

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
303 480-6701 or drex@drcoq.org

Meeting Date	Agenda Category	Agenda Item #
October 17, 2018	Informational Briefing	16

SUBJECT

Metro Vision performance measure status update

PROPOSED ACTION/RECOMMENDATIONS

No action is requested. This item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

Background

The DRCOG Board of Directors unanimously adopted Metro Vision, the region’s aspirational plan for the future, in January 2017. The plan includes 16 overall plan performance measures. Each measure includes a baseline observation and a 2040 target. The performance measures help track the region’s progress toward the shared outcomes identified in Metro Vision.

“Measures 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.” ([Metro Vision](#), page 2)

The Board adopted amendments to the Metro Vision plan in April 2018, including changes to a plan performance measure and target. The adopted amendment corrected a previous error in calculating a baseline measure, which subsequently influenced Board discussion on future targets.

Measure status

The attached staff presentation provides the most recent observations of performance measure data. Metro Vision performance measures rely on regularly updated data from reliable sources. Many of the plan’s performance measures rely on data sets that are updated annually, therefore, there are limited observations included in this initial update.

The region is on track or ahead of schedule to meet nearly half of the 2040 targets; the region is behind schedule on six-seven measures. Due to improvements to base data used to calculate observations, staff is unable to make a status determination on two measures. These measures may require future Board action to amend the Metro Vision plan.

Urban center employment

Ahead of schedule
 Measures ahead of pace
 needed to achieve 2040
 target

Residents living in locations affordable to the typical household (housing + transportation costs)
 Housing near high-frequency or rapid transit
 Employment near high-frequency or rapid transit
 Regional employment

On track
 Measures on pace
 needed to achieve 2040
 target

Urban center housing
 Regional population-weighted density
 Travel time variation (TTV)

Urban center employment

Behind schedule
 Measures behind pace
 needed to achieve 2040
 target

Non-single-occupant vehicle (SOV) travel
 Vehicle miles traveled (VMT)
 Person delay
 Traffic fatalities
 Surface transportation greenhouse gas (GHG) emissions
 Employment in high-risk hazard areas

No determination
 Measures with data
 limitations preventing
 status determination

Protected open space
 Housing in high-risk hazard areas

Additional details - finding of “no determination”

- **Protected open space:** Recent coordination with the State Land Board to ensure that our data accurately reflects the status of Land Board holdings resulted in changes to our regional open space inventory. As a result, updated observations noted in the attached presentation are all *less than* the performance measure baseline included in Metro Vision.
- **Housing in high-risk hazard areas:** Staff continues to make improvements to DRCOG’s Master Housing Dataset. This dataset is used to identify and locate housing units throughout the region, including those within high-risk hazard areas. Recent data collection efforts have captured more housing units throughout the region, not just new units. When more recent data is used, the baseline observation (2014) is *less than* the baseline observation the Board reviewed in setting the 2040 target. Additional observations are required and may result in a future staff recommendation to amend this performance measure.

Tonight’s presentation

The attached presentation includes all observations available since baseline measures were established. In the interest of time, staff will describe one measure from each of the

categories in the above table. All measures and observations are documented in the presentation.

The presentation includes numeric observations, as well as a graphical representation of the data, including an illustrative trendline demonstrating progress needed to achieve the 2040 target. Additionally, a link to more detailed measure documents is provided below.

Next steps

Performance measures can help inform board and committee decisions to focus, reinforce, or otherwise redirect future efforts in response to observed trends. In addition to the performance measures outlined above, Metro Vision established a dynamic and flexible performance management approach. DRCOG staff will continue to research and share data and information that may illustrate progress toward shared outcomes.

In early 2019, the Board will likely consider amendments to measures classified as “no determination”. Additionally, the Board may also consider adjustments to the person delay measure to ensure consistency with methodology used for DRCOG’s Annual Congestion Report. DRCOG staff continues to evaluate methodology and data used to calculate this congestion measure, including transitioning from the use of modeled data to observed data to calculate travel delay.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. Staff presentation (**with corrected observations**)

Link: [Metro Vision measure documentation](#)

ADDITIONAL INFORMATION

If you need additional information please contact Douglas W. Rex, Executive Director, at 303 480-6701 or drex@drcog.org; or Brad Calvert, Director, Regional Planning and Development, at 303-480-6839 or bcalvert@drcog.org.



