

## **TUESDAY STAFF BRIEFINGS November 1, 2016**

**\*\*Please Note Briefings Will Begin Immediately Following Hearings\*\***

All items on this agenda are scheduled for immediately following Hearings and will normally be considered in the order the item appears on the agenda. The Board, at their discretion, may choose to alter the order in which items are considered, may break, or may continue any item to be considered on a future date.

Convene immediately following Hearings; BCC Conference Room, 5th Floor

### **Briefing Items**

1. Safe Routes to School Grant Application for 50<sup>th</sup> Avenue Sidewalk near Fairmount Elementary School and Other Transportation Grant Opportunities (30 minutes) Jeanie Rossillon  
Steve Durian

### **County Commissioners' Report**

### **County Manager's Report**

- DRCOG Draft Metro Vision Plan Comments Review (10 minutes) Kate Newman

### **County Attorney's Report**

### **Executive Session**

- Litigation Update - Legal Advice C.R.S. 24-6-402(4)(b) (15 minutes)

Jefferson County does not discriminate on the basis of race, color, national origin, sex, religion, age or disability in the provision of services. Disabled persons requiring reasonable accommodation to attend or participate in a County service, program or activity should call 271-5000 or TDD 271-8071. We appreciate a minimum of 24 hours advance notice so arrangements can be made to provide the requested auxiliary aid.

## TUESDAY STAFF BRIEFINGS

November 1, 2016

<b>Briefing Items</b>			<b>Total Estimated Time: 30 minutes</b>
Begin	End	Agenda No.	Title
8:15	8:45	1.	Safe Routes to School Grant Application for 50 <sup>th</sup> Avenue Sidewalk near Fairmount Elementary School and Other Transportation Grant Opportunities
		2.	
		3.	
		4.	
		5.	
<b>Commissioners Report</b>			<b>Total Estimated Time: 5 minutes</b>
Begin	End	Agenda No.	Title
8:45	8:50	6.	
<b>County Manager Report</b>			<b>Total Estimated Time: 10 minutes</b>
Begin	End	Agenda No.	Title
8:50	9:00		DRCOG Draft Metro Vision Plan Comments Review
<b>County Attorney Report</b>			<b>Total Estimated Time: 5 minutes</b>
Begin	End	Agenda No.	Title
9:00	9:05		
<b>Executive Session</b>			<b>Total Estimated Time: 15 minutes</b>
Begin	End	Agenda No.	Title
9:05	9:20		Litigation Update - Legal Advice C.R.S. 24-6-402(4)(b)

## **BOARD OF COUNTY COMMISSIONERS' (BCC) SCHEDULE**

**Time\***

**Topic\***

**Monday, October 31, 2016**

NO TOPICS SCHEDULED TO DATE

**Tuesday, November 1, 2016**

8:00 a.m.

Public Comment and Public Hearings  
Jefferson County Courts & Administration Building  
100 Jefferson County Parkway, Hearing Room One

Immediately following  
Public Hearings

Staff Briefings  
Jefferson County Courts & Administration Building  
100 Jefferson County Parkway, BCC Board Room

Immediately following  
Staff Briefings

Ralph Schell  
Jefferson County Courts & Administration Building  
100 Jefferson County Parkway, BCC Board Room

**Wednesday, November 2, 2016**

7:00 a.m.

Jefferson County Economic Development Corporation  
CEO Candidate Interviews  
Martin Martin Consulting Engineers  
12499 W. Colfax, Lakewood

**Thursday, November 3, 2016**

11:30 a.m.

Human Services Veterans Day Celebration  
900 Jefferson County Parkway, Golden

**Friday, November 4, 2016**

NO TOPICS SCHEDULED TO DATE

\*Emergency Items Or Other County Business For Which Prior Notice Was Not Possible May Be Considered.

**BOARD OF COUNTY COMMISSIONERS BRIEFING PAPER**

**Safe Routes to School Grant Application for 50<sup>th</sup> Avenue Sidewalk near Fairmount Elementary School and Other Transportation Grant Opportunities**

**November 1, 2016**

For Information

For Discussion/Approval  
Prior to Future Hearing

For Action

**ISSUE:** Transportation and Engineering staff has identified a number of regularly occurring grant opportunities and typical projects and programs that might benefit from these grants. Currently staff is working with representatives from Fairmount Elementary School on an application for a Safe Routes to School grant for the construction of sidewalk along 50<sup>th</sup> Avenue between McIntyre Street and the entrance to the school.

**BACKGROUND:** Grants become available on a recurring schedule from sources that include the Denver Regional Council of Governments (DRCOG), the Colorado Department of Transportation (CDOT), federal government sources, and non-government entities such as Great Outdoors Colorado (GOCO). Safe Routes to School is a grant opportunity that is ideally suited to providing walking and biking facilities in partnership with a local elementary school. Over the last few months staff has been working closely with the Fairmount Elementary School to extend a multiuse path along 50<sup>th</sup> Avenue from the recently completed McIntyre Street improvements to the school. If awarded, construction of the path would occur in 2018.

