

Value	Points
\$240,000+	0
\$239,999-220,000	1
\$219,999-200,000	2
\$199,999-180,000	3
\$179,999-160,000	4
\$159,999-140,000	5
\$139,999-120,000	6
\$119,999-100,000	7
\$99,999-80,000	8
\$79,999-60,000	9
\$59,999-40,000	10
\$39,999-20,000	11
\$19,999-0	12

Figure 1

## 2016-2021 TIP – Draft Project Selection and Targets

All values are 4-year totals of DRCOG federal funds - CMAQ, STP-Metro, and TAP (Jun. 26, 2014)



# ATTACH D

To: Chair and Members of the Metro Vision Issues Committee

From: Jennifer Schaufele, Executive Director  
303-480-6701 or [jschaufele@drcoq.org](mailto:jschaufele@drcoq.org)

Meeting Date	Agenda Category	Agenda Item #
July 2, 2014	Action	6

**SUBJECT**

This action relates to establishing ad hoc groups of Board members and alternates to explore integrating housing and economic vitality in Metro Vision 2040.

**PROPOSED ACTION/RECOMMENDATIONS**

Motion to recommend to the Board of Directors 1) establish an ad hoc group of Board members and alternates to explore integrating housing into Metro Vision 2040 and 2) establish an ad hoc group of Board members and alternates to explore the integration of economic vitality into Metro Vision 2040.

**ACTION BY OTHERS**

N/A

**SUMMARY**

In part, the Board’s adopted work plan directs staff to “develop plan implementation strategies to eliminate gaps in Metro Vision relative to access to housing choices and economic opportunity”.

To that end, staff and consultants have interviewed and surveyed regional stakeholders, local planners and elected officials who have consistently identified housing as a key issue that should be reflected in Metro Vision 2040. In similar discussions with Economic Development Organizations (EDOs) there is support for DRCOG to assist with helping the region become more competitive and more economically resilient.

Key highlights from interviews, surveys and data analysis include:

- Local government staff identified the aging of the population and increasing numbers of low- and moderate- income households as key demographic challenges facing their communities
- Housing is in short supply in the region - the economic downturn, lack of housing development for many years and quick economic recovery, coupled with increased in-migration into the region, has led to a high level of unmet demand for housing across most of the income spectrum.
- Older adults need more housing options as they age and that middle-priced, low maintenance, housing friendly to older adults is scarce in the region.
- The region’s lowest income residents, many of whom entered poverty during the past decade, currently face historically high rents and low vacancies. Their options for affordable rentals are declining or largely nonexistent near job and training centers.

- We've identified six regions across the country that the Denver region primarily competes with for business investment. The Denver region now has the highest housing costs of any of those regions.
- A number of EDOs felt there is a role for DRCOG in providing economic data analysis and expertise on the impacts of macro level socioeconomic trends.
- There is general awareness inadequate first- and last-mile connections are an impediment to maximizing the utilization and economic benefits of the region's developing transit system.

The intent of the two ad hoc groups is to review the data and information gathered over the course of the last 9 months and assess the merit and support for integrating housing and economic vitality into Metro Vision 2040.

#### PREVIOUS DISCUSSIONS/ACTIONS

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

#### PROPOSED MOTION

Move to recommend to the Board of Directors 1) establish an ad hoc group of Board members and alternates to explore integrating housing into Metro Vision 2040 and 2) establish an ad hoc group of Board members and alternates to explore the integration of economic vitality into Metro Vision 2040.

#### ATTACHMENTS

N/A

#### ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or [jschaufele@drcog.org](mailto:jschaufele@drcog.org) or Brad Calvert, Senior Planner, at 303-480-6839 or [bcalvert@drcog.org](mailto:bcalvert@drcog.org)

**ATTACHE**

To: Chair and Members of the Metro Vision Issues Committee

From: Jennifer Schaufele, Executive Director  
303-480-6701 or [jschaufele@drcoq.org](mailto:jschaufele@drcoq.org)

Meeting Date	Agenda Category	Agenda Item #
July 2, 2014	Information	7

**SUBJECT**

Managed lanes and HOV access.

**PROPOSED ACTION/RECOMMENDATIONS**

This item is for information only.

**ACTION BY OTHERS**

N/A

**SUMMARY**

At its November 6, 2013 meeting, MVIC discussed questions and implications regarding the use of tolled managed lanes (e.g., toll express lanes or HOT lanes). Staff was directed to conduct research and bring back relative information to MVIC.

Staff will present a review of its findings at the July 2 meeting.

**PREVIOUS DISCUSSIONS/ACTIONS**

November 6, 2013 MVIC Meeting

**PROPOSED MOTION**

N/A

**ATTACHMENT**

N/A

**ADDITIONAL INFORMATION**

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or [jschaufele@drcoq.org](mailto:jschaufele@drcoq.org); or Steve Cook, MPO Planning Program Manager, Transportation Planning & Operations at 303-480-6749 or [scook@drcoq.org](mailto:scook@drcoq.org)