Metro Vision Performance Measures

Status Update

Presented by:
Brad Calvert

October 17, 2018

DRCOG Strategic Planning Model and Metro Vision

Strategic 'altitude'

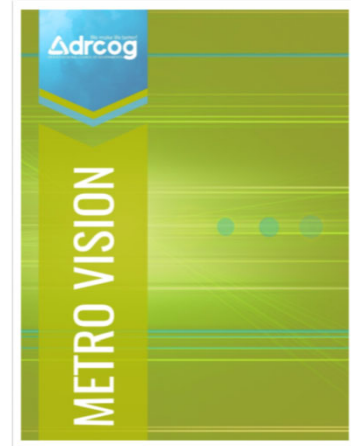




Stated purpose: judging collective impact

Metro Vision measures:

1. help to **verify whether the shared actions** of planning partners, including local governments, **are moving the region toward desired outcomes**
2. are **not intended to judge the performance of individual jurisdictions or projects**



Disclaimers

Three quick disclaimers:

1. Path between 2014 and 2040 not likely to be a straight line
2. Limited observations → limited ability to extrapolate
3. Improving datasets → better understanding, but may require target adjustments (early 2019)





Metro Vision performance measure status ****corrected****

Ahead of schedule



- Residents living in locations affordable to the typical household
- **Housing near high-frequency or rapid transit**
- Employment near high-frequency or rapid transit
- Regional employment

On track



- Urban center housing
- **Regional population-weighted density**
- Travel time variation (TTV)

Behind schedule



- Urban center employment
- Non-single-occupant vehicle (SOV) travel
- **Vehicle miles traveled (VMT)**
- Person delay
- Traffic fatalities
- Surface transportation greenhouse gas (GHG) emissions
- Employment in high-risk hazard areas

No determination



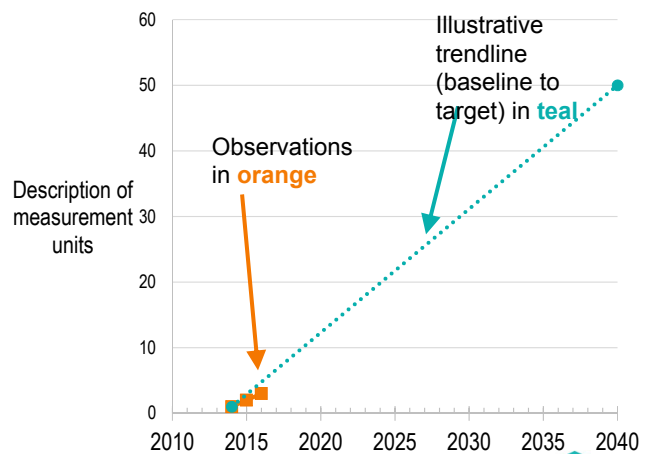
- **Protected open space**
- Housing in high-risk hazard areas