**DISCUSSION:** The Safe Routes to School grant program requires a local cash match of 20% of the total project cost. A grant can fund a project with a cost of up to \$350,000. A 10-foot multiuse path on the north side of 50<sup>th</sup> Avenue with a sidewalk connection on the school's property to the entrance of the school has an estimated cost of \$350,000. Therefore, staff is proposing a local match of \$70,000 toward the total project cost.

During the briefing, staff will present a list of additional grant opportunities and specific projects or project types that might be good candidates for these grant applications.

**FISCAL IMPACT:** The cost to the County for the Safe Routes to School grant, if awarded, would be \$70,000 for the local match in 2018. This local match would come from the County's Road & Bridge Fund. Additionally, staff resources from Transportation and Engineering would be utilized to apply for the grant, design the sidewalks, and manage the construction of the sidewalk.

**RECOMMENDATIONS:** Staff recommends that the Board of County Commissioners approves the grant application for the Safe Routes to School grant for multiuse path along 50th Avenue between McIntyre Street and Fairmount Elementary School, and if the grant is awarded, approves the Chairman's execution of the grant acceptance documents and agreements, as applicable, so long as the total costs to the County for the grant program do not exceed \$70,000.

**ORIGINATOR:**

Steve Durian, Transportation & Engineering Director (x8498)

**CONTACTS FOR ADDITIONAL INFORMATION:**

Steve Durian, Director of Transportation & Engineering (x8498)

**ATTACHMENTS:** Conceptual Plan for 50<sup>th</sup> Avenue Multi-Use Path, Grant Opportunities Table

### Grant Opportunities for Jefferson County Transportation Projects and Programs

Grant Type	Grant Cycle	Types of Projects Funded	Potential Eligible Projects
<b>Transportation Improvement Program (DRCOG)</b>			
STP –Metro	4-year	Road, multi-modal projects, planning efforts	32 <sup>nd</sup> Avenue – Golden to Wheat Ridge, McIntyre St. – 52 <sup>nd</sup> to 60 <sup>th</sup> Aves., Quincy Ave. west of Simms
CMAQ	2-year	Air quality efforts, some congestion projects	Employee alternative modes programs, Intersection improvements that improve air quality
TAP	2-year	Multi-modal, planning and programs	6 <sup>th</sup> Avenue Sidewalk (currently funded), Sidewalks along Colfax, other multi-modal/bike infrastructure
TDM Pool	2-year	Programs and last-mile infrastructure	Last-mile connections to W-Line and G-Line, sidewalks near transit, employee programs
ITS/Signal Ops.	2-year	Traffic signal upgrades, Intelligent Transp. Systems	Traffic signal software and hardware upgrades, connected/automated vehicles solutions
<b>CDOT Grant Opportunities</b>			
TAP	3-year	Multi-modal, planning and programs	Sidewalks along Colfax, other multi-modal/bike infrastructure
Highway Safety Improvement Program (HSIP)	2 – 3 years	Safety project with cost of \$50,000 or more	Crash Analysis Software (currently funded), sidewalks along Colfax, projects within CDOT right-of-way
<b>Colorado Public Utility Commission</b>			
Highway Rail-Crossing	Annual	Railroad crossing upgrades, \$240,000 available in 2017	BNSF/Indiana Street Crossing
<b>Federal Grant Opportunities</b>			
TIGER	Annually	Large, strategically important projects	WestConnect projects (to be determined), Peaks-to-Plains Trail
Safe Routes to School	Annually	Pedestrian and Bicycle Routes associated with K – 6 <sup>th</sup> Grade	50 <sup>th</sup> Avenue sidewalks west of McIntyre
<b>Great Outdoor Colorado</b>			
Local Government Grants	Annually	Planning and construction of trails and parks	Area-wide trail planning such as the recently completed Evergreen trail plan



Revisions:	Designed By: ?	Scale: (As Shown)
	Drawn By: -	Date Created:
	Checked By: Staff	Plot Date: 10/20/2016 F.I.R. Date: -
	File: 3826 Swlk_Enh.dwg	F.O.R. Date: - For Const. Date: -
	File Location: G:\PROJECTS\3826_50th & McIntyre\4 CAD\dwg	

Scale: (As Shown)
Date Created:
Plot Date: 10/20/2016 F.I.R. Date: -
F.O.R. Date: - For Const. Date: -

JEFFERSON COUNTY  
DIVISION OF  
TRANSPORTATION AND ENGINEERING  
100 JEFFERSON COUNTY PARKWAY, SUITE 3500  
GOLDEN, COLORADO 80419  
(303) 271-8495



