2020-2021 Unified Planning Work Program

Presented by:
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What is the UPWP?

• Describes the **proposed multimodal transportation planning activities** to be conducted in the Denver region during FY 2020 and FY 2021 (October 1, 2019 through September 30, 2021).

• Prepared biennially and serves as the basis by which Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) urban **transportation planning funds** are spent in the region.

• **Management tool** for scheduling, budgeting and monitoring the planning activities of participating entities.

• **Administered by the Denver Regional Council of Governments** (DRCOG) in accordance with the Memorandum of Agreement (MOA) between DRCOG, the Colorado Department of Transportation (CDOT) and the Regional Transportation District (RTD).
Metropolitan planning organization area
Partnership extends to the regional and federal levels
Context for Developing the UPWP

- Federally-directed activities and tasks
  - Regional Transportation Plan
  - Transportation Improvement Program
  - Congestion Management Process
  - Planning Process Certification
- Metro Vision Themes, outcomes and measures
- Regional Transportation Plan
- Federal transportation planning factors
Metro Vision: Themes

an efficient and predictable development pattern
Metro Vision: Themes

a connected multimodal region
Metro Vision: Themes

a safe and resilient natural and built environment
Metro Vision: Themes

healthy, inclusive and livable communities
Metro Vision: Themes

a vibrant regional economy
Metro Vision: Transportation outcomes

All residents have access to a range of transportation, employment, commerce, housing, educational, cultural and recreational opportunities.
Investments in *infrastructure* and *amenities* allow people and businesses to *thrive* and *prosper*. 
The regional transportation system is well-connected and serves all modes of travel.
The built and natural environment supports **healthy** and active choices.
Metro Vision: Transportation outcomes

The transportation system is safe, reliable, and well-maintained.
Metro Vision: Transportation measures

increase **non-single-occupant vehicle**
mode share to work
Metro Vision: Transportation measures

reduce daily **vehicle miles traveled** per capita
Metro Vision: Transportation measures slow the increase in **travel time variation** (peak vs. off-peak)
Metro Vision: Transportation measures slow the increase in person delay
Metro Vision: Transportation measures reduce traffic fatalities
Metro Vision: Transportation measures reduce transportation greenhouse gas emissions per capita
Metro Vision: Transportation measures increase the share of population in areas with affordable housing and transportation costs.
Metro Vision: Transportation measures

increase the share of housing and employment near high-frequency transit
Integrates with Metro Vision

- Metro Vision framework (themes, outcomes and objectives)
- population, employment and other planning assumptions
- multimodal transportation system component profiles and strategies
- financial plan (costs and revenues)
- community engagement, environment and other topics
The FAST Act identifies planning principles

MPOs are required to consider the planning factors in the transportation planning process

UPWP activities are described by each planning factor

1. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the **safety** of the transportation system for motorized and nonmotorized users
3. Increase the **security** of the transportation system for motorized and nonmotorized users
4. Increase the **accessibility and mobility options** available to people and for freight
5. Protect and enhance the **environment**, promote **energy conservation**, and improve **quality of life**, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
6. Enhance the **integration and connectivity** of the transportation system, across and between modes, and for people and freight
7. Promote efficient **system management and operation**
8. Emphasize the **preservation** of the existing transportation system
9. Improve **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation
10. Enhance **travel and tourism**
Adopted **Title VI Implementation Plan** for DRCOG and received concurrence.

Adopted all **FAST Act-required transportation performance management (TPM) targets** (known as PM-1, PM-2, and PM-3) and completed signed MOUs with affected stakeholders that address the process, roles, and coordination for setting and adopting TPM targets.

Prepared **Active Transportation Plan** (adopted January 2019).

Processed over **20 sets of amendments** and administrative modifications to the 2018-2021 TIP.

Conducted both **regional and subregional calls for projects** for 2020-2023 TIP.

Completed update and maintenance of **Regional ITS Architecture**.

Provided technical assistance for several **corridor studies** including SH-119 BRT NEPA.

Completed the **2016 Planimetric Project** (occurred in 2018; vintage of the data is 2016) and the 2018 Denver **Regional Aerial Photography Project (DRAPP)**.
2020-2021 Objectives

Objective 1.0 **Program Administration** – Coordinate activities between Metropolitan Planning Organization (MPO) participating agencies to address transportation and development issues of the region.

Objective 2.0 **Planning Coordination and Outreach** – Increase participation and support of the public in the planning process to achieve projects that are consistent with Metro Vision goals and policies.

Objective 3.0 **Long Range Planning** – Implement and refine Metro Vision to enhance and improve the quality of life in the DRCOG region.

Objective 4.0 **Project Programming** – Identify and implement priorities within the metropolitan area. The transportation improvement program is the primary tool used to advance the goals of the regional transportation plan.

Objective 5.0 **Transportation Operations** – Emphasize mitigation strategies that improve the safety and effectiveness of the existing transportation system.

Objective 6.0 **Public Transportation Planning** – Plan and operate rapid transit corridors, the regional bus network, and transit facilities.

Objective 7.0 **Support Systems for Planning** – Acquire and maintain critical data and tools for planning activities.
2020-2021 Highlights

- Complete and adopt the **2050 MVRTP**
- Collect **regional bicycle facility counts**
- Convene regional **Micromobility Work Group** to discuss opportunities to identify shared regional approach to micromobility services and operations
- Prepare an **assessment of the 2020-2023 dual model TIP process**
- Prepare feasibility study for pilot implementation of **regional traffic operations monitoring support**
- Complete the DRCOG **Regional Vision Zero Action Plan**
- Work with CDOT, RTD, and other stakeholders to implement **Mobility Choice Blueprint** recommendations, including planning processes, funding, projects, and other efforts
- Regional Transit Oriented Development (TOD) **Opportunity Study**
- **Mobility Hub planning** at priority locations identified in partnership among RTD, CDOT and DRCOG
- Participate on CDOT-led Statewide **Household and other Travel Surveys**
- Regional **Complete Streets Toolkit**

Almost $16 million expenditures over two years

Over 25 deliverables

Also identifies planning activities by CDOT and non-federally funded local government planning activities
QUESTIONS?

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