<<Guide to information provided>>

Measure status

Year	Observation
Baseline	1
Year 2	2
Year 3	3
...	...
2040 Target	50

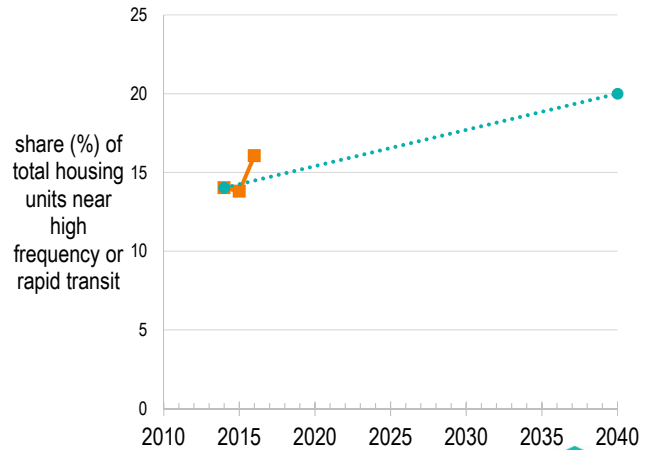




Housing near high-frequency or rapid transit ****corrected****

Ahead of schedule

Year	Observation
2014	14.0%
2015	13.8%
2016	16.1%
...	...
2040 Target	20.0%



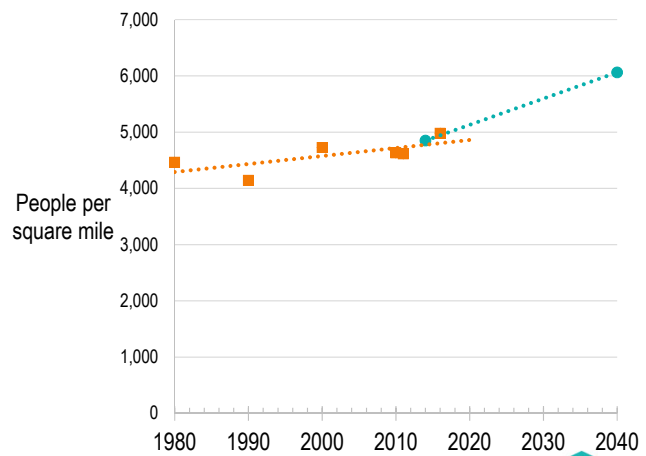
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Regional population-weighted density

On track

Year	Observation
2014*	4,850
2015*	4,930
2016*	4,980
...	...
2040 Target	6,060 (25% increase)



* - reflects five year window of survey data ending in year shown

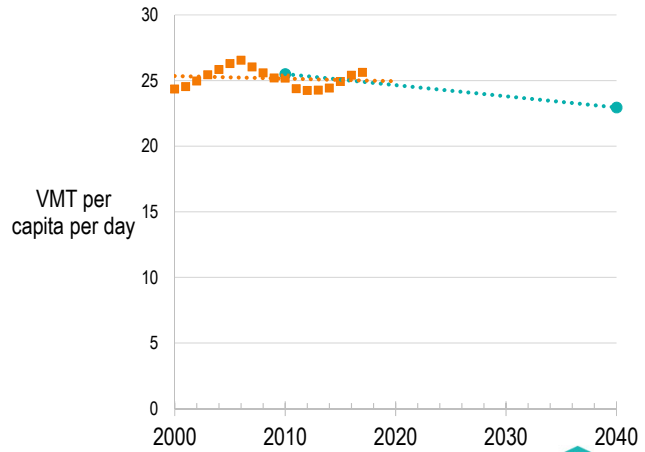




Vehicle miles traveled (VMT) per capita

Behind schedule

Year	Observation
2010	25.2
2011	24.4
2012	24.2
2013	24.3
2014	24.4
2015	24.9
2016	25.4
2040 Target	10% decrease



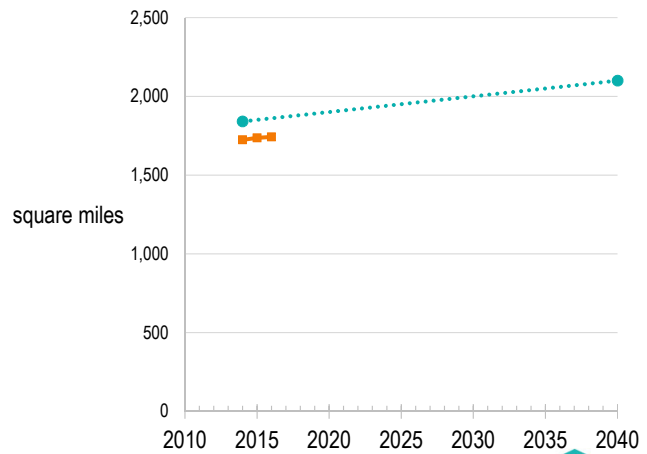
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Protected open space

No determination

Year	Observation
2014	1,724
2015	1,737
2016	1,743
...	...
2040 Target	2,100‡



‡ - set when baseline was higher, before feedback from State Land Board





Staff observed patterns

- Strong economy helping region advance toward some targets
- Strong economy contributing to travel demand, advancing away from other targets



What's next?

This is not an action item.