CONCEPTUAL PLAN  
W 50th AVE SIDEWALK IMPROVEMENTS

Project No.: 3-70-15-3826 Sheet 1 of 1

# Metro Vision

Public Review Draft

Released Sept. 22, 2016

**Adrcog**  
DENVER REGIONAL COUNCIL OF GOVERNMENTS  
We make life better!

COPYRIGHT REPORT #

11/16

# About DRCOG

---

Created in 1955 to foster regional collaboration and cooperation, the Denver Regional Council of Governments (DRCOG) is one of the nation's oldest councils of governments. DRCOG is a nonprofit, voluntary association of local governments in the Denver region. The Denver region, as defined by DRCOG, includes Adams, Arapahoe, Boulder, Clear Creek, Douglas, Gilpin and Jefferson counties, the City and County of Denver, the City and County of Broomfield and southwest Weld County. While DRCOG is a public agency, it is not a unit of government, nor does it have statutory authority to require local governments to be members or follow its plans, but it does play several important roles.

- As the regional planning commission per Colorado state statute, DRCOG prepares the plan for the physical development of the region. For nearly two decades this plan has been known as Metro Vision.
- As the federally designated Area Agency on Aging, DRCOG is responsible for planning and funding comprehensive services to address the needs of the region's older adults and people living with disabilities.
- DRCOG is the region's federally designated metropolitan planning organization serving as a forum for a collaborative transportation planning process, including efforts to address short-term needs and establishing and maintaining the long-term vision for transportation in the region.
- As a council of governments, DRCOG serves as a planning organization, technical assistance provider and forum for member governments to discuss emerging issues of importance to the region.

DRCOG members include more than 50 local governments, each of which has an equal voice. The towns, cities and counties of the region work together to ensure the area remains a great place to live, work and play. DRCOG also has numerous partners, including regional districts; state agencies and departments; the business community; and other stakeholders representing a variety of interests.

## Mission Statement

DRCOG is a planning organization where local governments collaborate to establish guidelines, set policy and allocate funding in the areas of:

- Transportation and Personal Mobility
- Growth and Development
- Aging and Disability Resources

## Vision Statement

Our region is a diverse network of vibrant, connected, lifelong communities with a broad spectrum of housing, transportation and employment, complemented by world-class natural and built environments.

# Table of Contents

<b>Introduction</b>	<b>1</b>
Metro Vision: 20 Years of Progress .....	1
Why Do We Need Metro Vision? .....	4
What's Different About Today's Metro Vision? .....	4
How is Metro Vision Organized? .....	5
<b>An Efficient and Predictable Development Pattern</b>	<b>10</b>
Outcome 1: The region is comprised of diverse, livable communities. ....	12
Outcome 2: New urban development occurs within the contiguous and designated areas identified in the Urban Growth Boundary/Area (UGB/A).....	15
Outcome 3: Connected urban centers and multimodal corridors accommodate a growing share of the region's housing and employment.....	19
Performance Measures .....	24
<b>A Connected Multimodal Region</b>	<b>25</b>
Outcome 4: The regional transportation system is well-connected and serves all modes of travel.....	27
Outcome 5: The transportation system is safe, reliable and well-maintained.....	31
Performance Measures .....	34
<b>A Safe and Resilient Natural and Built Environment</b>	<b>35</b>
Outcome 6: The region has clean water and air, and lower greenhouse gas emissions.....	37
Outcome 7: The region values, protects, and connects people to its diverse natural resource areas, open space, parks and trails. ....	40
Outcome 8: The region's working agricultural lands and activities contribute to a strong regional food system.....	44
Outcome 9: The risk and effects of natural and human-created hazards is reduced. ....	47
Performance Measures .....	50
<b>Healthy, Inclusive, and Livable Communities</b>	<b>51</b>
Outcome 10: The built and natural environment supports healthy and active choices.....	53
Outcome 11: The region's residents have expanded connections to health services. ....	57
Outcome 12: Diverse housing options meet the needs of residents of all ages, incomes and abilities. ....	60
Performance Measures .....	64
<b>A Vibrant Regional Economy</b>	<b>65</b>
Outcome 13: All residents have access to a range of transportation, employment, commerce, housing, educational, cultural, and recreational opportunities.....	67

Outcome 14: Investments in infrastructure and amenities allow people and businesses to thrive and prosper.....	70
Performance Measures .....	74
<b>Appendix A: Extent of Urban Development</b>	<b>75</b>
<b>Appendix B: Designated Urban Centers</b>	<b>76</b>

# Introduction

---

## **Metro Vision: Two Decades of Progress**

The counties and municipalities of the Denver region have been advancing a shared aspirational vision of the future of the metro area for more than 60 years. Working together to make life better for our communities and residents, that vision has taken various forms over the years—most recently as a regional plan known as Metro Vision. The DRCOG Board of Directors adopted the first Metro Vision plan (Metro Vision 2020) in 1997 and has continued the dialogue about how best to achieve the plan's evolving vision ever since.

