



Dialogue with DRCOG:

- *Metro Vision
- *Mile High Compact
- *Transportation Funding

Colorado Transportation Finance
Implementation Panel
May 31, 2007

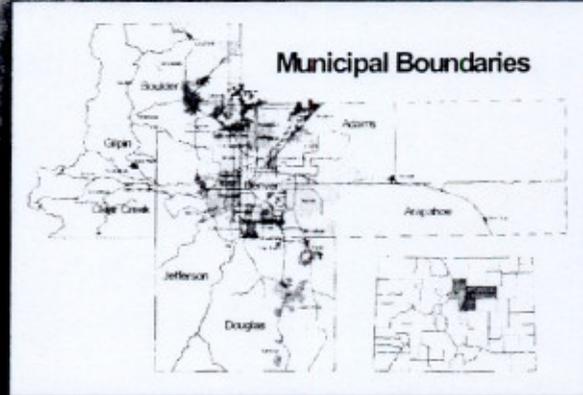


DRCOG is thinking "SMART"

- The Board prides itself in making smart decisions about **Sustainable** growth and development.
- DRCOG is a **Model** for cooperation, leadership and planning.
- We **Advocate** for the needs of seniors.
- We believe **Regionalism** is the best approach to problem-solving.
- We partner with local government, business & industry to meet **Transportation** needs.

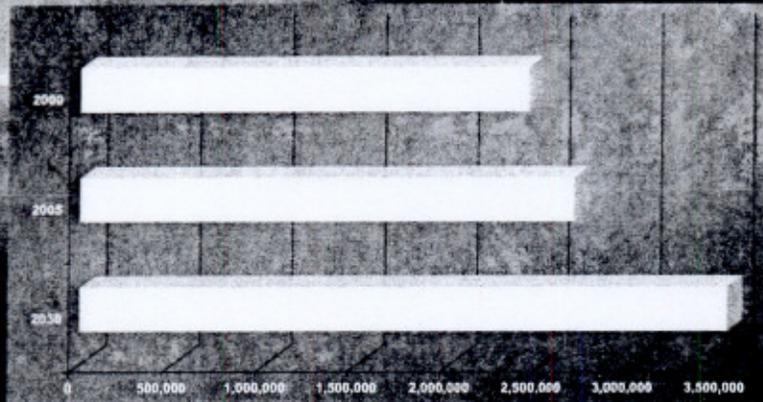
What is the Denver Regional Council of Governments?

- Collaborative association of more than 50 county & municipal governments in the Denver region

