



Regional Transportation Plan Scenarios Introduction

Board Work Session: December 4, 2024



2050 RTP Update - Major activities

	2024				2025				2026			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Scenario planning												
Financial planning												
Candidate projects												
AQ and GHG modeling												
Document development												
Public and stakeholder												
Adoption and finalization												



2020 scenarios analysis recap

DRCOG's Approach



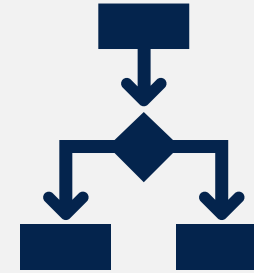
Explores “**what if**” alternative futures



Relative comparisons between scenarios and baseline



Not rigorous evaluation of scenarios, nor choosing/ judging scenarios



Choices & tradeoffs from individual scenarios



Provide **guidance and direction** for plan development

Scenario analysis

Land Use Scenarios

2050 Base



Infill



Centers



2050 Base
(2040 FC RTP)



Transportation Scenarios

Off-Peak
Congestion



Managed Lanes &
Operations



Travel
Choices



Transit



Automated/Connected
Vehicles



Scenario combinations summary

2050 Base



2050 Base
Transportation



Off-Peak
Congestion



Managed
Lanes &
Operations



Travel
Choices



Transit

Infill



2050 Base
Transportation



Travel
Choices

Centers