- Board input can help shape additional research
- Any potential board concerns related to adopted measures may warrant board and/or committee action
- Staff planning for limited baseline and target updates for Board consideration (early 2019)
- Staff working on improvements to metrovision.drcog.org
 - To get these observations online
 - To get new observations online in Q1 or Q2 2019



A region responding – a few examples

Initiative examples:

- 2020-2023 TIP (Projects and Set-Asides)
- Regional Vision Zero
- Active Transportation Plan
- Metro Denver Nature Alliance
- Mobility Choice Blueprint
- RTD's First and Last Mile Strategic Plan
- Way to Go
- Congestion Management Process
- Traffic Signal Program
- Various corridor, urban center, or station area studies
- Other local initiatives



Thank you!

QUESTIONS/DISCUSSION



Metro Vision performance measure status

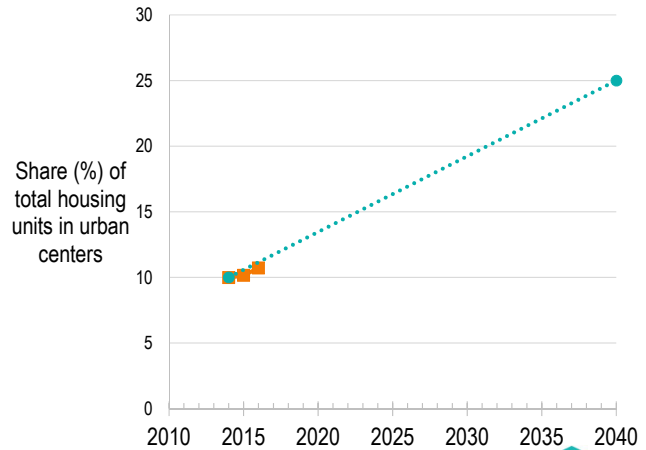
Ahead of schedule	}	<ul style="list-style-type: none"> • <u>Residents living in locations affordable to the typical household</u> • <u>Housing near high-frequency or rapid transit</u> • <u>Employment near high-frequency or rapid transit</u> • <u>Regional employment</u>
On track	}	<ul style="list-style-type: none"> • <u>Urban center housing</u> • <u>Regional population-weighted density</u> • <u>Travel time variation (TTV)</u>
Behind schedule	}	<ul style="list-style-type: none"> • <u>Urban center employment</u> • <u>Non-single-occupant vehicle (SOV) travel</u> • <u>Vehicle miles traveled (VMT)</u> • <u>Traffic fatalities</u> • <u>Surface transportation greenhouse gas (GHG) emissions</u> • <u>Employment in high-risk hazard areas</u> • <u>Person delay</u>
No determination	}	<ul style="list-style-type: none"> • <u>Protected open space</u> • <u>Housing in high-risk hazard areas</u>



Urban center housing ****corrected****

On track

Year	Observation
2014	10.0%
2015	10.2%
2016	10.7%
...	...
2040 Target	25.0%



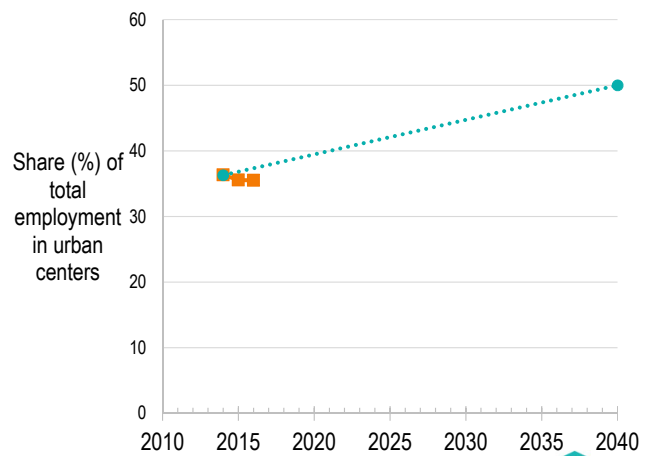
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Urban center employment ****corrected****

