

**Board Officers**

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Elise Jones, Vice Chair  
Bob Roth, Secretary  
Herb Atchison, Treasurer  
Sue Horn, Immediate Past Chair  
Jennifer Schaufele, Executive Director

## REVISED AGENDA

### METRO VISION ISSUES COMMITTEE

Wednesday, June 3, 2015

4 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. Please note the public will have the opportunity to speak on specific items on the Metro Vision Plan between the staff presentation and committee discussion.

3. Summary of May 6, 2015 Meeting  
(Attachment A)

### ACTION ITEMS

4. \*Move to direct staff to work with the Transportation Advisory Committee to develop 2016-2021 TIP Waiting List recommendations for MVIC's consideration  
(Attachment B) Steve Cook, MPO Planning Manager, Transportation Planning & Operations

5. \*Move to recommend to the Board of Directors Metro Vision foundational measures and targets as agreed to during the meeting  
(Attachment C) Brad Calvert, Metro Vision Manager, Regional Planning & Operations  
***Time will be allotted after the staff presentation for the public to provide comment on this item prior to MVIC deliberation. Those providing comment will be limited to 3 minutes.***

### INFORMATIONAL ITEM

6. Presentation on key elements from the *Connected Region (transportation)* element of *Metro Vision*  
(Attachment D) Jacob Riger, Transportation Planning Coordinator, 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**

7. Other Matters
8. **Next Meeting – July 1, 2015**
9. Adjournment



METRO VISION ISSUES COMMITTEE MEETING SUMMARY  
May 6, 2015

MVIC Members Present: Bob Roth – Aurora; Eva Henry – Adams County; Bill Holen – Arapahoe County; Sue Horn – Bennett; Tim Plass – Boulder; Elise Jones – Boulder County; George Teal – Castle Rock; Cathy Noon – Centennial; Tim Mauck – Clear Creek County; Robin Kniech – Denver; Roger Partridge – Douglas County; Ron Rakowsky – Greenwood Village; Shakti – Lakewood; Phil Cernanec – Littleton; Jackie Millet – Lone Tree; Ashley Stolzmann – Louisville; John Diak – Parker; Val Vigil – Thornton; Herb Atchison – Westminster.

Others present: Larry Mugler – Arapahoe County; Mac Callison – Aurora; Daniel Dick – Federal Heights; Kent Moorman – Thornton; Tim Kirby – CDOT; Will Toor – Southwest Energy Efficiency Project; Max Gibson – Jefferson County Public Health; Brad Weinig, Tiana Patterson – Enterprise Community; Jennifer Schaufele, Executive Director, and DRCOG staff.

Call to Order

The meeting was called to order at 4:03 p.m.; a quorum was present.

Public Comment

No public comment was received. The chair noted that a separate public comment period would be provided in between the staff presentation on agenda item #4 and committee discussion.

Summary of April 1, 2015 Meeting

The summary was accepted as submitted.

Presentation on Metro Vision Foundational Measures

Brad Calvert, Metro Vision Manager, provided a briefing on the foundational measures (FM) as outlined in the agenda materials.

Will Toor, Southwest Energy Efficiency Project, commented on foundational measure 6, related to Greenhouse Gas Emissions. He expressed support for strengthening the goal, which is currently at 60 percent reduction.

The various foundational measures were introduced and members participated in informal polling on the foundational measures to determine those that members wanted to discuss further. Foundational measures (FM) 8, 7, 10, 9a and 9b (with non-road related modes added), 2, and 1a (moving forward as performance measure), were not identified by members for further discussion.

FM 6 – some members felt the target should be higher than 60 percent, some felt 60 percent was a good target. Staff was asked to provide additional data on whether 60 percent is the correct goal.

Jackie Millet **moved** to re-vote on FM 6 based on the discussion and information provided by staff. The motion to re-vote was **seconded** and **passed unanimously**.

The vote to support FM 6 was 14 in favor and 2 opposed. Members agreed to move FM 6 forward with a target of 60 percent.

Jackie Millet noted that she was told by Lone Tree staff the vote to move the foundational measures forward to MVIC was not unanimous, as staff reported. Staff noted while the informal straw polls on the individual foundational measures may not have been unanimous, the official motion at the end to move the slate of foundational measures forward was unanimous.

FM 3 – Members asked for additional information on the modeling used for this measure. Some members felt that the measure shouldn't include a target, as the Board doesn't have influence over housing or transportation costs. Others felt that there are opportunities to effect change in these areas, such as with transportation dollars.

FM 9a and 9b – while these measures weren't discussed, members agreed to move both 9a and 9b forward.

FM 4 – Staff noted the data used in the measure is set by HUD through the American Community Survey. A suggestion was made rather than using a number; the same "band" of data should be used as the survey is updated.

Due to time constraints, discussion on foundational measures 1, 3, 4, and 5 will continue at the June meeting. Staff was directed to bring back additional information based on discussion by members. Robin Kniech requested that data be provided in the memo.

Presentation on key elements from the *Connected Region (transportation)* element of Metro Vision

Due to time constraints, this presentation was deferred to the June meeting.

Other Matters

No other matters were discussed.

Next Meeting

The next meeting is scheduled for **June 3, 2015**.

Adjournment

The meeting adjourned at 6:00 p.m.

# ATTACH B

To: Chair and Members of the Metro Vision Issues Committee

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

Meeting Date	Agenda Category	Agenda Item #
June 3, 2015	Action	4

#### SUBJECT

Development of protocols and a rank-ordered waiting list of projects eligible for future funding in the *2016-2021 Transportation Improvement Program (TIP)*, should additional funds become available.

#### PROPOSED ACTION/RECOMMENDATIONS

Direction to staff to work with the Transportation Advisory Committee (TAC) to develop recommendations for MVIC.

#### ACTION BY OTHERS

N/A

#### SUMMARY

The final step in completing the *2016-2021 Transportation Improvement Program (TIP)* document is to develop protocols and a rank-ordered waiting list of projects eligible for future funding in the *2016-2021 TIP*, should additional funds become available. The TIP approved by the DRCOG Board in April contained a placeholder (Appendix E) for the insertion of the waiting list. There are nearly \$300 million worth of TIP project requests currently eligible for the waiting list. These projects had all applied for the TIP, but were not selected for funding.

It is impossible to know if or how much additional federal funding may become available to DRCOG during the 4-year TIP cycle. As a result, the development of a waiting list is important so a new call for projects doesn't have to be conducted, which would enable more timely allocation of the funding surplus. Past TIP waiting lists have proven very useful in this respect.