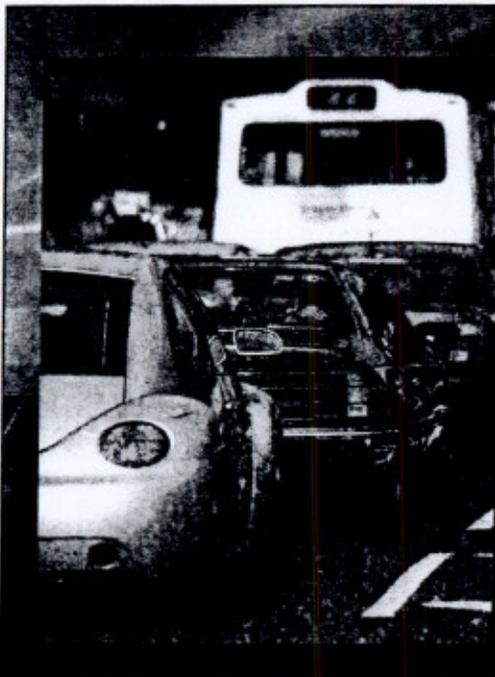


Why Business as Usual Would No Longer Work

Population Forecast



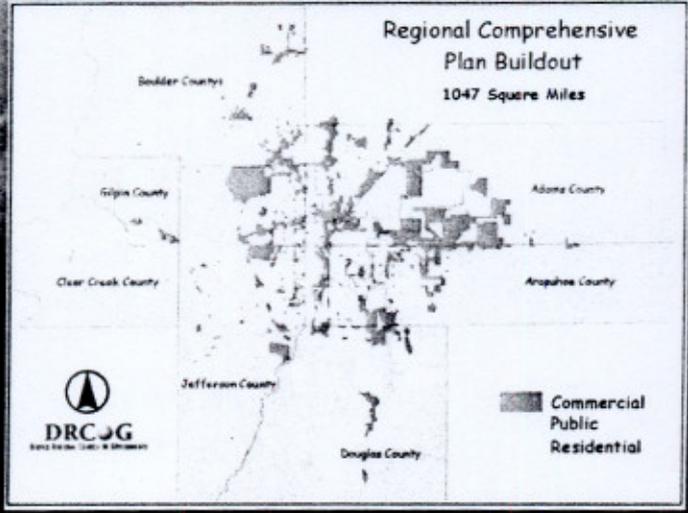
More than 1,300,000 more people by 2030



Traffic Congestion

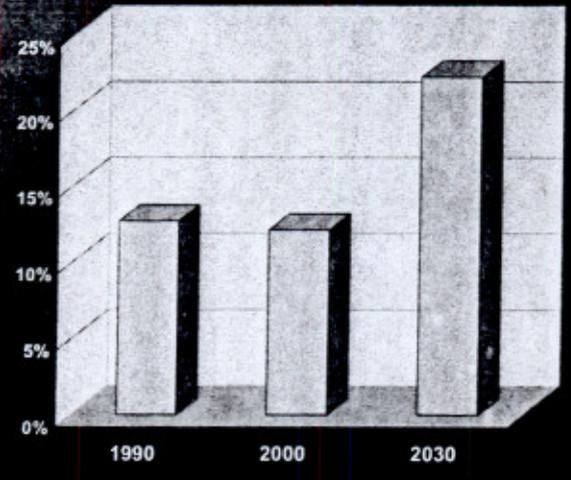
- Daily vehicle miles of travel increase by more than 50%
- Congested roads increase by 81%
- Total hours of delay will more than double

Why Not a Composite of Local Plans?



The Graying of the Region

■ Share of population over 60 more than doubles

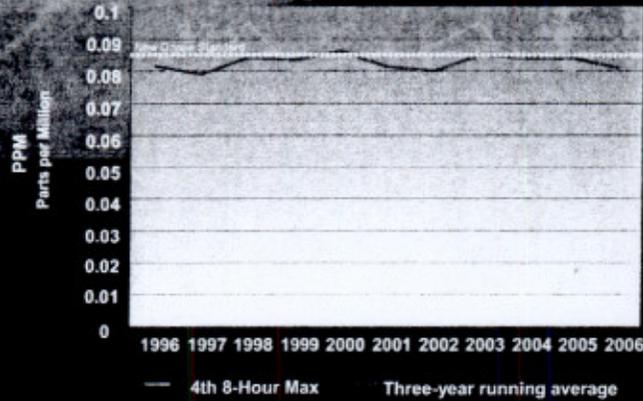


Air Quality



- Meeting Federal standards but concerned about future ozone levels

Ambient Ozone Trends



Water Demand



- Demand may exceed supply

Municipal and Industrial Water Demand Forecasts
(Acre-feet per year)

Subbasin	2000 Gross Demand	2030 Gross Demand	Projected Conservation Savings	Increase in Gross Demand	Identified Gross Demand Shortfall
Denver Metro	366,000	486,600	26,800	120,600	12,500
South Metro	152,900	241,500	15,400	88,600	1,500
Upper Mountain	9,800	27,700	1,700	17,900	1,400
Northern	212,500	377,400	22,600	164,900	18,400
TOTAL	741,200	1,133,200	66,500	392,000	33,800

Metro Vision – Choosing the Future of the Region

How was the Metro Vision Plan Prepared?