Behind schedule

Year	Observation
2014	36.3%
2015	35.6%
2016	35.5%
...	...
2040 Target	50.0%



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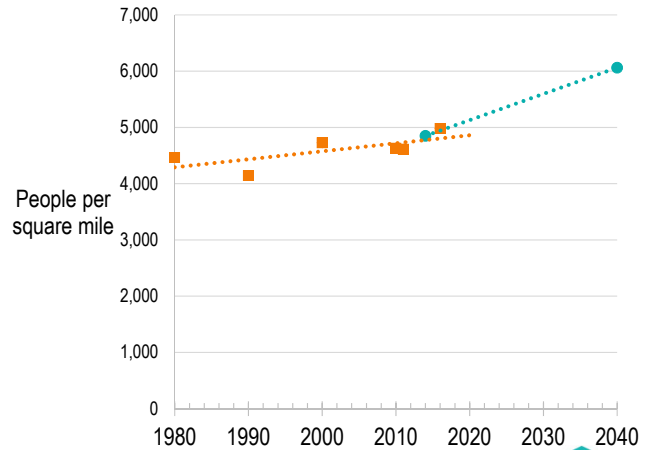




Regional population-weighted density

On track

Year	Observation
2014*	4,850
2015*	4,930
2016*	4,980
...	...
2040 Target	6,060 (25% increase)



* - reflects five year window of survey data ending in year shown

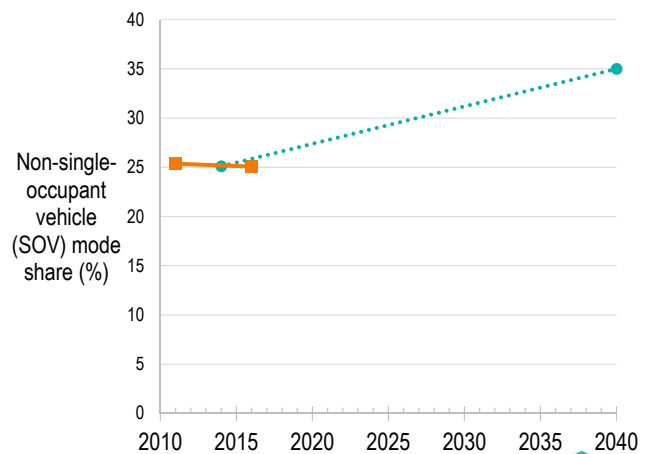
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Non-single-occupant vehicle (SOV) travel

Behind schedule

Year	Observation
2014*	25.1%
2015*	24.8%
2016*	25.1%
...	...
2040 Target	35.0%



* - reflects five year window of survey data ending in year shown

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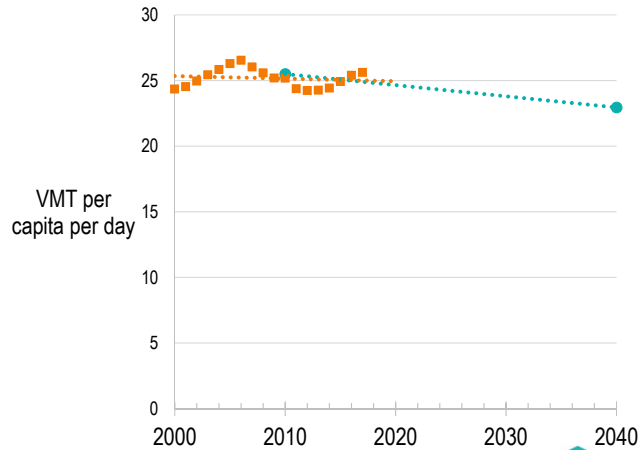




Vehicle miles traveled (VMT) per capita

Behind schedule

Year	Observation
2010	25.2
2011	24.4
2012	24.2
2013	24.3
2014	24.4
2015	24.9
2016	25.4
2040 Target	10% decrease



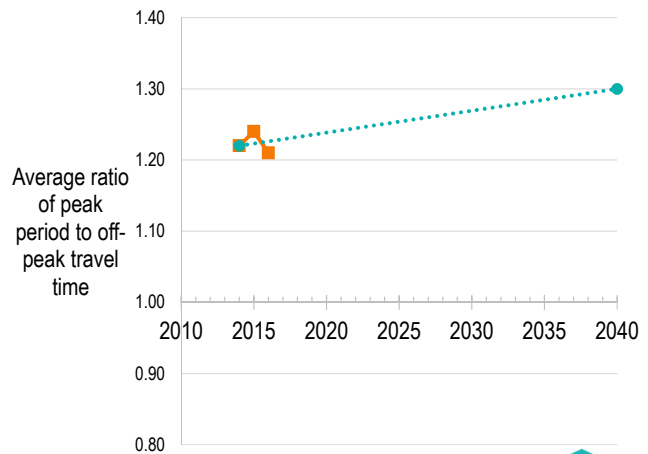
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Travel time variation (TTV)