Metro Vision fulfills DRCOG's duty to make and adopt a regional plan for the physical development of the region's territory. The plan remains advisory for a local jurisdiction unless its planning commission chooses to adopt it as its official advisory plan under Colorado Revised Statutes 30-28-106(2). As adopted by [a forthcoming resolution], this Metro Vision plan supersedes any regional master plan previously adopted by DRCOG.

The region has a strong shared sense of its future, and the DRCOG Board recognizes that the success of the visionary plan requires the coordinated efforts of local, state and federal governments; the business community; and other planning partners, including philanthropic and not-for-profit organizations.

The Metro Vision plan does not replace the vision of any individual community; rather, it is a tool to promote regional cooperation on issues that extend beyond jurisdictional boundaries. The plan anticipates that individual communities will contribute to Metro Vision outcomes and objectives through different pathways and at different speeds for collective impact.

Six core principles have shaped the role of Metro Vision since the plan's earliest conceptions and remain valid today.

### **Metro Vision Principles**

#### **Metro Vision protects and enhances the region's quality of life.**

Metro Vision's most basic purpose is to safeguard for future generations the region's many desirable qualities, including beautiful landscapes, diverse and livable communities, cultural and entertainment facilities, and employment and educational opportunities.

#### **Metro Vision is aspirational, long-range and regional in focus.**

Metro Vision's planning horizon extends 20 years and beyond to help the region address future concerns, while considering current priorities, too. The plan expresses a high-level, regional perspective on how the region as a whole can fulfill the vision of Metro Vision.

#### **Metro Vision offers ideas for local implementation.**

Local governments can use Metro Vision as they make decisions about land use, transportation planning and a range of related issues. Metro Vision also helps local governments coordinate their efforts with one another and other organizations.

#### **Metro Vision respects local plans.**

The region's local governments developed Metro Vision, working collaboratively through DRCOG. The plan doesn't replace the vision of any individual community, rather, it is a

framework for addressing common issues. Metro Vision is sensitive to the decisions local governments make in determining when, where and how growth will occur. Metro Vision also recognizes that each community has its own view of the future related to its unique characteristics.

**Metro Vision encourages communities to work together.**

Many of the effects associated with growth—such as traffic, air quality and housing costs—don't recognize jurisdictional boundaries and local governments must work collaboratively to address them. Metro Vision provides the framework for coordinated regionwide efforts; DRCOG provides the forum.

**Metro Vision is dynamic and flexible.**

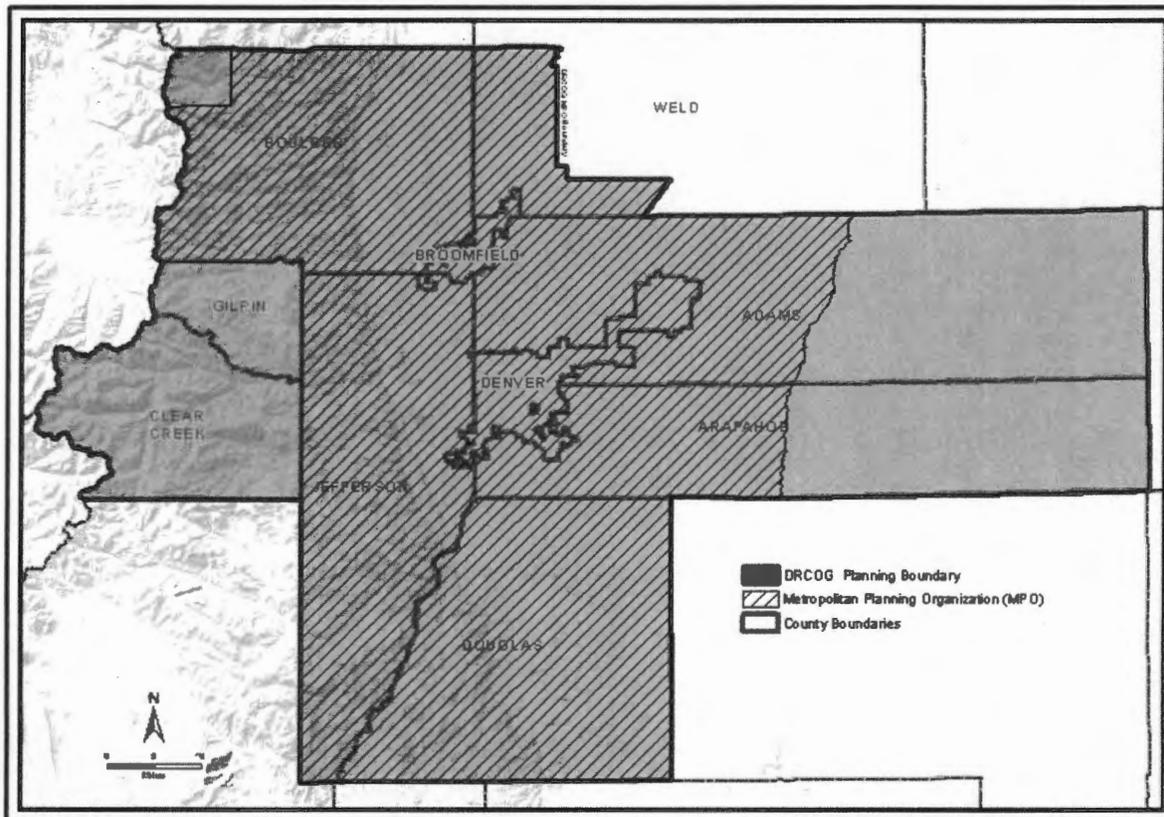
Metro Vision reflects contemporary perspectives on the future of the region and is updated as conditions and priorities change. The DRCOG Board makes minor revisions to the plan annually and major updates as needed.

