

# Summary of Proposed 2018 Amendments to the 2040 Metro Vision Regional Transportation Plan

## March 14, 2019

### A. Summary

DRCOG issued a call for proposed amendments to the 2040 Metro Vision Regional Transportation Plan ([2040 MVRTP](#)) and the Metro Vision Plan in October 2018. For the 2040 MVRTP, DRCOG received the regionally significant capacity project amendment requests shown in Table 1. The proposed amendments include modifications to existing projects in the 2040 MVRTP and new locally derived funded (locally funded) regionally significant projects requested by local governments. These amendments apply to the 2040 Fiscally Constrained Regional Transportation Plan (2040 FCRTTP), a key component of the overall 2040 MVRTP.

**Table 1**  
**Proposed 2018 Amendments to the 2040 Fiscally Constrained Regional Transportation Plan**

Amendment Requestor	Project/Segment Description	Current 2040 MVRTP Status	Proposed 2040 MVRTP Project Amendment
City of Aurora	48th Avenue (Imboden Road to Quail Run Road): Widen 2 to 6 Lanes	2030-2040	Remove from 2040 MVRTP
City of Aurora	48th Avenue (Powhaton Road to Monaghan Road): New 6 Lanes	2030-2040	<ul style="list-style-type: none"> <li>• Change to new 4 lanes</li> <li>• Add initial 2 lanes in 2020-2029 AQ stage</li> <li>• Complete full 4 lanes in 2030-2040 AQ stage</li> </ul>
City of Aurora	56th Avenue (Powhaton Road to Imboden Road): Widen 2 to 6 Lanes	2020-2029	Change widening to 2 to 4 lanes in 2030-2040 AQ stage
City of Aurora	64th Avenue (Himalaya Road to Harvest Mile Road): Widen 2 to 4 Lanes	2020-2029	Add widening from 4 to 6 lanes in 2030-2040 AQ stage
City of Aurora	Harvest Mile Road (I-70 to 48th Avenue): New 6 Lanes	2020-2029	Remove I-70 to 48th Avenue segment from 2040 MVRTP. (Define new alignment in project below.)
City of Aurora	Harvest Mile Road/Powhaton Road (I-70 to 26th Avenue): New 6 Lanes	N/A	<ul style="list-style-type: none"> <li>• New locally derived funded lanes with modified Harvest Mile Road alignment</li> <li>• Add initial 2/4 lanes to 2020-2029 AQ stage</li> <li>• Complete full 6 lanes in 2030-2040 stage</li> </ul>
City of Aurora	Powhaton Road (26th Avenue to 48th Avenue): New 6 Lanes	N/A	<ul style="list-style-type: none"> <li>• New locally derived funded 6 lanes</li> <li>• Add to 2020-2029 AQ stage</li> </ul>
City of Aurora	Monaghan Road (I-70 to 64th Avenue): <ul style="list-style-type: none"> <li>• New 4 lanes between I-70 and 26th Avenue</li> <li>• Widen 2 to 4 lanes between 26th Avenue and 56th Avenue</li> <li>• New 4 lanes between 56th Avenue and 64th Avenue</li> </ul>	N/A	<ul style="list-style-type: none"> <li>• New locally derived funded projects</li> <li>• Add to 2030-2040 AQ stage</li> </ul>
City of Aurora	Picadilly Road (Jewell Avenue to 6th Avenue Parkway/SH-30): New 4 Lanes	2020-2029	Remove from 2040 MVRTP
City of Aurora	Quail Run Road/Imboden Road (I-70 to 48th Avenue): New 6 Lanes	2030-2040	Change from new 6 lanes to new 4 lanes; modify alignment
City of Aurora	Imboden Road (48th Avenue to 56th Avenue): Widen 2 to 6 Lanes	2030-2040	Change widening to 2 to 4 lanes
City of Aurora	E-470/38th Avenue: New Interchange	N/A	<ul style="list-style-type: none"> <li>• Add new locally derived funded interchange</li> <li>• Add to 2020-2029 AQ stage</li> </ul>
City of Aurora	Steve D. Hogan (6th Avenue) Parkway (SH-30 to E-470): New 2 Lanes	2020-2029 AQ stage	<ul style="list-style-type: none"> <li>• Advance to 2015-2019 AQ stage</li> <li>• Change to locally derived funded project</li> </ul>
City of Aurora	SH-30 (Steve D. Hogan Parkway to Mississippi Avenue): Widen 2 to 4 lanes	N/A	<ul style="list-style-type: none"> <li>• New locally derived funded widening</li> <li>• Add to 2020-2029 AQ stage</li> </ul>
City of Thornton	104th Avenue/SH-44 (Grandview Ponds to McKay Road): Widen 2 to 4 Lanes	2020-2029 AQ stage	Change project limits to Colorado Boulevard to McKay Road
City of Thornton	Thornton Parkway (Colorado Boulevard to Riverdale Road): Widen 2 to 4 Lanes	2030-2040 AQ stage	Advance to 2015-2019 AQ stage
RTD	North Metro Rail (N) Line	2015-2019 AQ stage	Change AQ stage period to 2020-2029

# Summary of Proposed 2018 Amendments to the 2040 Metro Vision Regional Transportation Plan

March 14, 2019

## B. Analysis of Amendments

Most of the requested amendments relate to the City of Aurora's implementation of its Northeast Area Transportation Study ([NEATS](#)). The City's amendments include:

- Modifications in scope, alignment, and/or air quality staging period to regionally significant roadway capacity projects already contained in the 2040 FC RTP.
- New locally funded regionally significant roadway capacity projects to be added to the 2040 FC RTP.
- Two projects to be removed from the 2040 MVRTP.