2050 Base
Transportation

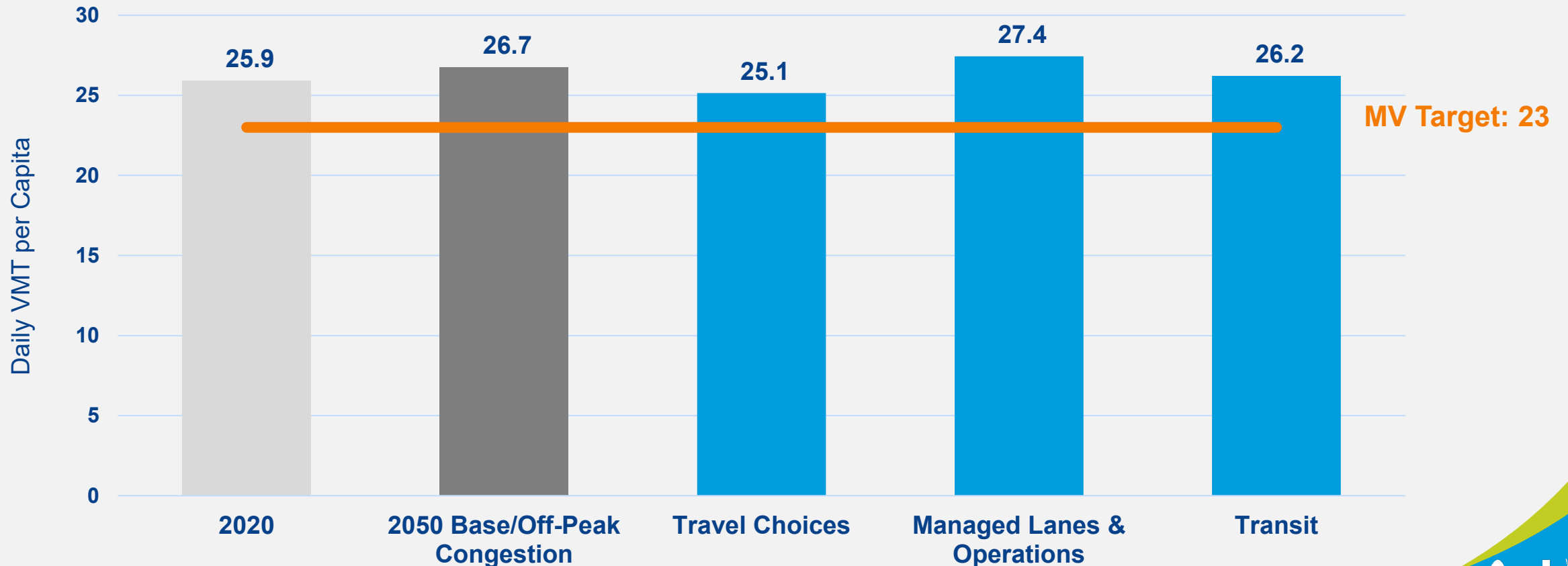


Transit

Transportation Scenarios

Metro Vision Targets – Daily VMT/Capita

Reduce Daily Vehicle Miles Traveled (VMT) per Capita

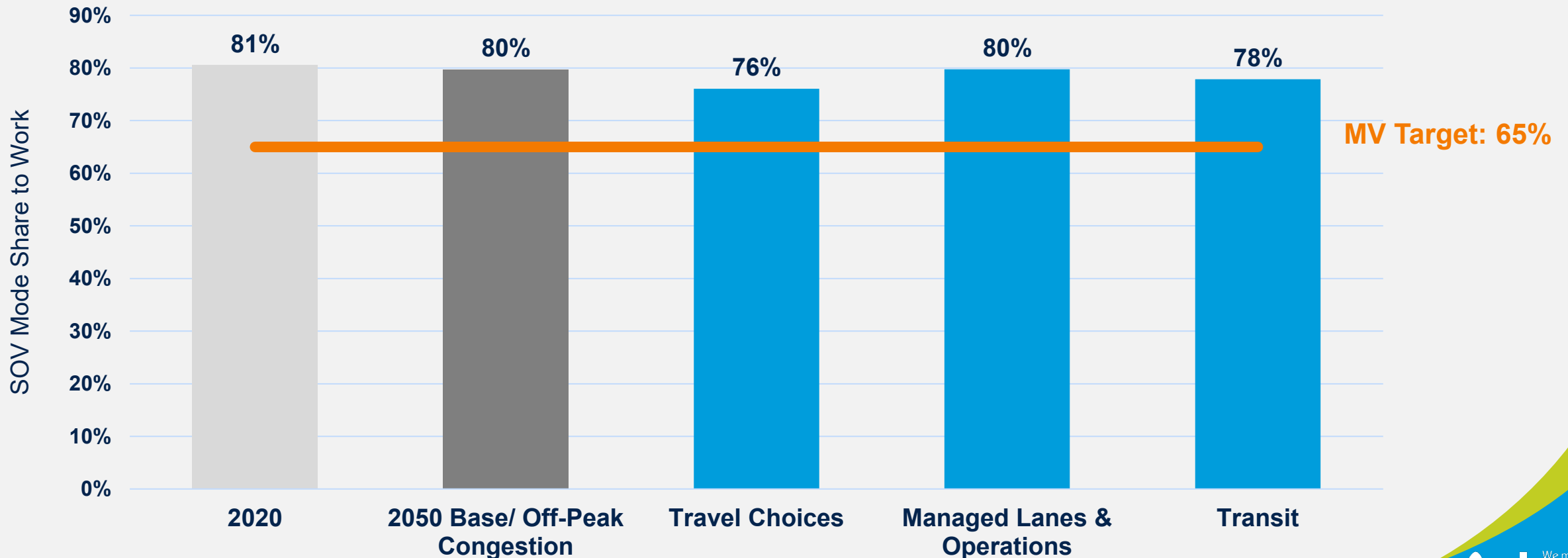


Transportation Scenarios

Metro Vision Targets – SOV



Reduce Single-Occupant Vehicle (SOV) Mode Share to Work

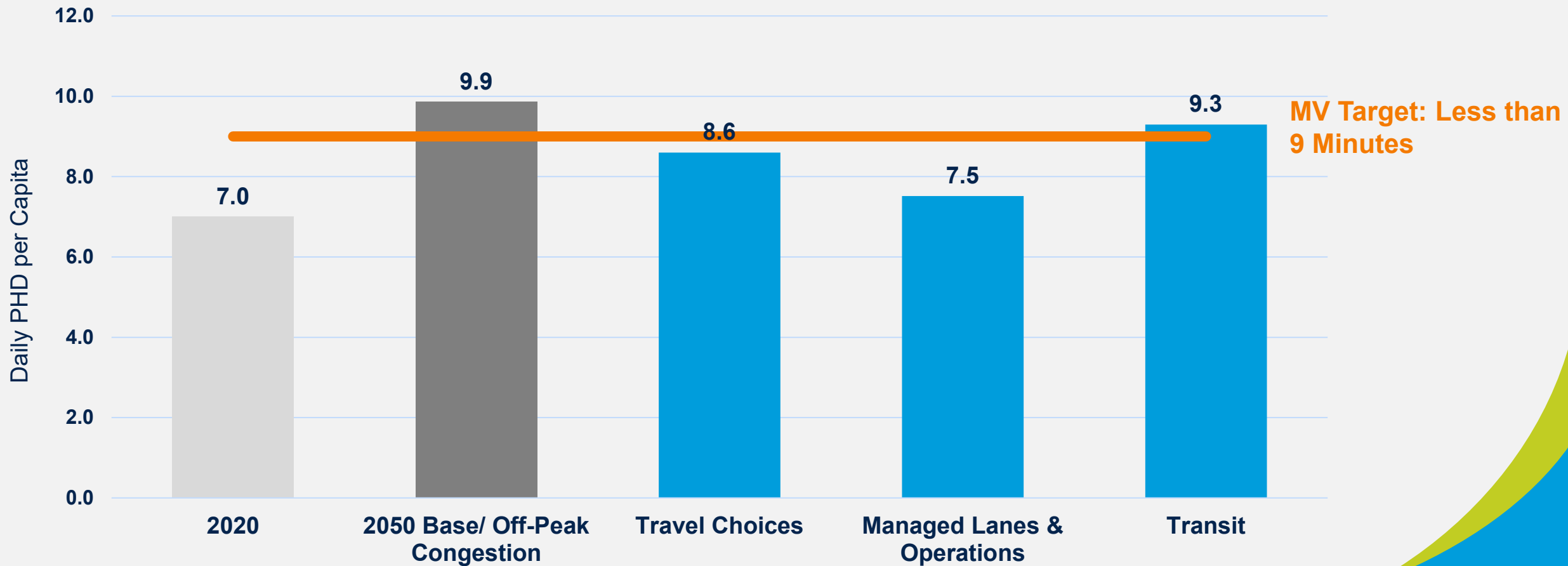


Transportation Scenarios

Metro Vision Targets – Delay/Capita



Minimize Increase of Daily Person Delay per Capita



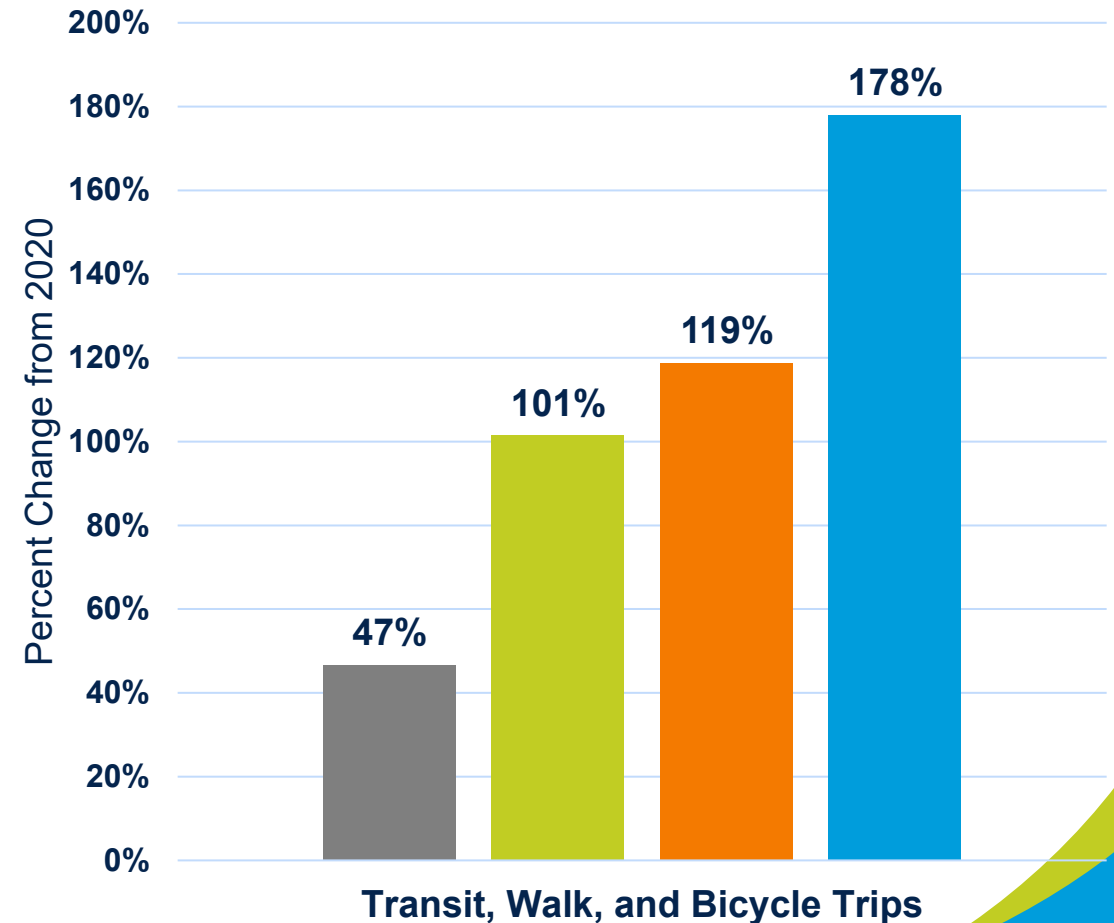
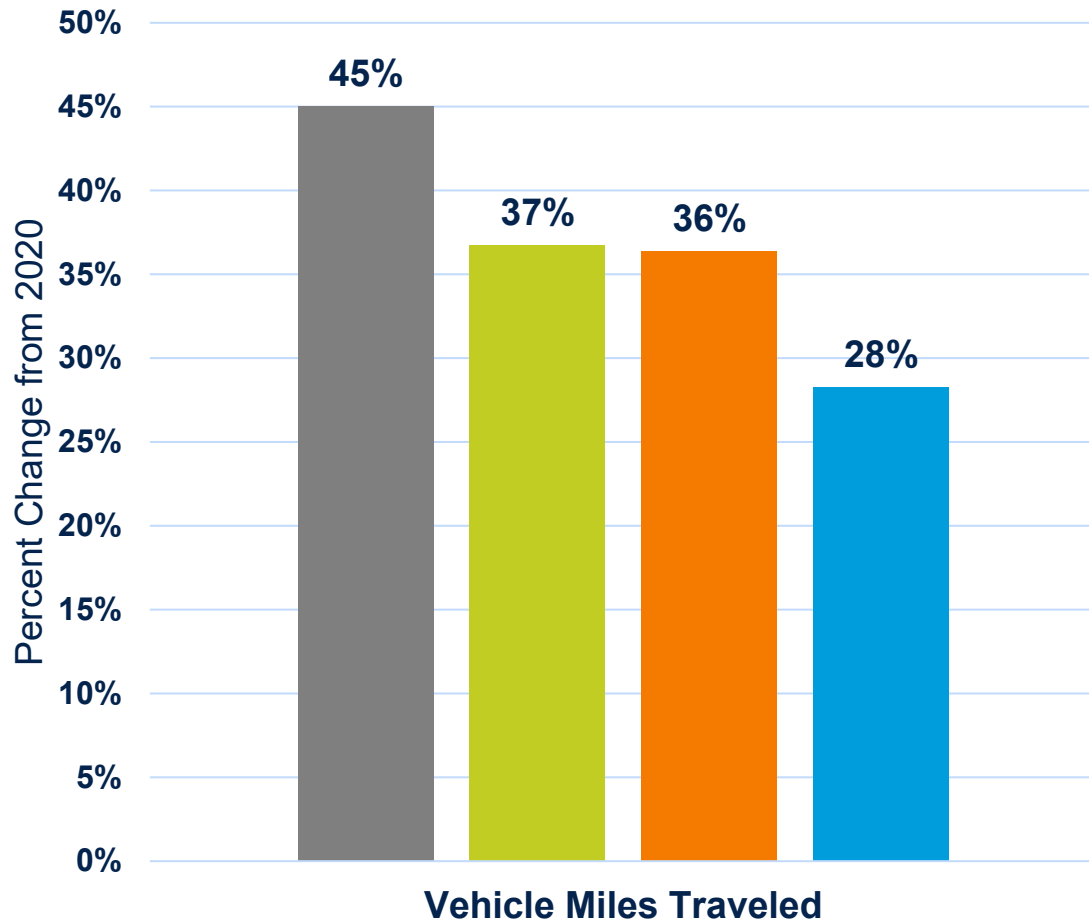
Scenario Comparison Change from 2020