**Applying the Metro Vision Principles in Practice**

Metro Vision guides DRCOG's work and establishes shared expectations with our region's many and various planning partners. The plan outlines broad outcomes, objectives and initiatives established by the DRCOG Board to make life better for the region's residents. It also establishes the regional performance measures and targets used to track progress toward desired outcomes over time. DRCOG may update and refine these measures as needed, should improve methods and datasets become available.

The degree to which the outcomes, objectives and initiatives identified in Metro Vision apply in individual communities will vary. Measures (see page 8) help to verify whether the shared actions of planning partners, including local governments, are moving the region toward desired outcomes. Measures are not intended to judge the performance of individual jurisdictions or projects. Local governments will determine how and when to apply the tenets of Metro Vision based on local conditions and aspirations.

Map 1. Regional Planning Boundaries



### Mile High Compact

In 2000, five counties and 25 municipalities came together to affirm their commitment to a shared regional vision by signing the Mile High Compact, a landmark intergovernmental agreement to manage growth. Today 46 communities, representing almost 90 percent of the region's population, have signed the agreement. The binding agreement commits communities to:

- Adopt a comprehensive land-use plan that includes a common set of elements;
- Use growth management tools such as zoning regulations, urban growth boundaries and development codes;
- Link their comprehensive plans to Metro Vision, which outlines regional growth management; and
- Work collaboratively to guide growth and ensure planning consistency.

The Mile High Compact is viewed as a model for regional cooperation by other regions nationwide.



Mile High Compact signing ceremony on Aug. 10, 2000.

## Why Do We Need Metro Vision?

Since Metro Vision was first adopted, the region has seen many changes. Numerous successful regional initiatives have advanced the region's vision for its future, including:

- Construction of Denver International Airport and several major sports venues;
- Voter approval and ongoing construction of the FasTracks transit expansion program (one of the largest public works projects in the nation);
- Major infill and redevelopment projects including Stapleton, Belmar and the Central Platte Valley;
- Tremendous progress in reducing per capita water use and ensuring a sustainable water supply for many of our fastest-growing communities;
- Making communities throughout the region more livable in response to the opportunities and challenges of growing older adult populations;
- The redevelopment and revitalization of Union Station as a mixed-use regional transportation hub; and
- Extensive local planning for transit-oriented communities along current and planned transit corridors throughout the region.

The Denver region is central to Colorado's growing reputation as a leader in innovation. Businesses and residents alike are choosing to move to—and stay in—the region because of the quality of life offered by its outstanding climate, central location, diverse communities and lifestyle options, access to ever-expanding recreational opportunities, and economic vitality.

As the region continues to grow and evolve, we face new and ongoing challenges to our quality of life and economic prosperity. By 2040, the region's population is forecasted to increase nearly 50 percent, from around 3 million to approximately 4.3 million people. With growth comes increased demand on our land and natural resources, and the need to continuously adapt and improve the region's infrastructure and services. Furthermore, as the region's population grows, ensuring residents have access to opportunities, services, and care will be essential to promote a healthy population. At the same time, the region's 60-and-older population is growing at a faster rate than the rest of the region's population as a whole—by 2040, more than one million residents will be 60 or older. The demographic shifts also have profound implications for regional and local planning, as housing and transportation needs change with the needs of our aging population.