On track

Year	Observation
2014	1.22
2015	1.24
2016	1.21
...	...
2040 Target	Less than 1.30



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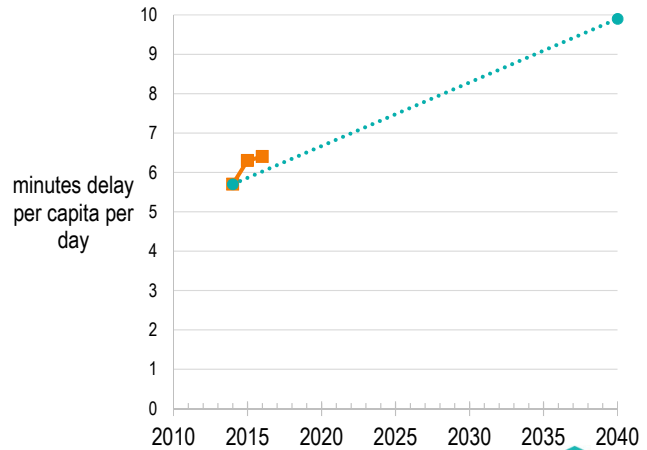




Person delay daily

Behind schedule

Year	Observation [†]
2014	5.7
2015	6.3
2016	6.4 [‡]
...	...
2040 Target	Less than 10



[†] - showing more significant digits than annual congestion reports to help illustrate trends

[‡] - observation yet to incorporate new methodology used in annual congestion report / likely formal plan amendment for future Board consideration

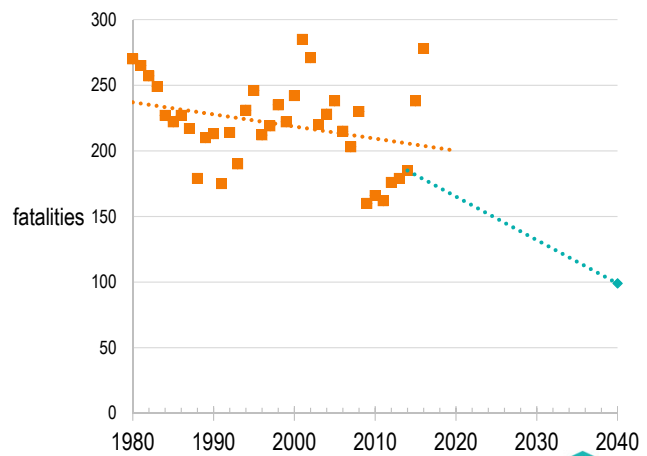
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Traffic fatalities

Behind schedule

Year	Observation
2014	185
2015	238
2016	278
...	...
2040 Target	Less than 100



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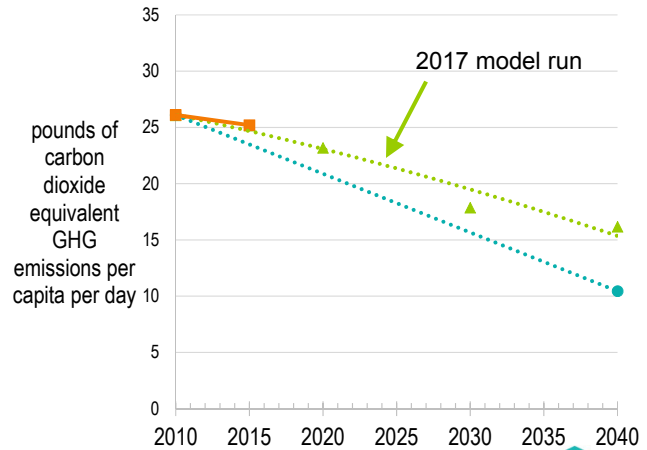