There are optional methods for creating the project waiting list, considering such attributes as project score and the type of project, or other criteria. Specific protocols must also be established for selecting projects from the waiting list. Type of funds, as well as how close to the next TIP cycle funds become available will be among the variables considered.

Staff requests the opportunity to work with TAC to develop waiting list and protocol recommendations for MVIC's consideration later this summer.

#### PREVIOUS DISCUSSIONS/ACTIONS

[April 15, 2015](#) – DRCOG Board approval of *2016-2021 TIP*

#### PROPOSED MOTION

Move to direct staff to work with the Transportation Advisory Committee to develop 2016-2021 TIP Waiting List recommendations for MVIC's consideration

ATTACHMENT

Link: [2016-2021 TIP](#)

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 Steve Cook, MPO Planning Manager, at 303-480-6749 or [scook@drcog.org](mailto:scook@drcog.org).

**ATTACH C**

To: Chair and Members of the Metro Vision Issues Committee

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

Meeting Date	Agenda Category	Agenda Item #
June 3, 2015	Action	5

#### SUBJECT

MVIC will continue discussion and recommend to the Board of Directors foundational measures for inclusion in Metro Vision.

#### PROPOSED ACTION/RECOMMENDATIONS

Recommend initial foundational measures and targets to the Board of Directors for inclusion in Metro Vision.

#### ACTION BY OTHERS

At MVIC's request TAC provided guidance on Foundational Measures 3, 6, 7, 8, 9a, 9b and 10.

#### SUMMARY

Item #4 on MVIC's May 6, 2015 agenda sought action on the proposed foundational measures for *Metro Vision*. Discussion and straw polling in May indicated that MVIC may be ready to advance several of the proposed foundational measures for Board consideration. Four foundational measures were either not discussed or there was direction to continue the discussion in June. Each proposed foundational measure and its status is shown below:

Foundational Measure (FM)	Baseline	Target	Status
<b>1</b> Share of the region's housing and employment located in urban centers	9.3 percent of housing (2014) 36.3 percent of employment (2014)	Increase to 25 percent of region's housing and 50 percent of region's employment by 2040	<b>Will be discussed in June</b>
<b>2</b> Housing density within the urban growth boundary/area (UGB/A)	1,300 units per square mile (2014)	25 percent increase between 2014 and 2040	<i>Covered at May MVIC</i>
<b>3</b> Share of the region's population living in areas with combined housing and transportation costs less than or equal to 45 percent of income for the regional typical household	41 percent (2013)	Increase to 50 percent by 2040*	<b>Discussion not completed at May MVIC – will be discussed in June</b>
<b>4</b> Share of the region's households earning less than \$50,000 per year that are housing cost burdened	69.4 percent (2013)	Decrease to 60 percent by 2040	<b>Discussion not completed at May MVIC – will be discussed in June</b>

Foundational Measure (FM)	Baseline	Target	Status
<b>5</b> Share of the health facilities located in urban centers, in rural town centers, or within ½ mile of a rapid transit station or ¼ mile of a high-frequency bus stop	54.4 percent (2013)	Increase to 75 percent by 2040	<b>Will be discussed in June</b>
<b>6</b> Surface transportation related greenhouse gas emissions per capita	26.8 lbs./person (2010)	60 percent decrease between 2010 and 2040	<i>Covered at May MVIC</i>
<b>7</b> Non-SOV (single occupancy vehicle) mode share to work	25.5 percent (2013)	Increase to 35 percent by 2040	<i>Covered at May MVIC</i>
<b>8</b> Daily vehicle miles traveled (VMT) per capita	25.4 daily VMT per capita (2010)	Reduce 10 percent from the 2010 level by 2040	<i>Covered at May MVIC</i>
<b>9a</b> Average travel time variation (TTV) (peak vs. off-peak)	1.22 (2011)	1.33 or less	<i>Covered at May MVIC</i>
<b>9b</b> Person delay per trip	1.7 minutes (2015)	2 minutes or less	<i>Covered at May MVIC</i>
<b>10</b> Number of traffic fatalities	176 (2013)	Less than 100 per year by 2040	<i>Covered at May MVIC</i>

In June MVIC will focus on Foundational Measures 1, 3, 4, and 5. A synthesis of information previously provided to MVIC follows. The information below also includes staff responses to questions posed by MVIC during previous meetings.

#### **FM 1: Share of region's housing and employment located in urban centers**

Foundational Measure (FM)	Baseline	Target
<b>1</b> Share of the region's housing and employment located in urban centers	9.3 percent of housing (2014) 36.3 percent of employment (2014)	Increase to 25 percent of region's housing and 50 percent of region's employment by 2040

#### **Synthesis of information previously provided:**

- In *Metro Vision 2035* the Board established a target of accommodating 50 percent of new housing and 75 percent of new employment in designated urban centers between 2005 and 2035.

- Available employment datasets do not distinguish between employment moving within the region and new jobs created, or jobs moving into the region from outside the region – therefore it is not possible to track “new” employment.
- The proposed alternative approach would track the overall share of the region’s housing and employment located in urban centers.
- Achieving the current *Metro Vision 2035* target would result in 22 percent of region’s housing and 48 percent of region’s employment being located in urban centers in the year 2040.
- **Recent trends show that housing and employment grew faster in urban centers than it did in the region.**
  - The share of region’s housing located in urban centers grew 1.0 percentage point to 9.3 percent (2006-2014). Projecting this trend forward, the share of the region’s housing in urban centers would increase to 12 percent by 2040.
  - The share of region’s employment located in urban centers grew 1.3 percentage points to 36.3 percent (2005-2014). Projecting this trend forward, the share of the region’s employment in urban centers would increase to 43 percent by 2040.
- **Scenarios DRCOG staff explored in 2013 revealed the positive impact of focusing growth in urban centers.**
  - Scenarios that focused growth in urban centers and in other areas well-served by transit reduced VMT per capita. Scenarios that did not focus housing and employment growth in urban centers and in other areas well-served by transit showed VMT per capita increasing or remaining flat when compared to current assumptions.
  - Urban center- and transit-focused growth scenarios had the highest percentage of trips to work via non-SOV modes when compared to other modeled scenarios. These scenarios also showed the greatest decrease in GHG emissions per capita.
- **Urban center designations and boundary adjustments may help meet the target.**
  - Through the Metro Vision amendment process local governments can designate new and revised urban centers – more urban centers could result in a larger share of population and employment in these areas (e.g. 39 FasTracks stations currently do not have an associated urban center).
  - Early urban center designations focused on concentrations of employment uses and not the more balanced approach (housing and employment) that is more typical of recent designations. Future adjustments to existing urban center boundaries could focus on including housing located just outside existing employment-focused centers.

