

April 20, 2018

William Johnson
Performance and Asset Management Branch Manager
Colorado Department of Transportation
4201 East Arkansas Avenue
Denver, CO 80222

Dear Mr. Johnson:

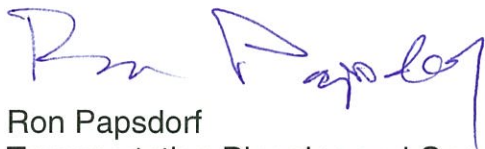
As required by the Fixing America's Surface Transportation (FAST) Act, contained in the attached resolution are the joint Colorado Department of Transportation (CDOT) and Denver Regional Council of Governments (DRCOG) 2020 and 2022 Peak Hour Excessive Delay and Non-Single Occupancy Vehicle transportation performance management targets adopted by the DRCOG Board at its April 18, 2018 meeting.

The attached targets were recommended/approved at the following DRCOG MPO meetings:

- March 26, 2018 Transportation Advisory Committee
- April 17, 2018 Regional Transportation Committee
- April 18, 2018 Board of Directors

Please feel free to contact me with any questions you may have.

Thank you,



Ron Papsdorf
Transportation Planning and Operations Director

Enclosure: DRCOG Resolution No. 5, 2018

Cc: Debra Perkins-Smith – CDOT
William Haas and Aaron Bustow – FHWA

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. 5, 2018

A RESOLUTION ADOPTING 2020 AND 2022 TARGETS FOR THE PEAK HOUR EXCESSIVE DELAY MEASURE AND THE NON-SINGLE OCCUPANCY VEHICLE TRAVEL MEASURE FOR THE DENVER REGIONAL COUNCIL OF GOVERNMENTS AND THE COLORADO DEPARTMENT OF TRANSPORTATION AS PART OF THE PERFORMANCE-BASED PLANNING REQUIREMENTS OF THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT.

WHEREAS, the Denver Regional Council of Governments, as the Metropolitan Planning Organization, is responsible for the operation and maintenance of the continuing transportation planning process designed to prepare and adopt transportation plans and programs; and

WHEREAS, the transportation planning process within the Denver region is carried out by the Denver Regional Council of Governments through a cooperative agreement with the Regional Transportation District and the Colorado Department of Transportation; and

WHEREAS, 23 USC 150(c) establishes requirements for performance measures and targets for safety, infrastructure condition, system performance, freight, and air quality; and

WHEREAS, federal statutes require the Colorado Department of Transportation and the Denver Regional Council of Governments to collectively establish a single, unified 2-year target and 4-year target for the Peak Hour Excessive Delay (PHED) measure and the Non-Single Occupancy Vehicle (SOV) Travel measure for the Denver-Aurora Urbanized Area; and

WHEREAS, the PHED and Non-SOV targets were prepared jointly by the Denver Regional Council of Governments and the Colorado Department of Transportation; and

WHEREAS, the Transportation Advisory Committee and the Regional Transportation Committee have recommended that the Board of Directors adopt the 2020 and 2022 targets for PHED and Non-SOV.

NOW, THEREFORE, BE IT RESOLVED that, pursuant to its *Articles of Association*, and the authority granted under sections 30-28-106 and 43-1-1101 through 1105 of the Colorado Revised Statutes, as the Metropolitan Planning Organization for the Denver Region, the Denver Regional Council of Governments hereby adopts the following 2-year and 4-year targets for PHED and Non-SOV:

A RESOLUTION ADOPTING 2020 AND 2022 TARGETS FOR THE PEAK HOUR EXCESSIVE DELAY MEASURE AND THE NON-SINGLE OCCUPANCY VEHICLE TRAVEL MEASURE FOR THE DENVER REGIONAL COUNCIL OF GOVERNMENTS AND THE COLORADO DEPARTMENT OF TRANSPORTATION AS PART OF THE PERFORMANCE-BASED PLANNING REQUIRMENTS OF THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT.

Resolution No. 5, 2018

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PHED

- 2020
- 2022

Target

52 hrs.
54 hrs.

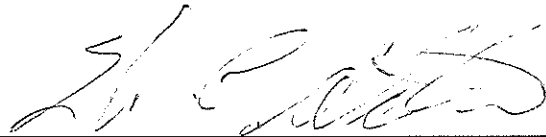
Non-SOV

- 2020
- 2022

Target

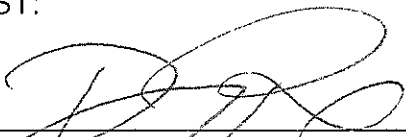
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25%

RESOLVED, PASSED AND ADOPTED this 18th day of April, 2018
at Denver, Colorado.



Herb Atchison, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:



Douglas W. Rex, Executive Director