Surface transportation greenhouse gas (GHG) per capita

Behind schedule

Year	Observation
2010	26.1
2015	25.2
...	...
2040 Target	60% decrease



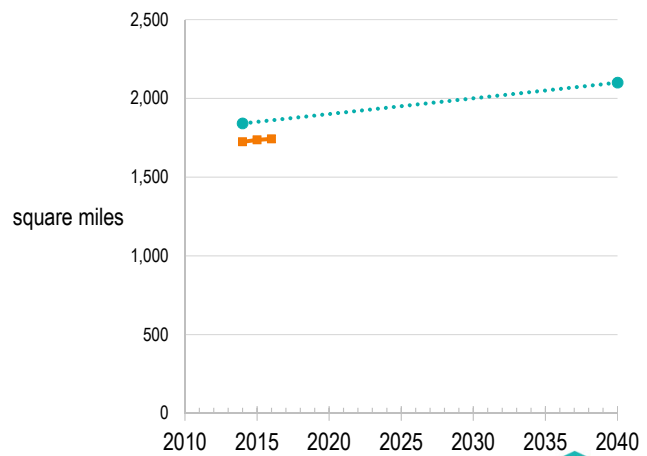
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Protected open space

No determination

Year	Observation
2014	1,724
2015	1,737
2016	1,743
...	...
2040 Target	2,100‡



‡ - set when baseline was higher, before feedback from State Land Board

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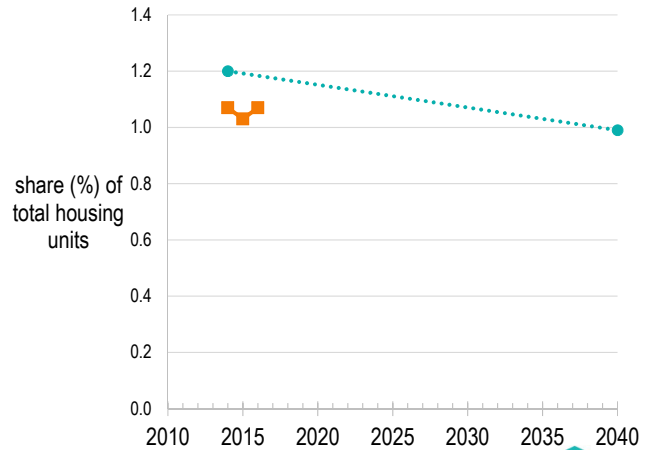




Housing in high-risk hazard areas ****corrected****

No determination

Year	Observation
2014	1.07%
2015	1.03%
2016	1.07%
...	...
2040 Target	Less than 1.0%‡



‡ - set when baseline was higher, before flood layer and housing dataset improvements

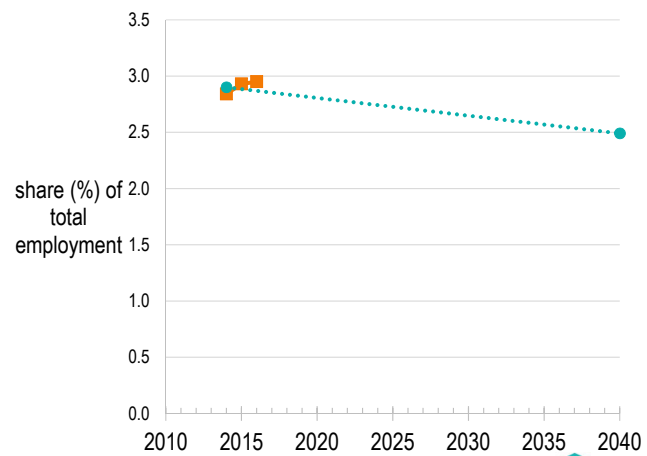
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Employment in high-risk hazard areas

Behind schedule

Year	Observation
2014	2.84%
2015	2.93%
2016	2.95%
...	...
2040 Target	Less than 2.5%



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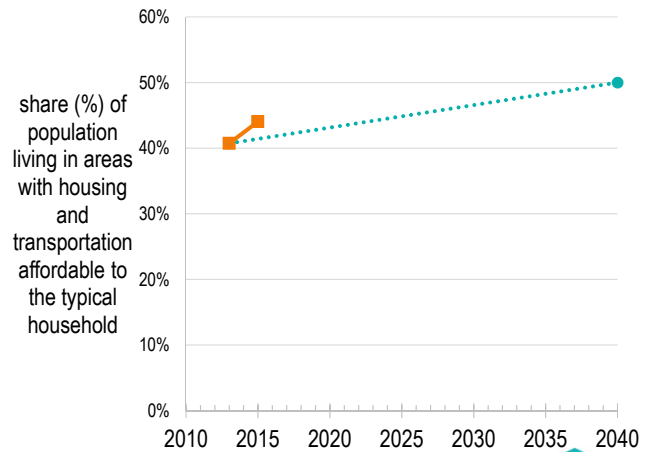