**MVIC questions during May discussion:**

- MVIC did not discuss FM 1 in May – no clarifying questions were asked.

**FM 3: Share of the region's population living in areas with combined housing and transportation costs less than or equal to 45 percent of income for the regional typical household**

Foundational Measure (FM)	Baseline	Target
<b>3</b> Share of the region's population living in areas with combined housing and transportation costs less than or equal to 45 percent of income for the regional typical household	41 percent (2013)	Increase to 50 percent by 2040*

**Synthesis of information previously provided:**

- **Housing and transportation are typically the two largest components of a household budget.**
  - Researchers have identified 45% of income as a key affordability benchmark for combined housing and transportation costs.
- **The original proposed measure and target used a regional average of combined housing and transportation costs calculated with a new model – the Location Affordability Index (LAI) version 2 – from USDOT and HUD. Staff's thinking on this measure has evolved over the past few months (see information below and following bullet).**
  - Staff previously expressed some concern about the LAI version of the Housing + Transportation costs model:
    - The HUD/DOT model introduced a complicated new approach with no additional statistical estimation advantage.
    - Ongoing HUD/DOT commitment to updates remains unclear.
    - Low resolution of detail: LAI model results only available down to Census Tract
  - MVIC and TAC discussions revealed concern about using a regional average that "washes out" the variance between sub-areas in the region that may experience very different transportation cost impacts on households.
- **The Center for Neighborhood Technology (CNT) recently updated neighborhood level (Census Block Group) data – Housing and Transportation (H+T) Affordability Index.**
  - CNT originally developed the H+T methodology, but at the time the initial measure and target were proposed the supporting data was significantly out of date. CNT recently integrated updated neighborhood-level data with a revised transportation cost estimation model.

- Staff met with one of the original developers of the H+T Index and gained more confidence in the underlying data and model assumptions:
  - The CNT model is more straightforward and has a more proven statistical approach when compared to the LAI model
  - CNT has an ongoing commitment to update both the underlying data and the model (extending back to 2006 – which also allows for benchmarking)
  - Better data resolution at the neighborhood scale (Census Block Group vs. Census Tract)
- **In May, MVIC considered the TAC recommended revision to this measure. TAC recommended a measure that would quantify the percentage of the region’s residents living in areas that fell below the affordability benchmark (45%). DRCOG staff is supportive of the TAC recommendation.**

**MVIC questions during May discussion:**

- **Can the wording of the proposed foundational measure be simplified?**
  - Staff proposal: “Share of region’s population living in areas with housing and transportation costs affordable to the typical household in the region.”<sup>1</sup>
- **Can staff provide info about how widely used the model is and how much work went into its development?**
  - Staff is aware of several regional entities using the H+T data for a variety of applications:
    - Knoxville, TN (TPO)
    - Washington DC (MWCOG)
    - San Francisco (MTC)
    - Minneapolis-St. Paul (Metropolitan Council)
    - Chicago (CMAP)
    - States and cities are also using this data
  - CNT released the first version of the H+T Index in 2006. The second version, using data from Census 2010 came out in 2011. CNT released the third version at the end of March.
  - CNT has continued to develop and refine the H+T Index with funding support from federal government partners and non-profit foundations.
    - Each version has been subjected to the scrutiny of academics and other peer reviewers (e.g. through the Transportation Research Board).
  - The H+T Index is now in a suite of CNT tools called the “Location Efficiency Hub.”

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<sup>1</sup> The term “affordable to the typical household” can be documented as “45 percent of income” in a manner similar to the term “housing cost burdened” and the “30 percent of income” guideline for housing cost burdened status.

- **How does the model calculate housing and transportation costs?**

- Housing cost data is pulled directly from observed data in the US Census Bureau's American Community Survey (ACS).
- Figure 1 below graphically illustrates how transportation costs are estimated.
- Under the TAC recommendation DRCOG staff would identify each Census Block Group in the region where housing plus transportation costs are lower than or equal to 45% of the income for the regional typical household. The total population in these Census Block Groups would be used to determine the share of the region's population living in areas with H+T costs below the 45% affordability benchmark.

**Figure 1. Household Transportation Cost Estimation**

$$\left( \begin{array}{c} \text{Auto} \\ \text{Own.}^* \end{array} \times \begin{array}{c} \text{Auto} \\ \text{Own.} \\ \text{Cost} \\ \text{Factor}^\dagger \end{array} \right) + \left( \begin{array}{c} \text{Auto} \\ \text{Use}^* \end{array} \times \begin{array}{c} \text{Auto} \\ \text{Use} \\ \text{Cost} \\ \text{Factor}^\dagger \end{array} \right) + \left( \begin{array}{c} \text{Transit} \\ \text{Use}^* \end{array} \times \begin{array}{c} \text{Transit} \\ \text{Use} \\ \text{Cost} \\ \text{Factor}^\ddagger \end{array} \right) = \text{Household Transportation Costs}$$

\* - Observations of the independent/predictor variables – median household income, household size, commuters per household, household residential density, walkability and street connectivity, transit connectivity and access, and employment access and diversity – are used to estimate the dependent variables of **auto ownership**, **auto use**, and **transit use** at the neighborhood level (Census Block Group).

† - Cost factors for **auto ownership** and **auto use** are derived from the national Consumer Expenditure Survey (CES) from the US Bureau of Labor Statistics (BLS). Median household income for a neighborhood (Census Block Group) is used to apply the appropriate cost factor.

‡ - The cost factor for **transit use** is derived from RTD fare box revenue as reported to the National Transit Database (NTD). Revenues are attributed to each county based on the number of stops and frequency of trips. County sub-totals are then attributed proportionally to a neighborhood (Census Block Group) based on the number of transit commuters as observed in the ACS.

- **What modes of travel are represented in the H+T Index?**

- Transportation costs are estimated based on auto ownership, auto use, and transit use.
- While there are no walking or bicycling costs, neighborhoods with predictive variables that suggest higher rates of walking and bicycling are assigned lower estimated auto ownership and auto use costs.