## What's Different About Today's Metro Vision?

Although Metro Vision's core values have been carried forward through various updates and remain valid, today's Metro Vision is markedly different than its predecessors. Metro Vision's focus has expanded from three, topic-based plan elements (growth and development, transportation and environment) to a theme- and outcomes-based approach. The shift in focus reflects:

- Consideration of the region's social and economic health alongside its physical development;
- The addition of new or expanded topic areas such as housing, economy, community health and wellness, and community resilience;
- The desire for an emphasis on measuring shared achievement of regionwide goals.

Today's Metro Vision emerged from a collaborative process that spanned more than four years. During this time, DRCOG's policy committees, member governments, partner agencies, regional stakeholders, and the community at large worked together to create a shared vision for action for shaping the future of the Denver metro area. A variety of outreach opportunities engaged participants and informed the process, including Metro Vision Idea Exchanges, local government surveys, listening sessions, stakeholder interviews with public- and private-sector interest groups, online forums, neighborhood meetings, and the Sustainable Communities Initiative. Voices throughout the region have informed this collaborative process, identifying areas of regional success worth continuing and expanding, as well as new challenges that can be addressed in today's Metro Vision.

### Key stakeholder engagement activities

**Metro Vision listening tour:** The listening tour was a qualitative research process designed to reveal varied, individual visions of the future. The tour engaged residents, regional stakeholders and subject matter experts. More than 200 people participated in interviews and focus groups, and nearly 1,200 online survey responses were provided.

**Metro Vision local government survey:** A diverse cross-section of 27 communities shared their understanding of local growth and development challenges as part of this online, voluntary survey.

**Advisory committees:** DRCOG convened two advisory committees to shepherd development of the plan. The Metro Vision Planning Advisory Committee worked closely with DRCOG staff to develop policy options and make recommendations to the DRCOG Board of Directors. The Citizens Advisory Committee advised DRCOG on ways to involve residents and businesses and helped make valuable connections with the broader community.

**Metro Vision Transit Alliance Citizens' Academy:** In partnership with Transit Alliance, DRCOG organized a seven-week leadership program for citizens from around the region. Sessions were conducted on key Metro Vision topics including economic vitality, multimodal transportation, community health and wellness, access to opportunity, and housing.

**Our Shared Vision:** DRCOG's online platform generated ideas through stakeholder-to-stakeholder interaction. Participants provided feedback on numerous Metro Vision update topics.

**Metro Vision Idea Exchanges:** These ongoing events bring together local governments and other stakeholders to share information and learn about best practices for supporting Metro Vision. During plan development, three exchanges helped gather feedback on key topics: infill development, community health and wellness, and planning for urban centers in areas outside the traditional core of the region.

**Sustainable Communities Initiative:** DRCOG, with funding from the U.S. Department of Housing and Urban Development (HUD), brought together numerous stakeholders to thoughtfully align investments. As a region with an existing regional plan, Sustainable Communities Initiative funds were directed toward fine-tuning Metro Vision. Two key issues were explored, as they were not directly addressed in previous versions of the plan—housing and economic vitality.

## How is Metro Vision Organized?

Metro Vision guides DRCOG's work and establishes a shared aspirational vision with our many partners. DRCOG developed the plan's content and structure based on key stakeholder

engagement activities (see page 5), the insights of the local elected officials who make up DRCOG's Board of Directors, and the themes and priorities that have guided the region's vision for the past 20 years. Throughout the plan, regional priorities are represented in a cascading series of elements, from top-level themes that describe our shared vision for the future down to actions that communities and individuals can take to support the region's desired achievements.

Five **overarching themes** begin to describe the region's desired future. These themes organize 14 inter-related, aspirational **outcomes**, which describe a future that DRCOG, local governments and partners will work toward together. Metro Vision links these future-oriented statements to action through **objectives** and **strategic initiatives**.

### What Is Our Vision?—Overarching Themes and Outcomes

Each of the five **overarching themes** (below) provides a destination point for the region and also serves to organize how shared values are presented in this plan.

**Outcomes** represent a regionwide aspiration, shared by DRCOG, its local governments and partners. Outcomes describe a desired future state and point to areas where the region must excel.

#### Theme: An Efficient and Predictable Development Pattern (DP)

##### Outcomes

- The region is comprised of diverse, livable communities.
- New urban development occurs within the contiguous and designated areas identified in the Urban Growth Boundary/Area (UGB/A).
- Connected urban centers and multimodal corridors accommodate a growing share of the region's housing and employment.

#### Theme: A Connected Multimodal Region (CMR)

##### Outcomes

- The regional transportation system is well-connected and serves all modes of travel.
- The transportation system is safe, reliable and well-maintained.

#### Theme: A Safe and Resilient Natural and Built Environment (NBE)

##### Outcomes

- The region has clean water and air, and lower greenhouse gas emissions.
- The region values, protects and connects people to its diverse natural resource areas, open space, parks and trails.
- The region's working agricultural lands and activities contribute to a strong regional food system.
- The risk and effects of natural and human-created hazards are reduced.

