

2050 METRO VISION

REGIONAL

TRANSPORTATION

PLAN

EXECUTIVE SUMMARY



About the plan

The Denver Regional Council of Governments prepared the 2050 Metro Vision Regional Transportation Plan in partnership with the Colorado Department of Transportation, the Regional Transportation District, local governments and other transportation stakeholders.



The 2050 RTP sets the vision for the Denver region's multimodal transportation system and guides investment in the projects and programs to achieve that vision. Through the 2050 RTP's major project and program investment priorities, the region will:

- Increase safety for all users of the transportation system.
- Improve air quality and reduce greenhouse gas emissions.
- Expand the region's rapid transit network.
- Provide more ways to travel by car, bus, bicycle and foot.
- Expand travel options for vulnerable and underserved transportation users.
- Prepare for and adapt to future changes in transportation.

The planning process emphasized specific considerations for projects contained in the 2050 RTP:

- Projects that are multimodal, recognizing the unique context of each project and its location, and that provide multiple benefits consistent with the investment priorities.
- Projects with potential regional benefit (instead of primarily local benefit or driven primarily by local growth or development).
- County transportation forum candidate project rankings.
- Regional agency priorities.
- Geographic balance of projects across the region.

Multimodal transportation planning priorities

Together, these project and program investments will address the region's six shared multimodal transportation planning priorities.

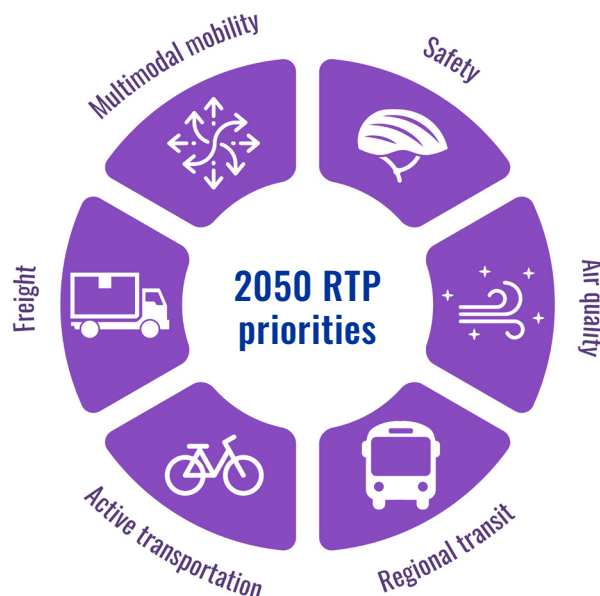
Plan development

The creation of the 2050 RTP involved the general public, three regional agencies, 10 counties, 48 cities and towns, elected officials, transit operators, local government staff, community-based organizations, business groups and nonprofits. The two-year planning process began in the summer of 2019 and will culminate with the DRCOG Board of Directors adopting the 2050 RTP in spring 2021. The resulting 2050 RTP represents the collective vision of the public, stakeholders and DRCOG's partners.

Relation to Metro Vision

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 through Metro Vision.

The 2050 RTP helps DRCOG and its many partners implement Metro Vision by identifying specific improvements to the transportation system and its operations to meet the evolving needs of the region's existing and future residents.

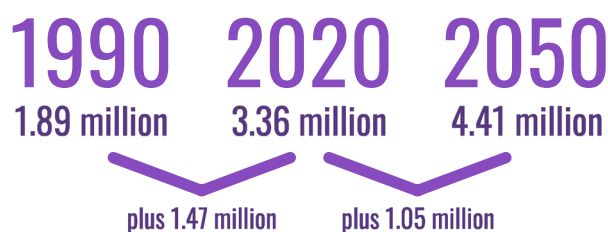


Input highlights so far



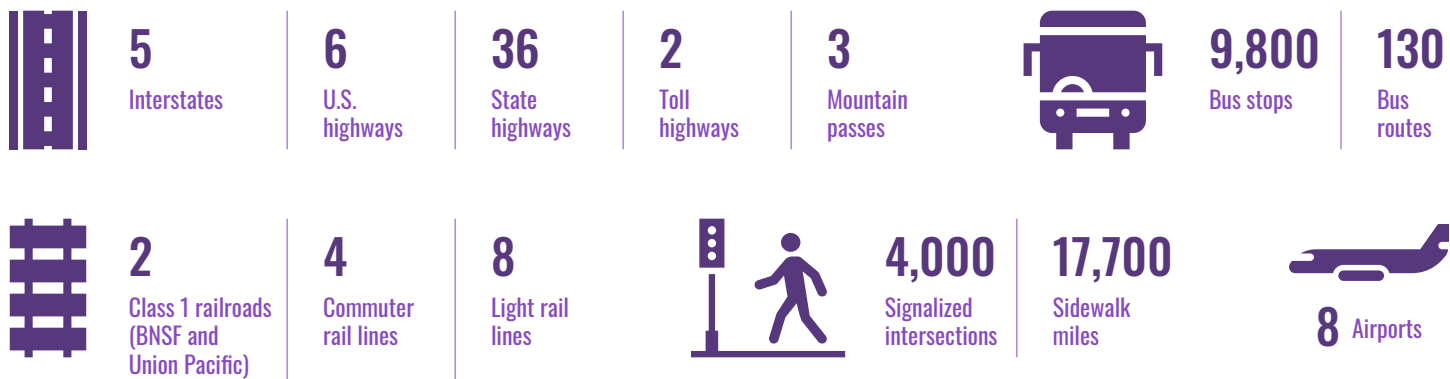
Additional input opportunities will be provided during the public review period and the totals will be updated accordingly.