- **Does the region have the ability to “move the needle” toward the target on this measure?**

- Chicago's [regional plan](#) points to the importance of supporting transportation alternatives and shortening trips to reduce the costs of congestion and travel for all residents.
- In April DRCOG staff noted the connection other proposed foundational measures have with household transportation costs. Reducing VMT would lower fuel and maintenance costs and increasing the share of people using non-SOV modes to

travel to and from work may contribute to more households that are able to reduce the total number of cars in their household – which will impact the fixed costs of auto ownership and associated costs.

**FM 4: Share of the region's households that are housing cost burdened (spending 30% or more of income on housing)**

Foundational Measure (FM)	Baseline	Target
<b>4</b> Share of the region's households earning less than \$50,000 per year that are housing cost burdened	69.4 percent (2013)	Decrease to 60 percent by 2040

**Synthesis of information previously provided:**

- **Being housing cost burdened occurs when a household pays more than 30 percent of their gross household income towards housing costs.**
  - For renters: rent, utilities (if not paid for by landlord)
  - For owners: mortgage payments, utilities, and condominium or mobile home fees (where appropriate)
  - The spending patterns of these households are impacted - ultimately the region's economic growth and local sales tax revenues may also be impacted.
- **In April, MVIC asked staff if this measure could be focused on different income levels.**
  - Staff subsequently provided information on the different "income bands" the ACS uses to report this data (less than \$20,000; \$20,000 to \$34,999; \$35,000 to \$49,999; \$50,000 to \$74,999; and \$75,000 or more).
  - In May staff recommended modifying the measure to focus on households earning less than \$50,000 per year.
    - 75% of all housing cost burdened households in the region earn less than \$50,000 per year.
    - Between 2010 and 2013, the percentage of households earning less than \$50,000 that were housing cost burdened increased from 68.1% to 69.4%.
  - Staff also provided information on an alternative, focusing on households earning less than \$75,000 per year.
    - 90% of all housing cost burdened households in the region earn less than \$75,000 per year.
    - Between 2010 and 2013 the percentage of households earning less than \$75,000 that were housing cost burdened remained at 57.2%.
  - Between 2010 and 2013, the percentage of all households that were housing cost burdened decreased from 38.3% to 36.2%.

**MVIC questions during May discussion:**

- **Is there a way to focus on certain households without specifying a specific income number?**
  - The American Community Survey (ACS) collects these data from a sample of households on a rolling monthly basis. ACS aggregates samples into one-, three-, or five-year periods. The Census Bureau determines the “income bands” that are reported. A measure focusing on specific income levels, rather than a regional total of cost burdened households, will need to rely on data provided by the ACS.
- **Does the region have the ability to “move the needle” toward the target on this measure?**
  - The *Healthy, Inclusive and Livable Communities* element of the DRAFT Metro Vision plan notes several regional and local actions that can contribute to a region where “diverse housing options meet the needs of residents of all ages, incomes and abilities” – a core plan outcome defined by ad hoc working group of Board members that focused on integrating the issue of housing into Metro Vision. Three example actions proposed by the ad hoc group are listed below.
    - Regional: Convene local government officials and housing experts to identify ways to expand affordable, accessible workforce and senior housing development opportunities in local communities.
    - Local: Review local plans and regulations to ensure they encourage a mix of housing types and densities.
    - Local: Consider incentives to support affordable, accessible, workforce and senior housing, particularly within centers and other areas that are or may be served by transit.

**FM 5: Share of health facilities in urban centers, in rural town centers, or near high frequency transit**

Foundational Measure (FM)	Baseline	Target
<b>5</b> Share of the health facilities located in urban centers, in rural town centers, or within ½ mile of a rapid transit station or ¼ mile of a high-frequency bus stop	54.4 percent (2013)	Increase to 75 percent by 2040

**Synthesis of information previously provided:**

- **Proposed measure offers one way to gauge the ability of the region’s residents to access health care.**
  - Increased access to health facilities benefits patients/clients, and it also connects workers to places of employment in a rapidly growing employment sector.

- **Between 2006 and 2013, the share of health facilities in urban centers, 2014 rural town centers, within ½ mile of 2014 rapid transit stations, or within ¼ mile from 2014 high frequency bus stops remained around 55%.**
  - 2006: 55.3% (440 of 796)
  - 2009: 53.2% (499 of 938)
  - 2013: 54.4% (653 of 1201)
- **Promising trends that may work in favor of the region achieving this target include:**
  - The rapid transit network expansion will connect existing facilities and open up new sites for development
  - As a rapidly growing job sector future urban centers may form around major health facilities throughout the region.

**MVIC questions during May discussion:**

- MVIC did not discuss FM 5 in May – no clarifying questions were asked.

**PREVIOUS DISCUSSIONS/ACTIONS**

Previous MVIC Metro Vision Discussions/Actions:

May 7, 2014 – MVIC Meeting Summary  
June 4, 2014 – MVIC Meeting Summary  
July 2, 2014 – MVIC Meeting Summary  
August 6, 2014 – MVIC Meeting Summary  
October 1, 2014 – MVIC Meeting Summary  
February 4, 2015 – MVIC Meeting Summary  
March 4, 2015 – MVIC Meeting Summary  
April 1, 2015 – MVIC Meeting Summary  
May 6, 2015 – MVIC Meeting Summary

**PROPOSED MOTION**

Move to recommend to the Board of Directors Metro Vision foundational measures and targets as agreed to during the meeting.