- Plan prepared over several years in the 1990s by a number of task forces and committees
 - Local governments
 - Business interests
 - Environmental groups
- Board members directed the process and adopted in 1997
 - Task forces chaired by Dennis Reynolds and Leona Stoecker – mayors and DRCOG Board members

What is in the Metro Vision Plan?

Content of the Plan

- Major Elements
 - Extent of Development
 - Urban Centers
 - Freestanding Communities
 - Balanced, Multimodal Transportation
 - Open Space
 - Environmental Quality
 - Senior-Friendly Development

Extent of Development



DRCOG
DENVER REGIONAL CENTER OF GOVERNMENT

- Defined by urban growth boundary
- Protects open lands
- Supports planning for services

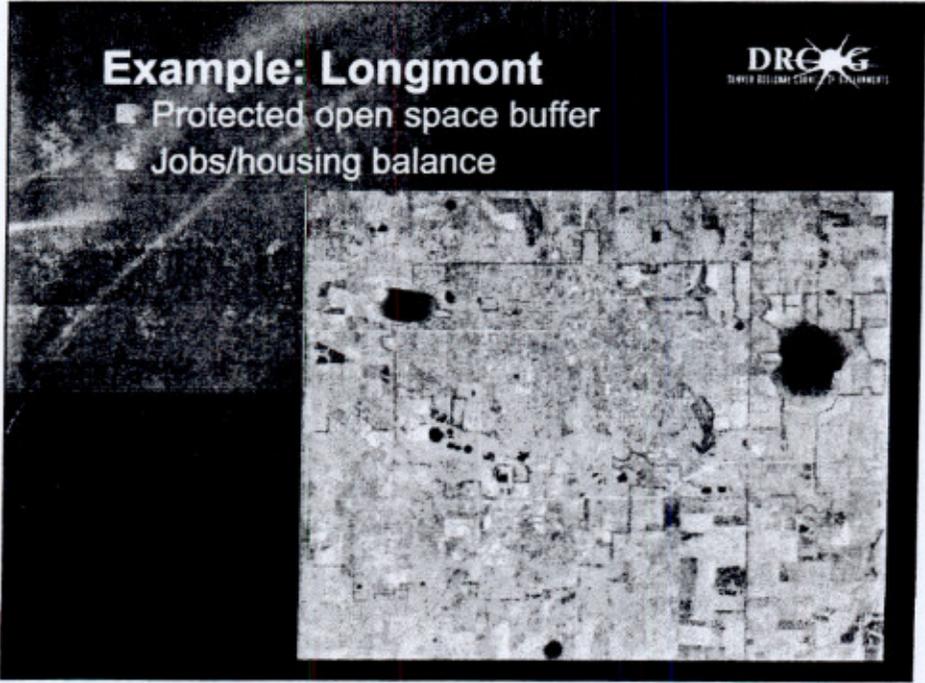
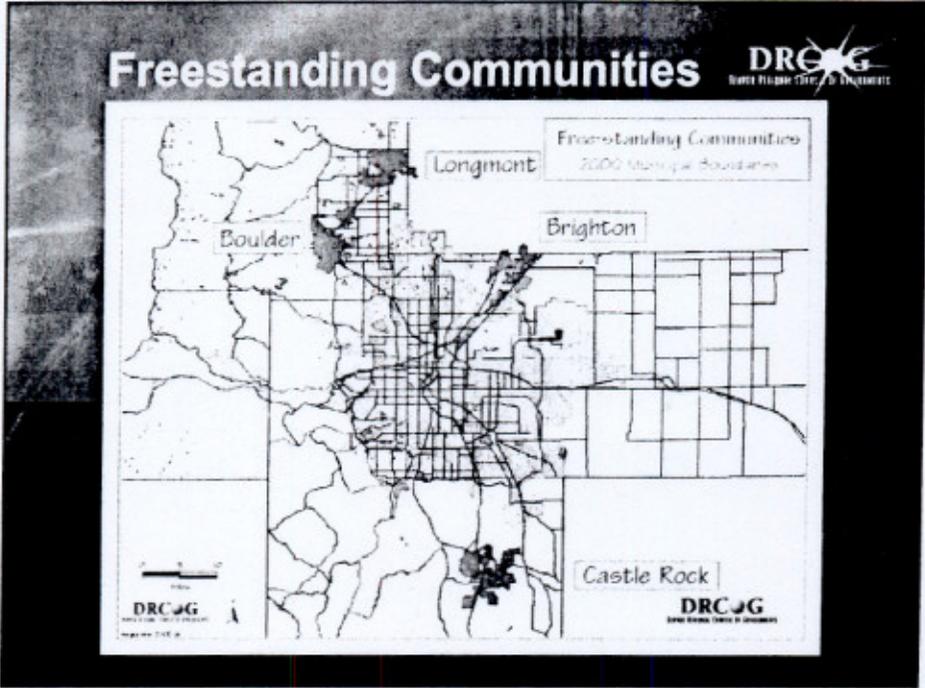
Urban Centers