Residents living in locations affordable to the typical household

Ahead of schedule

Year	Observation
2013	41%
2015	44%
...	...
2040 Target	50%



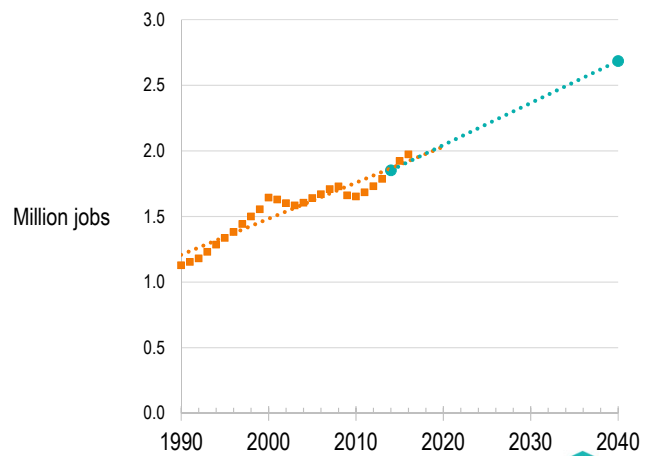
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Regional employment

Ahead of schedule

Year	Observation
2014	1.87
2015	1.94
2016	1.99
...	...
2040 Target	2.68



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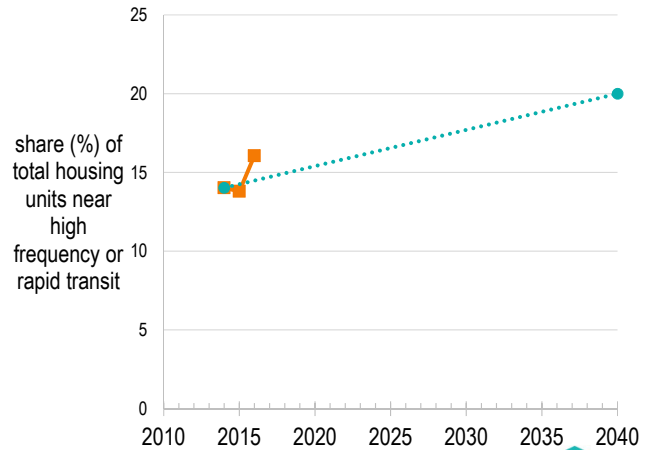




Housing near high-frequency or rapid transit ****corrected****

Ahead of schedule

Year	Observation
2014	14.0%
2015	13.8%
2016	16.1%
...	...
2040 Target	20.0%



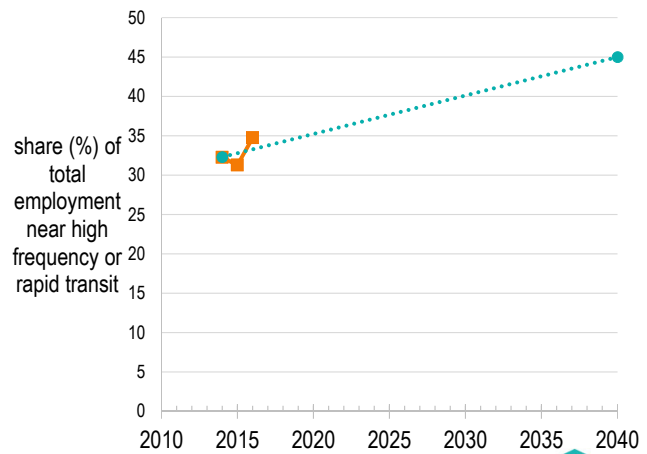
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Employment near high-frequency or rapid transit ****corrected****

Ahead of schedule

Year	Observation
2014	32.3%
2015	31.3%
2016	34.8%
...	...
2040 Target	45.0%



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