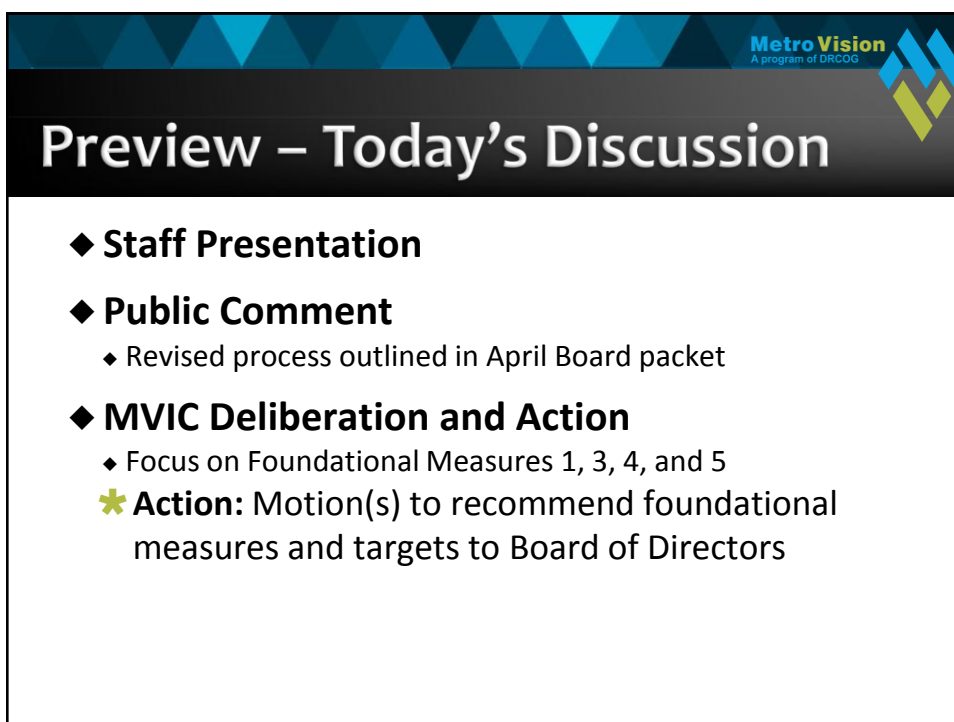
**ATTACHMENT**

Presentation Slides – Metro Vision Foundational Measures (continued) – 6/3/2015

[Draft Metro Vision Plan \(consolidated based on MVIC feedback\) - Link](#)


**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); Brad Calvert, Metro Vision Manager, Regional Planning and Operations at 303-480-6839 or [bcalvert@drcog.org](mailto:bcalvert@drcog.org)

A presentation slide with a blue and yellow geometric pattern at the top. The central area is dark grey. On the right side is the Metro Vision logo, which consists of stylized blue and yellow shapes. To the left of the logo, the text "Metro Vision" is in yellow, and "A program of DRCOG" is in smaller blue text below it. The main title "Preview – Today's Discussion" is in large white font. Below the title, the date "June 3, 2015" is displayed in white.


**Preview – Today's Discussion**

- ◆ **Staff Presentation**
- ◆ **Public Comment**
  - ◆ Revised process outlined in April Board packet
- ◆ **MVIC Deliberation and Action**
  - ◆ Focus on Foundational Measures 1, 3, 4, and 5
  - ★ **Action:** Motion(s) to recommend foundational measures and targets to Board of Directors



## Before we launch back in...

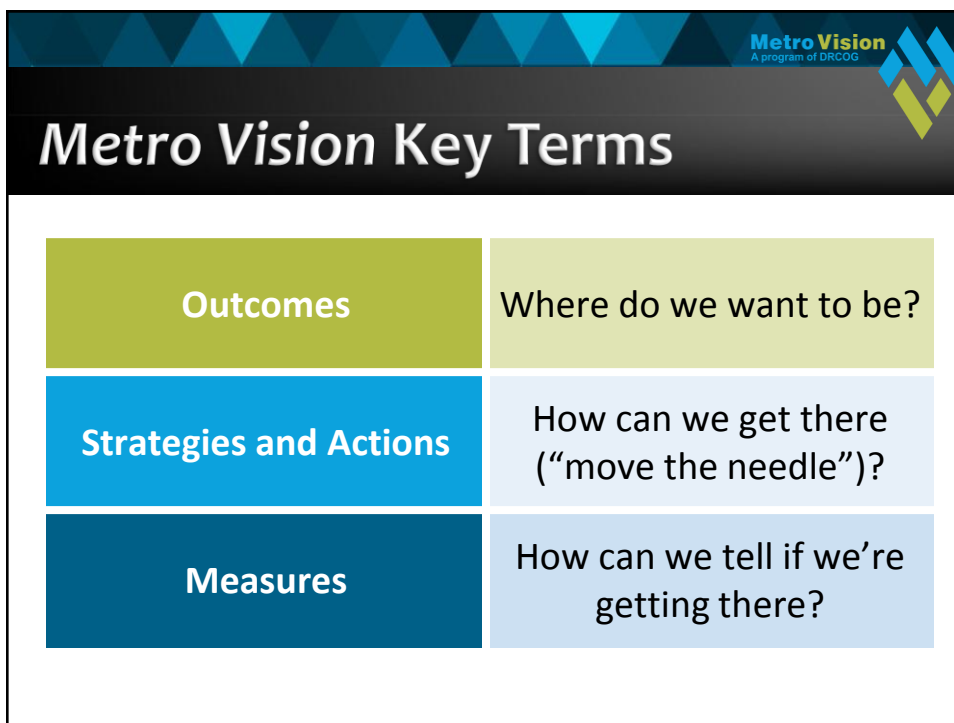
- ◆ **Foundational Measure Context**
  - ◆ *Metro Vision* Principles
  - ◆ *Metro Vision* Key Terms
  - ◆ DRAFT *Metro Vision* Outcomes




## 6 Core Principles of *Metro Vision*

Protects and enhances the region's quality of life	Is aspirational, long-range and regional in focus	Offers ideas for local implementation
Respects local plans	Encourages communities to work together	Remains dynamic and flexible

***Established in 1992***





**Metro Vision**  
A program of DRCOG




## Where we left off...

Foundational Measure (FM)	Baseline	Target	Status
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<b>5</b> Share of the region's health facilities located in urban centers, in rural town centers, or within ½ mile of a rapid transit station or ¼ mile of a high-frequency bus stop	54.4 percent (2013)	Increase to 75 percent by 2040	<b>Will be discussed in June</b>

<div>  <b>Metro Vision</b>  A program of DRCOG </div>			
Where we left off...			
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<b>6</b> Surface transportation related greenhouse gas emissions per capita	26.8 lbs./person (2010)	60 percent decrease between 2010 and 2040	Covered at May MVIC
<b>7</b> Non-SOV (single occupancy vehicle) mode share to work	25.5 percent (2013)	Increase to 35 percent by 2040	Covered at May MVIC
<b>8</b> Daily vehicle miles traveled (VMT) per capita	25.4 daily VMT per capita (2010)	Reduce 10 percent from the 2010 level by 2040	Covered at May MVIC
<b>9a</b> Average travel time variation (TTV) (peak vs. off-peak)	1.22 (2011)	1.33 or less	Covered at May MVIC
<b>9b</b> Person delay per trip	1.7 minutes (2015)	2 minutes or less	Covered at May MVIC
<b>10</b> Number of traffic fatalities	176 (2013)	Less than 100 per year by 2040	Covered at May MVIC