DRCOG
DENVER REGIONAL CENTER OF GOVERNMENT

- Mixed-use
- Higher density
- Served by transit
- Pedestrian-friendly

Englewood City Center





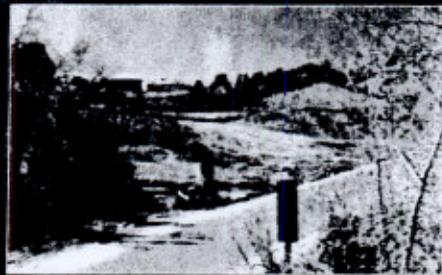
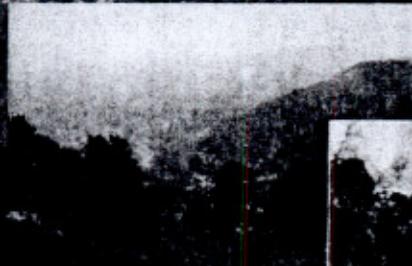
Regional Transportation Plan

- Metro Vision concepts
 - Key multimodal travel corridors – balanced system
 - Development patterns and transportation
 - Land use relationship
 - Mobility choices
 - Maintain system
 - Efficient operations and management



Environmental Quality

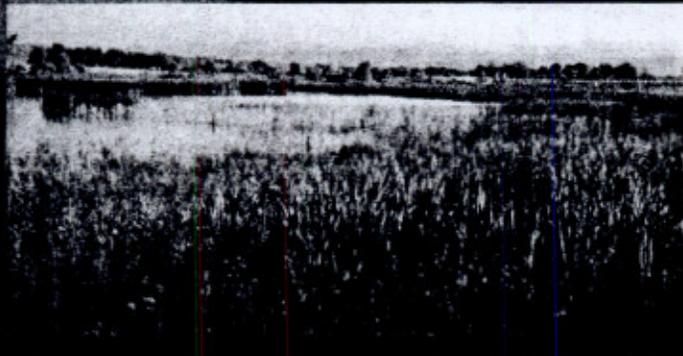
- Metro Vision's principles work to maintain clean air and water



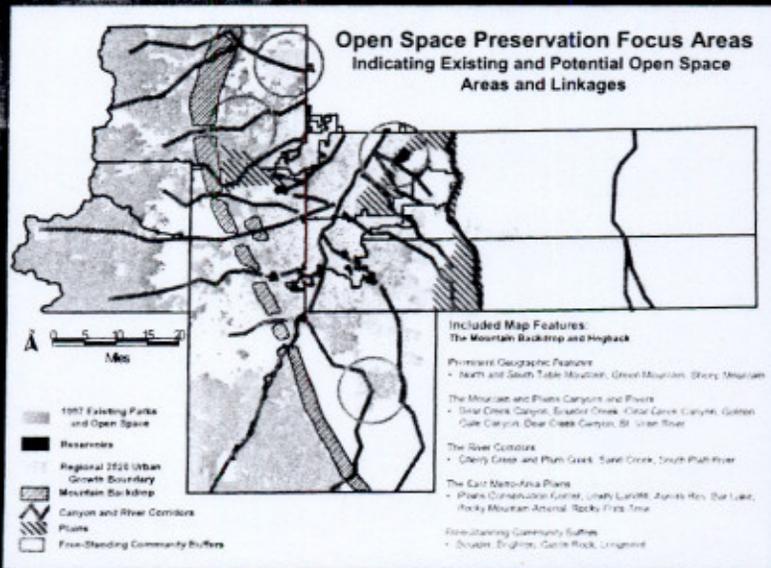
Example: Greenwood Village Wetland Protection Ordinance