■ 2050 Base
■ Infill



■ Travel Choices

■ Infill + Travel Choices



Scenario Comparisons Change from 2020



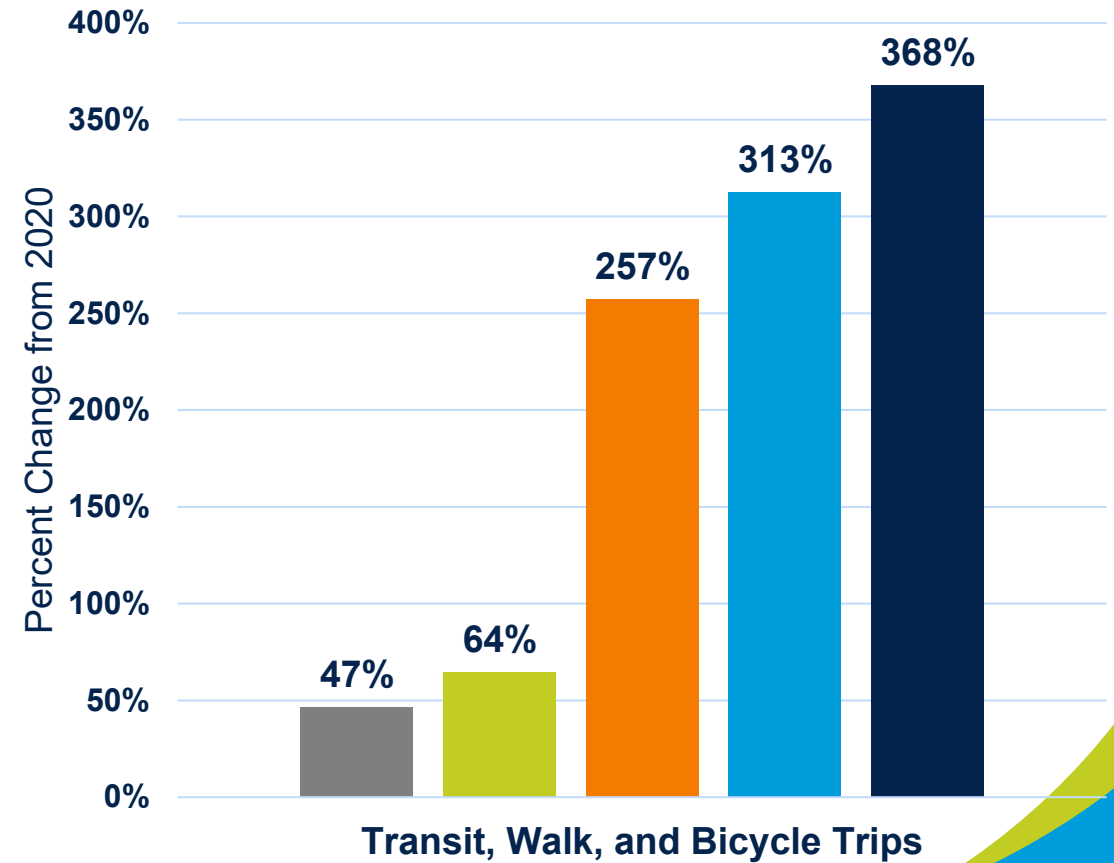
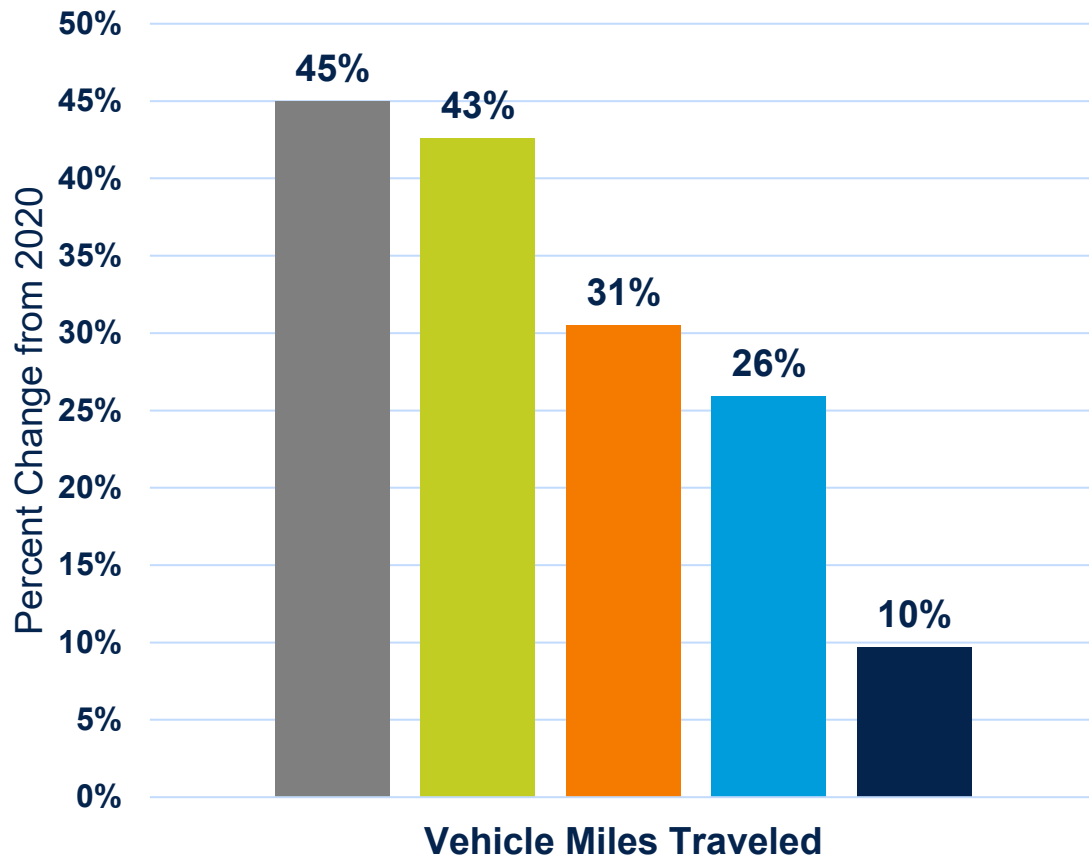
■ 2050 Base