<div>  <b>Metro Vision</b>  A program of DRCOG </div>			
Left to cover			
Foundational Measure (FM)	Baseline	Target	
<b>1</b> Share of the region's housing and employment located in urban centers	9.3 percent of housing (2014) 36.3 percent of employment (2014)	Increase to 25 percent of region's housing and 50 percent of region's employment by 2040	
<b>3</b> Share of the region's population living in areas with combined housing and transportation costs less than or equal to 45 percent of income for the regional typical household	41 percent (2013)	Increase to 50 percent by 2040	
<b>4</b> Share of the region's households earning less than \$50,000 per year that are housing cost burdened	69.4 percent (2013)	Decrease to 60 percent by 2040	
<b>5</b> Share of the region's health facilities located in urban centers, in rural town centers, or within ½ mile of a rapid transit station or ¼ mile of a high-frequency bus stop	54.4 percent (2013)	Increase to 75 percent by 2040	




## FM 1: Housing & Employment in Urban Centers

Foundational Measure (FM)	Baseline	Target
1 Share of the region's housing and employment located in urban centers	9.3 percent of housing (2014) 36.3 percent of employment (2014)	Increase to 25 percent of region's housing and 50 percent of region's employment by 2040


**Housing 2006-2014:**  
+1.0 percentage point

**Employment 2005-2014:**  
+1.3 percentage points



**2040 (Based on Trend):**  
Housing: 12%  
Employment: 43%

- Trend includes recession
- Does not account for future designations or boundary adjustments




## FM 1: Housing & Employment in Urban Centers

Foundational Measure (FM)	Baseline	Target
1 Share of the region's housing and employment located in urban centers	9.3 percent of housing (2014) 36.3 percent of employment (2014)	Increase to 25 percent of region's housing and 50 percent of region's employment by 2040


**Target extrapolated from *Metro Vision 2035*:**

- 50% of new housing
- 75% of new employment



**Apply 2040 Projections assuming 50/75 target**

- 22% share of region's housing in urban centers
- 48% share of region's employment in urban centers




## FM 3: Housing + Transportation Costs

Foundational Measure (FM)	Baseline	Target
<b>3</b> Share of the region's population living in areas with combined housing and transportation costs less than or equal to 45 percent of income for the regional typical household	41 percent (2013)	Increase to 50 percent by 2040

**TAC recommendation:** quantify the percentage of the region's residents living in areas that fall below an affordability benchmark (45%)

*In May, MVIC began to discuss this proposal, and requested additional information.*



## FM 3 - H+T Question: Can the wording be simplified?

**Staff proposal:** Share of region's population living in areas with housing and transportation costs affordable to the typical household in the region.

*"Affordable" can be documented as "45 percent of income"*

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## FM 3 - H+T Question:

How does the model calculate housing and transportation costs?


$$\left( \begin{matrix} \text{Auto} \\ \text{Own.} \end{matrix} \times \begin{matrix} \text{Auto} \\ \text{Own.} \\ \text{Cost} \\ \text{Factor} \end{matrix} \right) + \left( \begin{matrix} \text{Auto} \\ \text{Use} \end{matrix} \times \begin{matrix} \text{Auto} \\ \text{Use} \\ \text{Cost} \\ \text{Factor} \end{matrix} \right) + \left( \begin{matrix} \text{Transit} \\ \text{Use} \end{matrix} \times \begin{matrix} \text{Transit} \\ \text{Use} \\ \text{Cost} \\ \text{Factor} \end{matrix} \right) = \begin{matrix} \text{Household} \\ \text{Transportation} \\ \text{Costs} \end{matrix}$$

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## FM 3 - H+T Question:

How does the model calculate housing and transportation costs?

$$\left( \begin{matrix} \text{Auto} \\ \text{Own.} \end{matrix} \times \begin{matrix} \text{Auto} \\ \text{Own.} \\ \text{Cost} \\ \text{Factor} \end{matrix} \right) + \left( \begin{matrix} \text{Auto} \\ \text{Use} \end{matrix} \times \begin{matrix} \text{Auto} \\ \text{Use} \\ \text{Cost} \\ \text{Factor} \end{matrix} \right) + \left( \begin{matrix} \text{Transit} \\ \text{Use} \end{matrix} \times \begin{matrix} \text{Transit} \\ \text{Use} \\ \text{Cost} \\ \text{Factor} \end{matrix} \right) = \begin{matrix} \text{Household} \\ \text{Transportation} \\ \text{Costs} \end{matrix}$$