- Recognizes the important role of wetlands
- Requires identification of wetlands and appropriate protection measures



Open Space



Example: Douglas County Open Space



Senior-Friendly Development

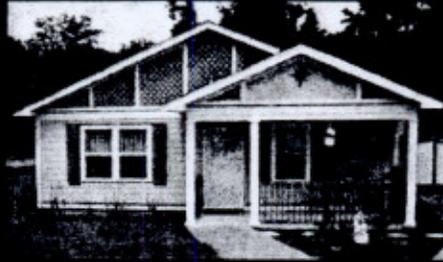


- Promote development patterns and design features that meet the needs of seniors
- Encourage grid-based street systems
- Provide alternative transportation
- Accessible building and park design
- Larger signs, better lighting

Example: Arvada Visitability Ordinance

Housing Accessibility: Visitability

- No-step entry
- Wider doorways
- Accessible 1/2 bath on 1st floor



How is Metro Vision Implemented?

How is the Plan Implemented?

- Board set implementation tenets
 - Voluntary
 - Flexible
 - Collaborative
 - Effective
- Through local government actions
- Mile High Compact

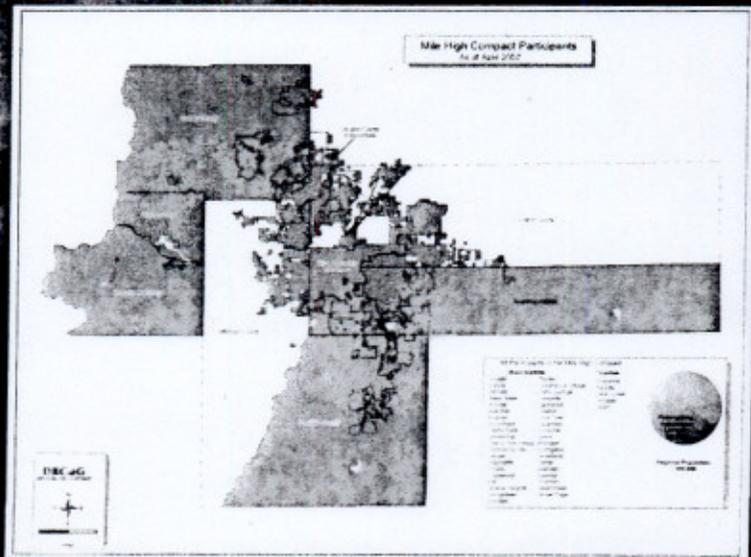
Mile High Compact Commitments

- Work together to guide growth
- Establish urban growth boundaries
- Prepare comprehensive plans, with a common set of principles
- Link plans to growth management tools
- Link comprehensive plans to Metro Vision

The Result

- Implementation of Metro Vision
- Strengthening regional ties among neighbors
- Credibility to implementing a regional plan
- Underscores the importance of local comprehensive plans
- Tells the legislature that they don't need to intervene