It should be noted a few of the City's amendment requests are located in, and submitted on behalf of, adjacent jurisdictions or agencies, such as Adams County, Arapahoe County, and the E-470 Public Highway Authority. Each jurisdiction or agency submitted a letter of support for Aurora's submittal.

The City of Thornton requested two minor amendments – one a semantic change in project limits, and the other to advance the air quality staging period for one project.

Finally, construction on the first segment of RTD's N Line, which will run from Union Station north to Eastlake and 124<sup>th</sup> street, is nearing completion. However, the exact opening date has not yet been determined. Therefore, to avoid potential regulatory issues related to federal regional air quality conformity requirements, RTD requested the network staging period for this FasTracks project be changed from 2015-2019 to 2020-2029.

## C. Transportation Model Refinements

Working with the sponsors of proposed amendment requests, DRCOG refined its transportation model networks to reflect the changes shown in Table 1. As part of this process, DRCOG also made refinements to the roadway and transit networks in DRCOG's Focus traffic model not associated with specific regionally significant capacity projects. While not formal amendments, these refinements, along with model calibration and performance refinements, are made each RTP amendment cycle. This keeps the transportation model up to date for use in processing RTP amendments and other transportation planning applications.

## Summary of Proposed 2018 Amendments to the 2040 Metro Vision Regional Transportation Plan

March 14, 2019

### D. Financial (Fiscal Constraint) Implications

All proposed 2040 FCRTTP amendments were analyzed to ensure they meet federal fiscal constraint requirements, meaning that revenues are identified to pay for the proposed projects as amended. Project sponsors demonstrated agency funding commitment and reasonable expectation of revenues. For this amendment cycle, all new projects to be added to the 2040 FCRTTP are locally funded projects; there are no changes to regionally funded (federal or state) expenditures. Accordingly, DRCOG staff analyzed the net change to locally derived funded projects in the 2040 FCRTTP based on the proposed amendments. Since the amendments include new projects, one project removal, and several projects with scope reductions, the proposed amendments include both increases and decreases to locally funded projects. However, the net cumulative change based on all the amendments is an additional \$140 million, which is approximately four percent of all locally funded capacity projects in the 2040 FCRTTP (\$3.39 billion). This minimal change does not necessitate changes to the 2040 FCRTTP's overall financial plan since the 2040 FCRTTP is not a budget or project accounting document.

### E. Air Quality Conformity Modeling

The 2040 FCRTTP networks incorporating the proposed amendments were modeled to assess impacts on air quality conformity pollutant emission tests. Modeling was conducted to estimate transit ridership, vehicle miles of travel (VMT), and roadway operating speeds for 2020, 2030, and 2040. Model outputs were used by the Colorado Air Pollution Control Division to calculate the mobile source emissions for four pollutants: carbon monoxide, nitrogen oxides, volatile organic compounds, and particulate matter. **The results passed each of the individual pollutant budget tests.** More details can be found in the companion conformity documents (CO and PM10 Conformity Determination and 8-hour Ozone Conformity Determination).

### F. Changes to the 2040 MVRTP

The following components of the 2040 MVRTP document have been updated to reflect the proposed amendments:

- Figure 2.5: Existing Urban Centers (will be updated once proposed Metro Vision Plan amendments are adopted)
- Chapters 3 and 7 (Table 7.3): Metro Vision 2040 performance targets (will be updated once proposed Metro Vision Plan amendments are adopted)
- Figure 4.1: 2040 Regional Roadway System
- Figure 6.1: 2040 Fiscally Constrained Roadway Network

## **Summary of Proposed 2018 Amendments to the 2040 Metro Vision Regional Transportation Plan**

*March 14, 2019*

- Figures 3.1 and 6.4: 2040 Fiscally Constrained and Unfunded Roadway Capacity Projects
- Table 6.2: Amendments to the 2040 Fiscally Constrained RTP
- Table 7.1: Transportation System Mobility Performance Measures
- Appendix 3: Staging of Fiscally Constrained Roadway Projects
- Appendix 4: Fiscally Constrained Roadway and Rapid Transit Capacity Improvements

### **G. Conclusion**

Based on the analysis contained in this document, all amended transportation networks for the amended 2040 FC RTP meet federal fiscal constraint and air quality conformity requirements.