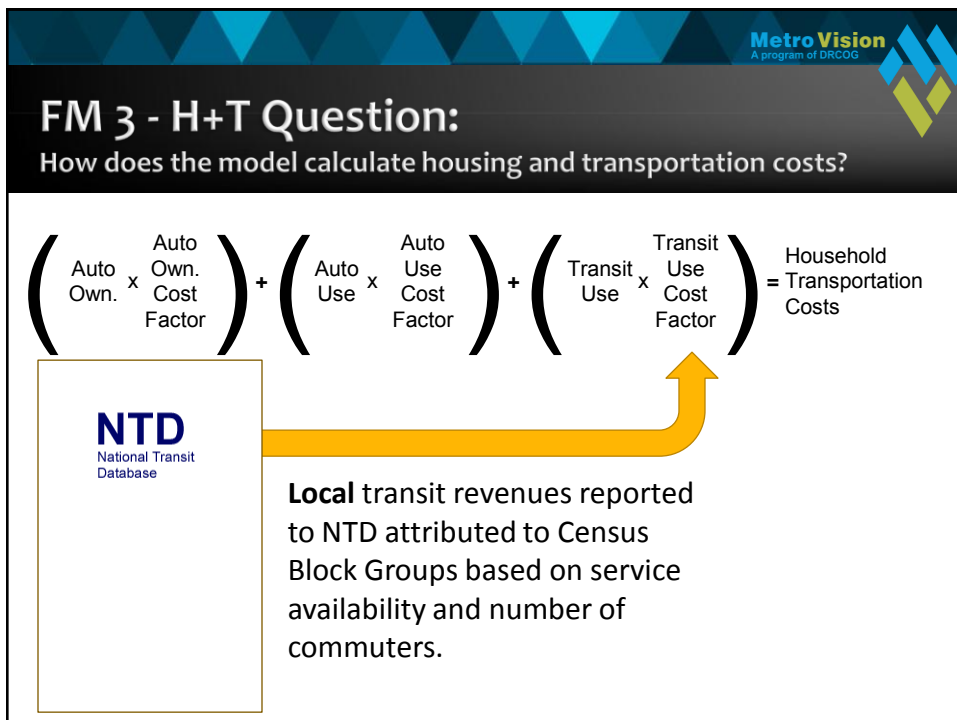
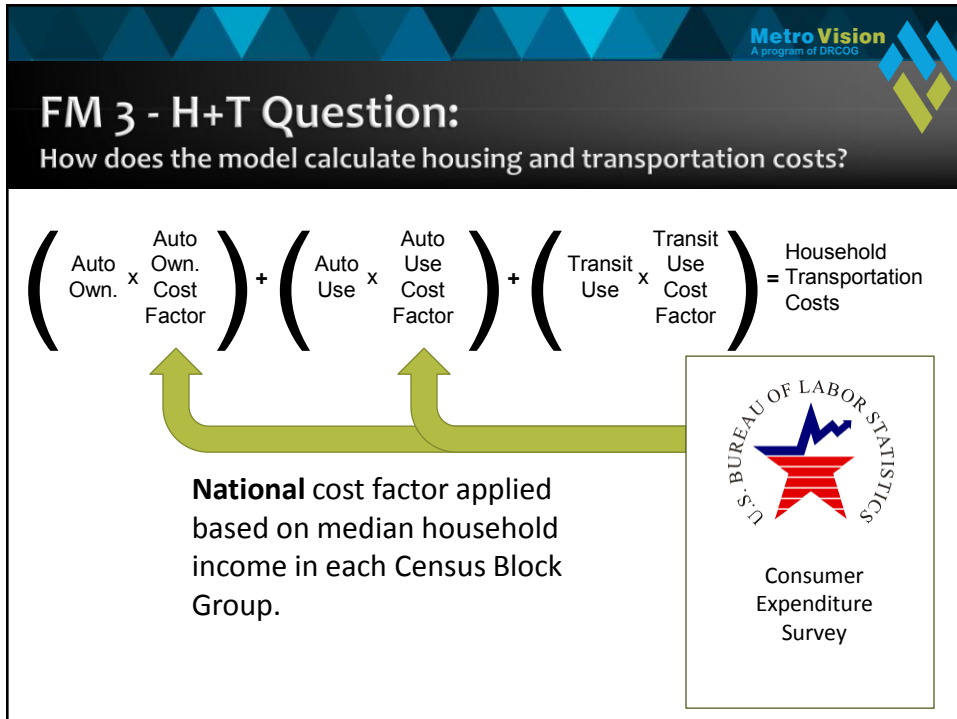
**Local independent/predictor variables**  
used to statistically estimate these three  
dependent variables Census Block  
Group.

**Neighborhood Characteristics**

- Gross Density
- Regional Household Intensity
- Fraction of Single-Family Detached Housing
- Block Density
- Employment Access Index
- Employment Mix Index
- Transit Connectivity Index
- Transit Access Shed
- Transit Access Shed Jobs
- Average Available Transit Trips per Week

**Household Characteristics**

- Median Household Income
- Average Commuters per Household
- Average Household Size



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## FM 3 - H+T Question:

Does the region have the ability to “move the needle?”

- ◆ **Reduce VMT**
  - ◆ Support transportation alternatives
  - ◆ Shorten trips
  - ◆ Mix land uses
- ◆ **Opportunity in the region to reduce cars/household**

**fuel and maintenance costs**

**car payments, insurance, etc.**

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## FM 4: Cost-burdened households

Foundational Measure (FM)	Baseline	Target
4 Share of the region's households earning less than \$50,000 per year that are housing cost burdened	69.4 percent (2013)	Decrease to 60 percent by 2040

**Housing cost burdened:** households spending 30% or more of their income on housing

- Adverse impacts on household spending patterns
  - Risks regional economic growth
  - Limits local sales tax revenues

## FM 4: Cost-burdened households

Foundational Measure (FM)	Baseline	Target
4 Share of the region's households earning less than \$50,000 per year that are housing cost burdened	69.4 percent (2013)	Decrease to 60 percent by 2040



**Current Proposal:** Focuses on households earning less than \$50,000

**Original Proposal:**

Foundational Measure (FM)	Baseline	Target
Orig. 4 Share of the region's households that are housing cost burdened	36.2 percent (2013)	Reduce to 25 percent by 2040

## FM 4: Cost-burdened households

Foundational Measure (FM)	Baseline	Target
4 Share of the region's households earning less than \$50,000 per year that are housing cost burdened	69.4 percent (2013)	Decrease to 60 percent by 2040

Households		2010	2011	2012	2013
Less than \$50,000	Cost Burdened	296,571	294,449	296,661	299,094
	Not Cost Burdened	138,832	133,483	132,383	131,764
	Total in Categories	435,403	427,932	429,044	430,858
	% Cost Burdened	68.1%	68.8%	69.1%	69.4%

Households		2010	2011	2012	2013
Less than \$75,000	Cost Burdened	363,713	361,623	361,845	361,485
	Not Cost Burdened	271,897	268,038	268,702	270,300
	Total in Categories	635,610	629,661	630,547	631,785
	% Cost Burdened	57.2%	57.4%	57.4%	57.2%

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## FM 4 - Cost Burdened Question:

Does the region have the ability to “move the needle?”

◆ **DRAFT Outcome 14:** Diverse housing options meet the needs of residents of all ages, incomes and abilities

**Examples of Actions Proposed by Ad Hoc Group**

- ◆ **Regional:** Convene local government officials and housing experts to identify ways to expand affordable, accessible workforce and senior housing development opportunities in local communities.
- ◆ **Local:** Review local plans and regulations to ensure they encourage a mix of housing types and densities.
- ◆ **Local:** Consider incentives to support affordable, accessible, workforce and senior housing, particularly within centers and other areas that are or may be served by transit.