### Theme: Healthy, Inclusive, and Livable Communities (LC)

#### Outcomes

- The built and natural environment supports healthy and active choices.
- The region's residents have expanded connections to health services.
- Diverse housing options meet the needs of residents of all ages, incomes and abilities.

### Theme: A Vibrant Regional Economy (RE)

#### Outcomes

- All residents have access to a range of transportation, employment, commerce, housing, educational, cultural and recreational opportunities.
- Investments in infrastructure and amenities allow people and businesses to thrive and prosper.

### How Can We Achieve the Outcomes?—Regional Objectives and Strategic Initiatives

While outcomes represent a shared regionwide aspiration, DRCOG, local governments and partners will work together toward these outcomes, each contributing in a manner appropriate to local circumstances and priorities.

To equip local governments and partners to take action toward these outcomes, Metro Vision describes the types of improvements and contributions needed through **objectives** and **strategic initiatives**. In this document, the objectives and strategic initiatives follow each theme, organized by outcome (beginning on page 13).

- **Objectives** identify continuous improvements needed to achieve a desired outcome.
  - Regional objectives identify the key areas of continuous improvement and are most closely aligned with plan outcomes.
  - Supporting objectives will move the region toward the improvements outlined by regional objectives, and ultimately the associated outcome.
- **Strategic initiatives** identify specific, voluntary opportunities for various regional and local organizations and governments to contribute to Metro Vision outcomes and objectives.
  - Regional opportunities reflect ways in which DRCOG and its regional partners can facilitate and support local contributions.
  - Local opportunities reflect specific contributions local governments and partners might volunteer to take on their own, or in collaboration with DRCOG and others.

### How Will We Know if We Are Making Progress?—Performance Measures

To help track the region's progress toward our region's identified outcomes, the plan establishes a series of **performance measures** based on:

- Relevance to plan outcomes and objectives;
- Availability of regularly updated and reliable data sources; and
- Use of measurable, quantitative information, rather than anecdotal insights.

Using regular tracking, DRCOG and its partners can verify whether our collective actions to implement the plan are moving the region toward its desired outcomes.

For each overall plan performance measure there is 1) a **baseline**, which indicates the region's current status for that measure; and 2) a **2040 target**, which establishes the desired future outcome for that measure. Relationships between performance measures and overarching themes are also indicated.

DRCOG will report on plan implementation progress using these performance measures, with reporting frequency based on data availability. As new information becomes available or circumstances change, targets or the methodology for measuring success may be refined. In addition to the core performance measures outlined below, a dynamic and flexible performance management approach will be used. DRCOG will continue to research and share data and information that may illustrate progress toward shared outcomes.

Measure	Where are we today? (Baseline)	Where do we want to be? (2040 Target)	Related Theme
Share of the region's housing and employment located in urban centers	Housing: 10.0 percent (2014)	Housing: 25.0 percent	DP
	Employment: 36.3 percent (2014)	Employment: 50.0 percent	
Housing density within the Urban Growth Boundary/Area (UGB/A)	1,200 units per square mile (2014)	25 percent increase from 2014	DP
Non-single-occupancy vehicle (Non-SOV) mode share to work	25.1 percent (2014)	35.0 percent	CMR
Daily vehicle miles traveled (VMT) per capita	25.5 daily VMT per capita (2010)	10 percent decrease from 2010	CMR
Average travel time variation (TTV) (peak vs. off-peak)	1.22 (2014)	Less than 1.30	CMR
Daily person delay per capita	6 minutes (2014)	Less than 10 minutes	CMR
Number of traffic fatalities	185 (2014)	Fewer than 100 annually	CMR
Surface transportation-related greenhouse gas emissions per capita	26.8 pounds per capita (2010)	60 percent decrease from 2010	NBE
Protected open space	1,841 square miles (2014)	2,100 square miles	NBE
Share of the region's housing and employment in high risk areas	Housing: 1.2 percent (2014)	Less than 1.0 percent	NBE
	Employment: 2.9 percent (2014)	Less than 2.5 percent	
Share of the region's population living in areas with housing and transportation (H+T) costs affordable to the typical household in the region	41 percent (2013)	50 percent	LC
Regional employment	1.8 million (2014)	2.6 million (1 to 1.5 percent annual growth)	RE

Measure	Where are we today? (Baseline)	Where do we want to be? (2040 Target)	Related Theme
Share of the region's housing and employment near high-frequency transit	Housing: 29.7 percent (2014)	35.0 percent	RE
	Employment: 48.4 percent (2014)	60.0 percent	

The draft Metro Vision is based on a theme and outcome-based approach, rather than the three plan elements, including growth and development, transportation, and environment, of previous versions. The outcomes are common and sound planning theory that all stem from an urban core, high density theoretical region approach to planning and development. And, although the draft Metro Vision clearly labels the strategic local initiatives as "voluntary," the previous Metro Vision transportation elements have always been used in the scoring process for Federal funding. Before approving the draft Metro Vision, it should be clear how a local entity's progress toward these measures of success relate to scoring in the TIP allocation formula.