■ Centers

■ Centers + Transit + Costs

■ Transit

■ Centers + Transit



Changing project types in the MVRTP



Air quality regionally significant **roadway capacity** projects



Air quality regionally significant **rapid transit capacity** projects



Arterial safety, Complete Streets retrofits, and **regional Vision Zero** improvements



Active transportation improvements (bicycle facilities, pedestrian facilities, trails)



Freight improvements (bridge reconstructions, overpasses/underpasses, new bridges)



Corridor planning – roadway and transit (generalized corridors/concepts)

Projects and programs



Multimodal mobility

Multimodal capital projects

\$6.9 billion



Air quality

Transportation Improvement Program set-asides

\$375 million



Regional transit

Regional bus rapid transit projects
Corridor transit planning projects and program

\$1.2 billion
\$940 million



Safety

Arterial safety and Regional Vision Zero projects and program

\$548 million



Active transportation

Active transportation program

\$970 million



Freight

Freight program

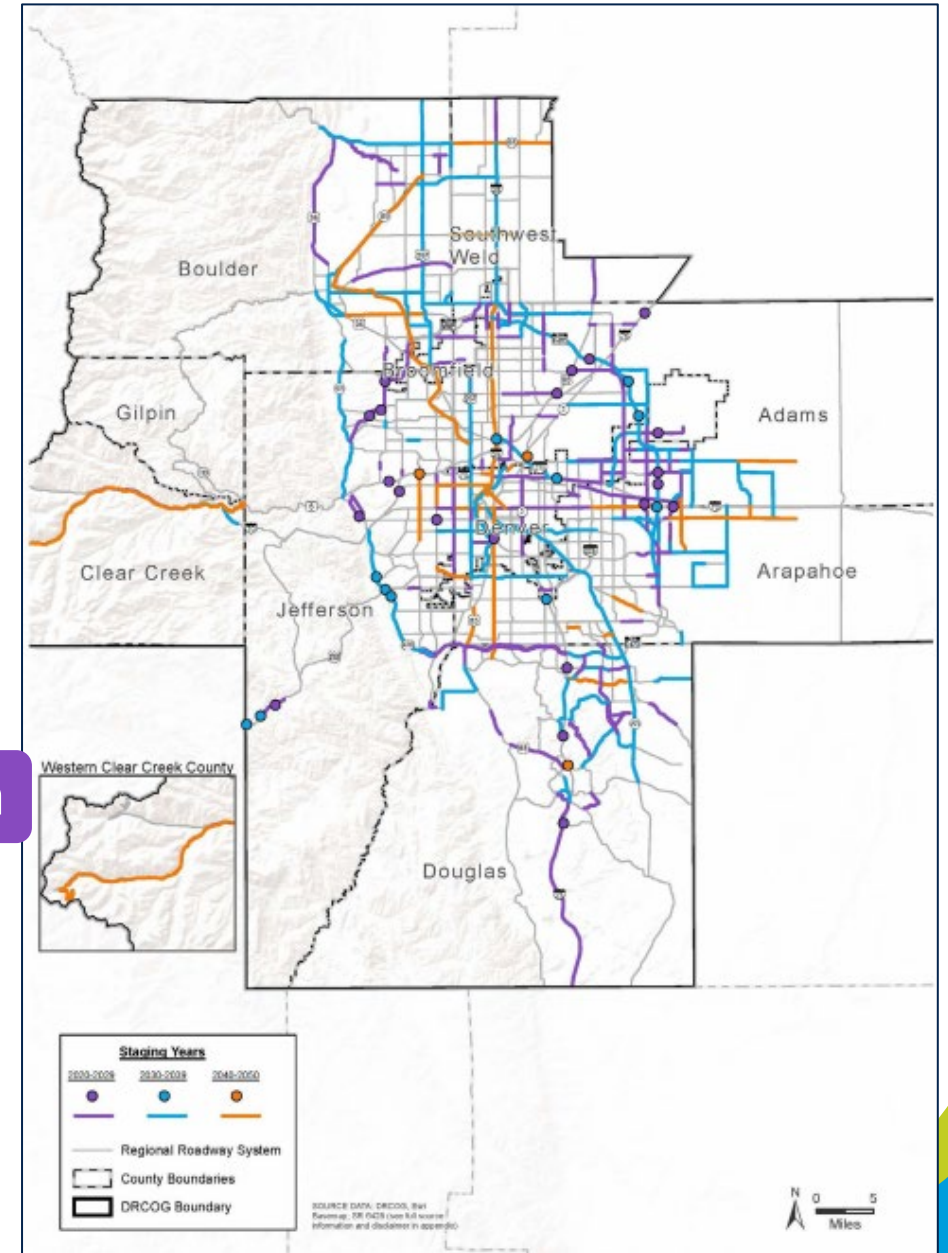
\$220 million



Local projects

Locally funded projects

\$4.0 billion



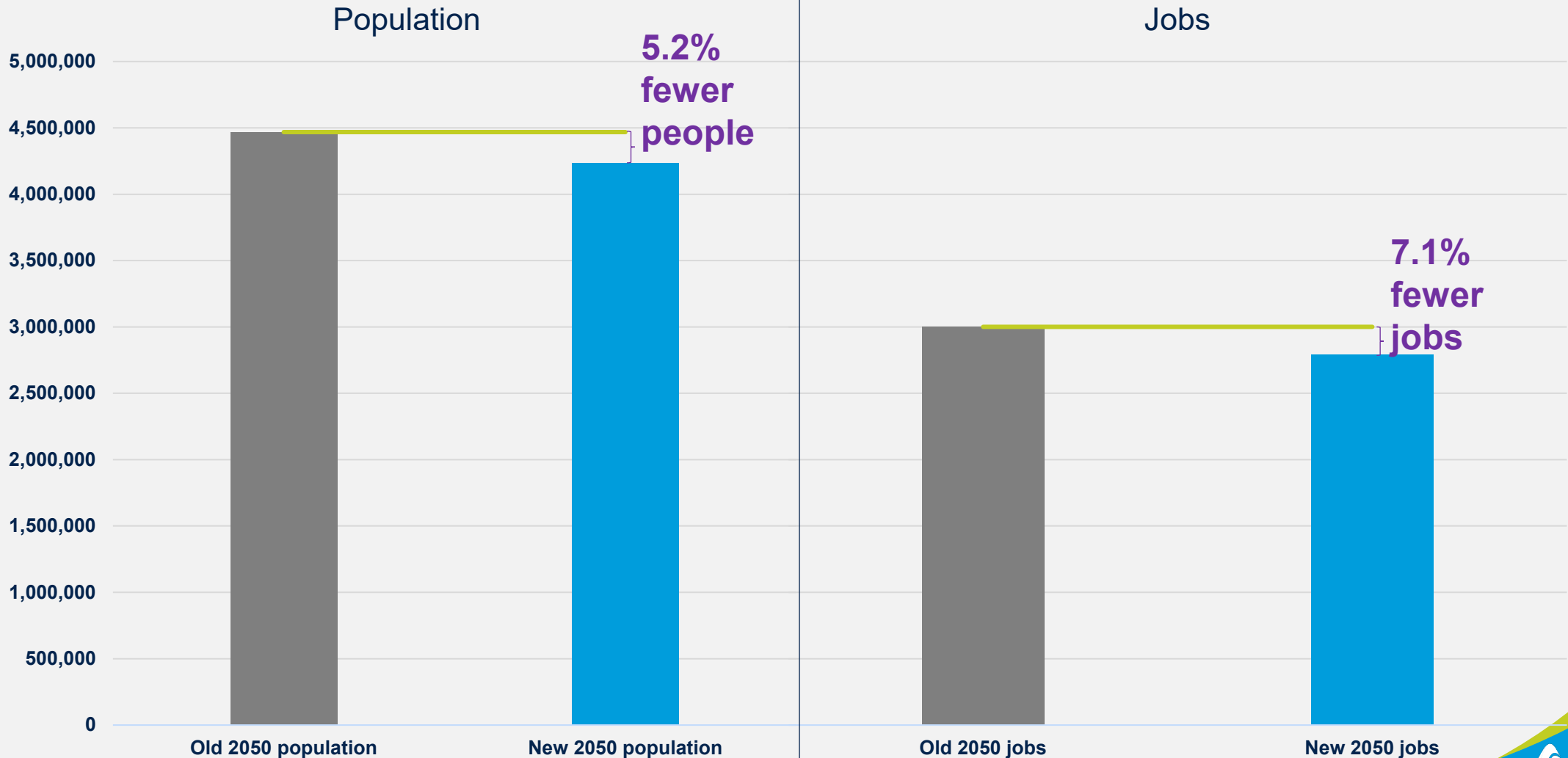


Latest population and employment forecasts

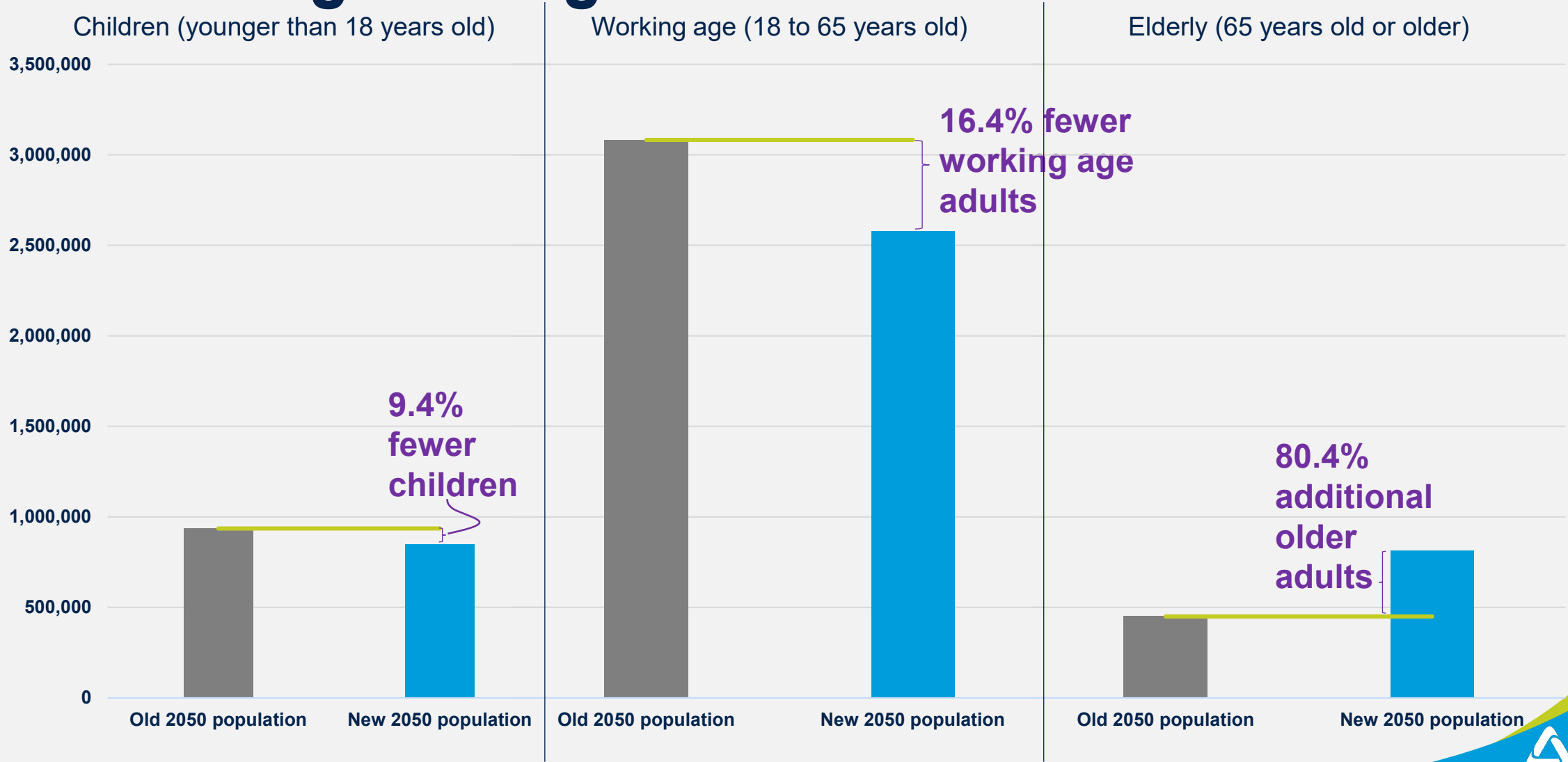
Changes since the last scenario planning