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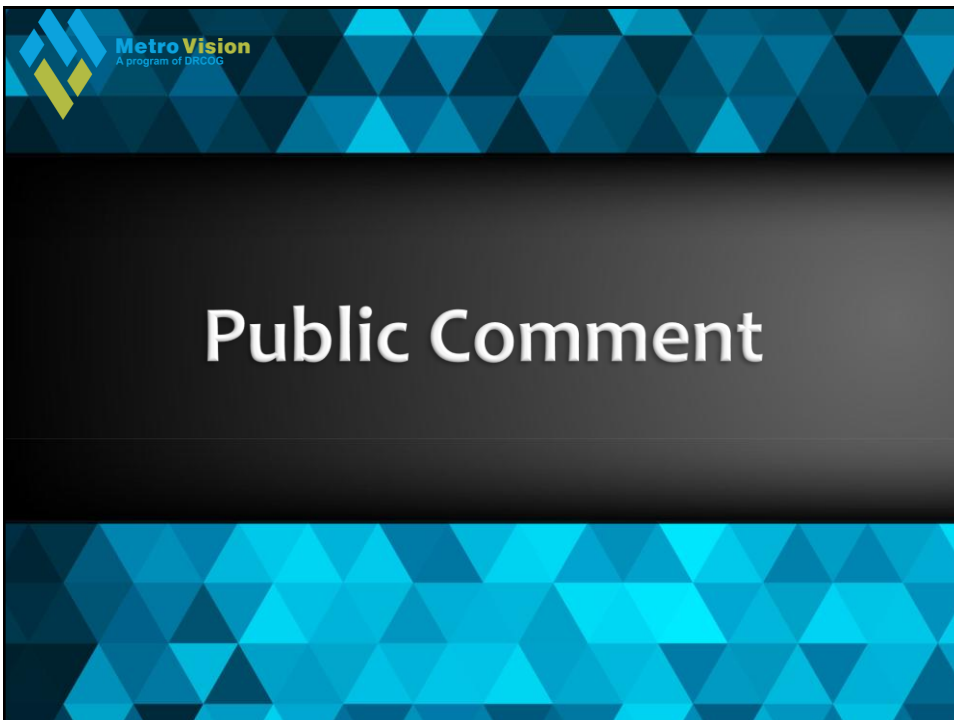
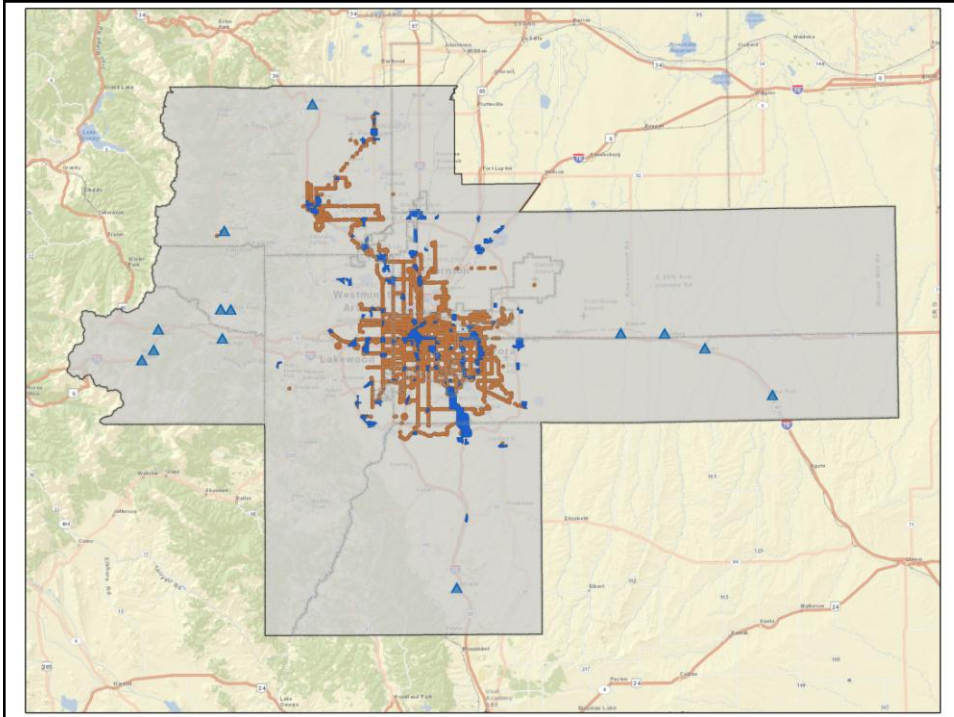
## FM 5: Health Facilities

Foundational Measure (FM)	Baseline	Target
5 Share of the region's health facilities located in urban centers, in rural town centers, or within ½ mile of a rapid transit station or ¼ mile of a high-frequency bus stop	54.4 percent (2013)	Increase to 75 percent by 2040

• No changes from past materials

**Obtained past years' data from CDPHE**

- **2006: 55.3% (440 of 796)**
- **2009: 53.2% (499 of 938)**
- **2013: 54.4% (653 of 1201)**



**ATTACH D**

To: Chair and Members of the Metro Vision Issues Committee

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

Meeting Date	Agenda Category	Agenda Item #
June 3, 2015	Information	6

#### SUBJECT

Staff will provide an overview of the transportation element of the draft Metro Vision plan: *A Connected Multimodal Region*.

#### PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information.

#### ACTION BY OTHERS

N/A

#### SUMMARY

The transportation element of the March 2015 draft Metro Vision Plan is titled: *A Connected Multimodal Region*. This element will become the policy basis for the new *Metro Vision Regional Transportation Plan* (MVRTP) being prepared this year. As with other Metro Vision elements, the draft transportation element was shaped by stakeholder input, particularly from the Transportation Advisory Committee (TAC) and Metro Vision Planning Advisory Committee (MVPAC).

Three key desired regional outcomes are identified:

- A well-connected, regional multimodal transportation system
- A safe, dependable, and efficiently-operated transportation system
- A transportation system contributing to a better quality of life

For each outcome, further objectives, strategies, and supportive actions are described in the element.

Several performance measures are also identified to help track the region's progress toward the transportation objectives. Five of those measures are proposed as foundational measures with associated performance targets, which MVIC has been reviewing.

Staff will provide a thorough overview of the draft *A Connected Multimodal Region* element of Metro Vision and ask for MVIC input and guidance.

#### PREVIOUS DISCUSSIONS/ACTIONS

N/A

#### PROPOSED MOTION

N/A

#### LINK

March 2015 Draft: [A Connected Multimodal Region](#) element of Metro Vision

#### 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 Jacob Riger, Transportation Planning Coordinator, at 303-480-6751 or [jriger@drcog.org](mailto:jriger@drcog.org).