A potential challenge with the performance measures for regional goals, is that there is no real basis for why these levels of progress are deemed to be adequate. Certainly these measurement levels are in a direction consistent with success as defined by the goals but it is unclear if any one measure of success is in line with any other measures in terms of investment or effort.

Aside from the plan's application to funding, there are a number of poorly defined (or not-at-all defined) terms.

#### Comments on An Efficient and Predictable Development Pattern Theme

- There is a conflict between the desire to allow seniors to "age in place" and having a diverse community. If the majority of the baby boomers stay in a community, the housing stock will not be available for young families, and other ages.
- Outcome 2 is poorly defined. What is the "contiguous and designated area identified in the Urban Growth Boundary/Area"?
- Regional Objective 2 is to increase and prioritize funding to serve areas within the UGB/A. These are the types of objectives that can be used to score Jefferson County transportation projects low. Our transportation networks get people to the UGB/A.
- The term "Urban Reserve Area" should be defined.
- Several of the voluntary options encourage parking management by the local organizations. However, decisions by RTD on routes and frequency, significantly impact riders/drivers decisions.
- The "Share of the region's housing and employment located in urban centers" Performance Measure seems completely unrealistic. Currently there are 3,000,000 people in region. Assuming 3 people per household, that is 1,000,000 units. 10% of this is 100,000 units in Urban Centers today. The plan states the population in 2040 will be 4,300,000. Using the same assumption of 3 people per household, that means 1,433,333 housing units in 2040. This is an increase of 433,333 units. 25% of the total number of housing units in 2040 is 358,000. This goal proposes that nearly 60% of all new housing units between 2014 & 2040 should be in urban centers. The only way this can happen is by creating 'new' urban centers.

#### Comments on A Connected Multimodal Region Theme

- The term "major activity center" is used in the voluntary options for outcome 4. This term has not been defined.
- One voluntary option encourages local agencies to address the needs of mobility-limited populations. This usually falls under the statutory authority of regional governments, not local.
- The voluntary option to develop supporting infrastructure for alternative fuels, fleet conversions, environmental preservation and related topics is not a way to obtain a well-

connected regional transportation system. This should be moved to the environmental section.

- The investment strategy that states “fund roadway preservation, operational and expansion projects through local capital improvement programs” may be alarming. Does this indicate that only local funding should be used?
- The voluntary option to conduct educational and promotional events to encourage bicycling and walking is not a local government function.
- A supporting Objective to Objective 5 should address public transportation system frequency and accessibility, not just system performance and reliability.
- The performance measure of a “less than 10 minute” daily person delay per capita will not be attainable if federal funding is never awarded to transportation corridors that transport people to/from urban centers.

#### Comments on A Safe and Resilient Natural and Built Environment Theme

- Much of the background assumes that the damage caused in the 2013 floods was because of structures placed in the floodplain. This is not the case.
- The voluntary option to adopt parking management strategy that reduces idling for Outcome 6 is not a local function. Local governments could manage their fleets.
- The adoption of policies and regulations that prevent ground water contamination may be a regional government authority, not a local government's authority.
- Updating business fleets to alternative fuel vehicles is not a local government authority.
- Jefferson County Open Space has over 54,000 acres of land and more than 230 miles of trails.
- The majority of the growth in the region will be occurring in the northeast and east of the region. And the majority of the open space in the region is in the west and south of the region. There should be specific goals for preserving open space in the area where new growth will occur.
- The voluntary option of “using open space as a tool to shape growth and development patterns” does not necessarily correlate to the strategies of conserving valuable natural resources and lands.
- Outcome 8 should evaluate water conservation and water quantity goals with the value of preserving agricultural lands.
- Outcome 9 should evaluate the improbability of reducing risks from hail, tornadoes, and wildfire. There is no amount of open space, limited development, or planning that would protect from these high risk threats.
- If wildfire is a concern, the investment strategy for regional organizations should be to fund local fire protection districts.
- The term “high risk area” is used again in Outcome 9. This has not been defined. It may also not be possible to reduce “development” in high risk areas due to property entitlements such as subdivision laws. Is the Wildfire Urban Interface included in the “high risk area” definition and calculations of the performance measures?

#### Comments of the Healthy, Inclusive, and Livable Communities Theme

- The caption of the photo on page 51 implies the nutrition value of a locally grown fruit is more nutritious than the same fruit grown in another state.
- The term “active choices” is not defined.
- The voluntary options for regional organizations do not support Outcome 10. They only support the supporting objectives.