- Control totals from the state demographer's office **reduce 2050 population by about 231,400 people** compared to previous estimates.
- Updates were made to the land use portion of the model to **better represent the region's population**, including how it ages and makes choices.
- As a result of these modifications, key changes were observed in **age, household income and number of workers per household**.

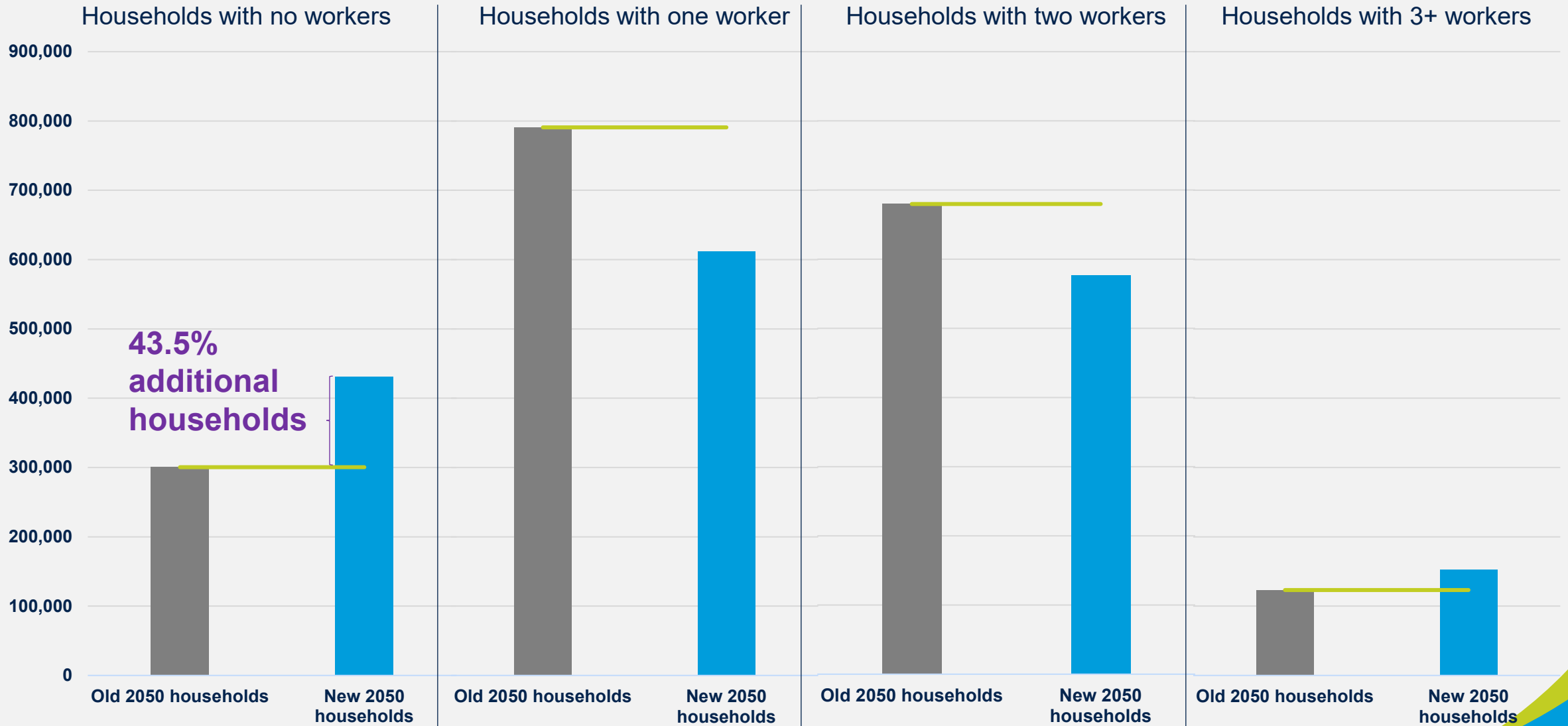
2050 population and employment changes



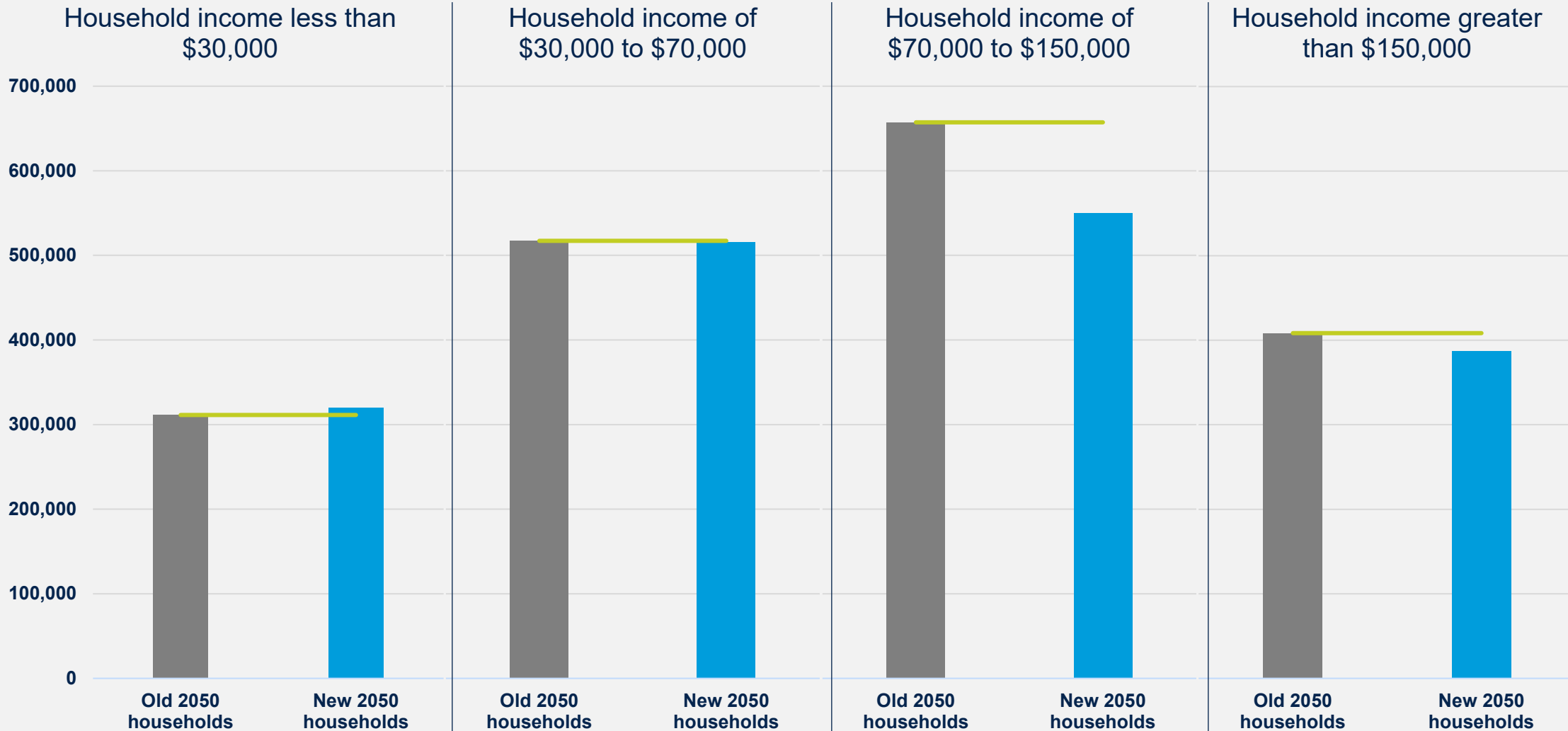
2050 age changes



2050 workers per household



2050 household income changes (in 2024 dollars)



Summary of population and employment changes

Compared to the previous 2050 forecast, the region will see...

- 231,400 **fewer** residents.
- 212,200 **fewer** jobs.
- 130,600 **additional** households with no worker.

Age:

- 361,700 **additional** older adults.
- 505,400 **fewer** working age adults.
- 87,800 **fewer** children.

Income:

- 8,600 **additional** households below the poverty line.

Transportation impacts

Because of these changes, the new 2050 forecast shows...

- 7% **fewer person** trips across all modes.
- 5% **fewer vehicle** trips.
- 28% **fewer transit** trips.
- 14% **fewer bicycle** and **pedestrian** trips.

...resulting in...

- 5% **fewer** vehicle miles traveled.
- A **slight decrease** to vehicle miles traveled per capita.
- 17% **fewer** vehicle hours of delay.

What this means for scenario planning

- Results may look slightly different – the new 2050 baseline bears a **smaller population** and shows **lower traffic congestion** than before.
- The modeled population **behaves differently** than prior given its better real-world representation.
- As such, this scenario planning exercise is **not directly comparable** to the previous effort.



Conceptual feedback

Menti poll

1. What demographic shifts are likely to have the most significant impact on transportation needs in our region?
2. What emerging economic trends could reshape transportation demand?
3. What technological advancements should we consider as potential game-changers for transportation?
4. What changes in land use patterns are expected to influence transportation needs & infrastructure?
5. What environmental changes could pose new challenges for transportation planning?
6. What potential disruptions or emergencies should we consider to foster resilience in our region?



Next steps

- Synthesize **internal** and **external feedback**.
- Begin **defining** potential scenarios.

Thank you! Questions?

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