Map of MHC Participants

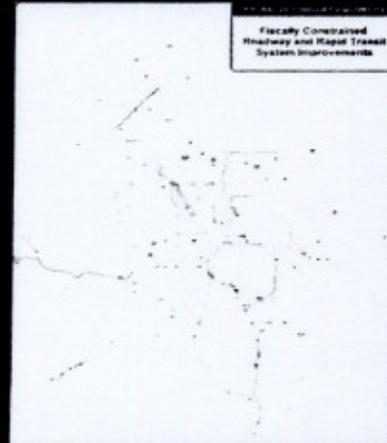
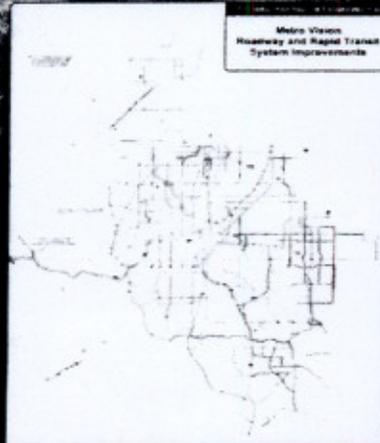


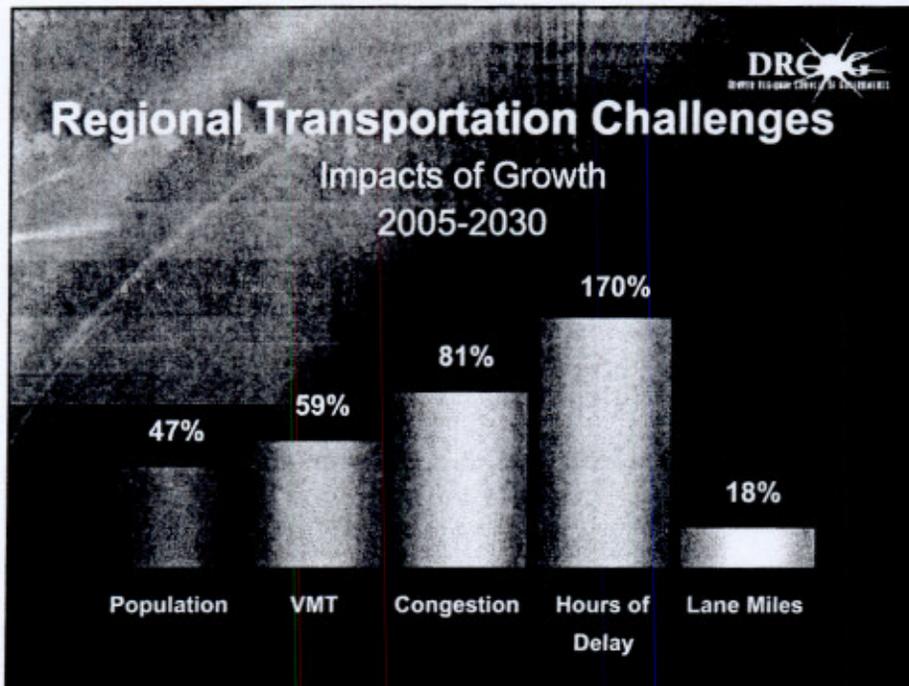
Transportation Funding

Metro Vision Plan Elements

Transportation Needs

Constrained 2030 Plan





Regional Transportation Challenges
 Funding Shortfall

Metro Vision 2030 Total Needs	\$88 B
<i>Capital</i>	\$49 B
<i>Operations & Maintenance</i>	\$39 B
Known Funding Sources	\$63 B
<i>Local</i>	\$32 B
<i>RTD</i>	\$19 B
<i>State and Federal</i>	\$12 B
Overall Shortfall	\$25 B

Note: All values are in FY 05 dollars. Funding estimates are through 2030.

Regional Efforts to Address Transportation Needs



- Metro Vision
- FasTracks
- Tolling
- Public Highway Authorities
- Referendum C
- Ad Hoc Transportation Finance Committee

Tolling



- Tool in the toolbox
- Board amended two facilities into the RTP
- Supported HB 1148 that creates rules for new toll facilities
- Worked with CTE to develop an 1148 process
- 1148 Process was adopted by DRCOG
- Bottom line: Board is not toll-adverse