Denver region population, 1990-2050



Source: "Population by Single Year of Age," State Demography Office, Colorado Department of Local Affairs. Weld County portioning applied by DRCOG staff.

The current system



The Denver region's transportation system is a mature and integrated regional network of multimodal transportation facilities and services that provides access and mobility for people, goods and services. Both public and private entities provide and maintain the system which consists of multiple components including facilities and vehicles; transportation programs and services; and technologies such as phone applications and roadway sensors.

A review of existing conditions and identified needs and visions in previous regional transportation (and other) plans resulted in key takeaways:

- Traffic-related deaths and serious injuries are a public health epidemic and social equity issue.
- Partners and local governments have been constructing, expanding and connecting, a high comfort network of pedestrian and bicycle facilities.
- Innovation in transportation technology is expected to touch all aspects of the system. Total vehicle miles traveled has increased over time with population and employment growth, but vehicles miles traveled per person has not changed much as the regional level.
- There is an ongoing need for more comprehensive regional freight planning.
- Agencies in the region have adopted a performance-based asset management philosophy to preserve and maintain the region's transportation system.

How is the region's system used?



Funding and projects

The 2050 RTP contains the multimodal transportation vision for the region that can be implemented by 2050 based on reasonably anticipated revenues. The financial plan identifies sources and amounts of federal, state, local and private revenues estimated to be available from 2021 through 2050. Because there are more potential project costs than available revenues, only those projects that can be implemented within the projected revenues are considered part of the fiscally constrained 2050 RTP.

Approximately \$132.7 billion is expected to be available from 2021 through 2050 to manage, operate, preserve, maintain and expand the Denver region's multimodal transportation system. The majority is dedicated to preserving, maintaining and operating the existing system.

Within those funding constraints, the plan identifies categories of projects for investment:

- Multimodal capital projects (\$8.2B)
- Transportation Improvement Program set-asides (\$373M)
- Regional bus rapid transit projects (\$1.2B)
- Corridor transit planning projects and program (\$725M)
- Arterial safety and Regional Vision Zero projects and program (\$465M)
- Active transportation program (\$180M)
- Freight program (\$220M)
- Locally funded projects (\$4.0B)

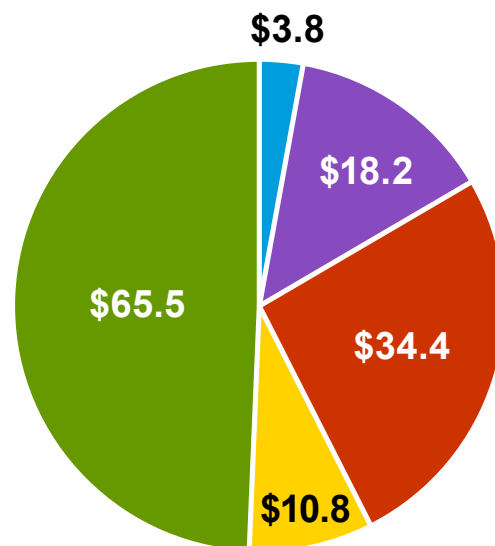
View an interactive map online



Click the link below to explore an interactive map that illustrates the specific projects in the plan that can be completed by 2050 with available revenues.
gis.drcog.org/maps/2050MVRTP

Revenues available for use (billions)

- DRCOG administered funds
- CDOT administered funds
- RTD administered funds
- Other regional system funds
- Non-regional system funds



Outcomes

The 2050 RTP investments will result in regional outcomes in the plan's six shared multimodal transportation planning priorities. DRCOG measures and evaluates these outcomes in several ways described in the plan.

Multimodal mobility

Investments in multimodal projects will result in 12,700 fewer driver trips per day compared to the future trend.

\$6.6 billion
invested in the
68 multimodal projects
and programs



Freight

Investments in freight projects and programs will improve travel time for all vehicles.



20% fewer
vehicle hours of delay
forecast with the 2050 RTP
compared to future trend
without the 2050 RTP

Active transportation

With investments, total bicycle trips are expected to increase by 32% and pedestrian trips by 44%.



154 miles
of new regional trails with the 2050 RTP

Safety

With \$465 million in projects dedicated to safety improvements, the plan commits to a target of zero fatalities and serious injuries.



0 traffic fatalities
Vision Zero target set for 2040

Air quality

The 2050 RTP is consistent with targets included in House Bill 19-1261: Climate Action to Reduce Pollution to reduce greenhouse gas emissions.



34% reduced
per capita greenhouse gas
emissions with the 2050
RTP by 2050 compared to
2020 levels

Regional transit

Investments in transit are expected to increase transit trips by 63% to 374,000.



78%
of people in low-income
and minority areas in
2050 are forecast to
have good access to jobs
via public transit

Shared
multimodal
transportation
planning
priorities