

**Denver Regional Council of Governments
Summary Document for the Public Hearing
2012 Cycle 1 Amendments to the 2035 Metro Vision Regional Transportation Plan**

September 19, 2012

I. Introduction

The *2035 Metro Vision Regional Transportation Plan (2035 MVRTP)* defines a balanced, multi-modal transportation system that is closely linked to the growth and development elements of the *Metro Vision 2035 Plan*. The 2035 MVRTP contains two components that are the primary subject of amendments:

- 1) Metro Vision roadway and rapid transit system networks
- 2) Fiscally Constrained roadway and rapid transit system networks

The plan also identifies important bicycle, pedestrian, operational, system management, and travel demand management facilities, services and policies.

The 2035 MVRTP was originally adopted in December 2007 and was updated in February 2011. Chapter 5 of the document is the *Fiscally Constrained 2035 Regional Transportation Plan (FC-2035-RTP)*. It presents the portions of the ‘vision plan’ that could be accomplished with funds reasonably expected through 2035. There are two key sections of Chapter 5 that are usually impacted by amendments: 1) Estimated Revenues and Expenditures and 2) Regional System Improvements and schedule.

II. Applicable Tables and Figures of the 2035 MVRTP

The estimated revenues and expenditures of Chapter 5 were prepared in coordination with CDOT, the Regional Transportation District (RTD), local governments, special districts and authorities, paratransit operators and various special funding agencies. The total estimated revenues available for transportation purposes are illustrated in Figure 24 and Table 5 of the 2035 MVRTP.

Cost estimates for needed (envisioned) transportation activities and projects, and revenue estimates for fiscally constrained expenditures through 2035 are depicted in Table 6, both in 2008 constant dollars. Figure 25 displays the surface transportation

expenditure categories shown in Table 6. Table 7 displays the fiscally constrained expenditure information in year-of-expenditure (YOE) dollars.

The regional system improvements section of Chapter 5 focuses on the fiscally constrained roadway and transit systems. Figure 26 shows regionally significant roadway improvements. It also notes the projects eligible to receive 'regional' funds (federal formula and state sources) and those projects which must rely on 100 percent locally derived funding. Appendix 4 of the 2035 MVRTP provides a detailed listing of regionally significant roadway projects that are expected to be implemented through the FC-2035-RTP. Figure 27 depicts the resulting 2035 fiscally constrained regional roadway system.

The 2035 fiscally constrained rapid transit system and park-n-Ride locations are depicted in Figures 28 and 29. Appendix 4 of the 2035 MVRTP provides a detailed listing of regionally significant transit projects that are expected to be implemented through the Fiscally Constrained 2035 RTP. Appendix 2 of the 2035 MVRTP provides a detailed listing of park-n-Ride lots and stations in 2035.

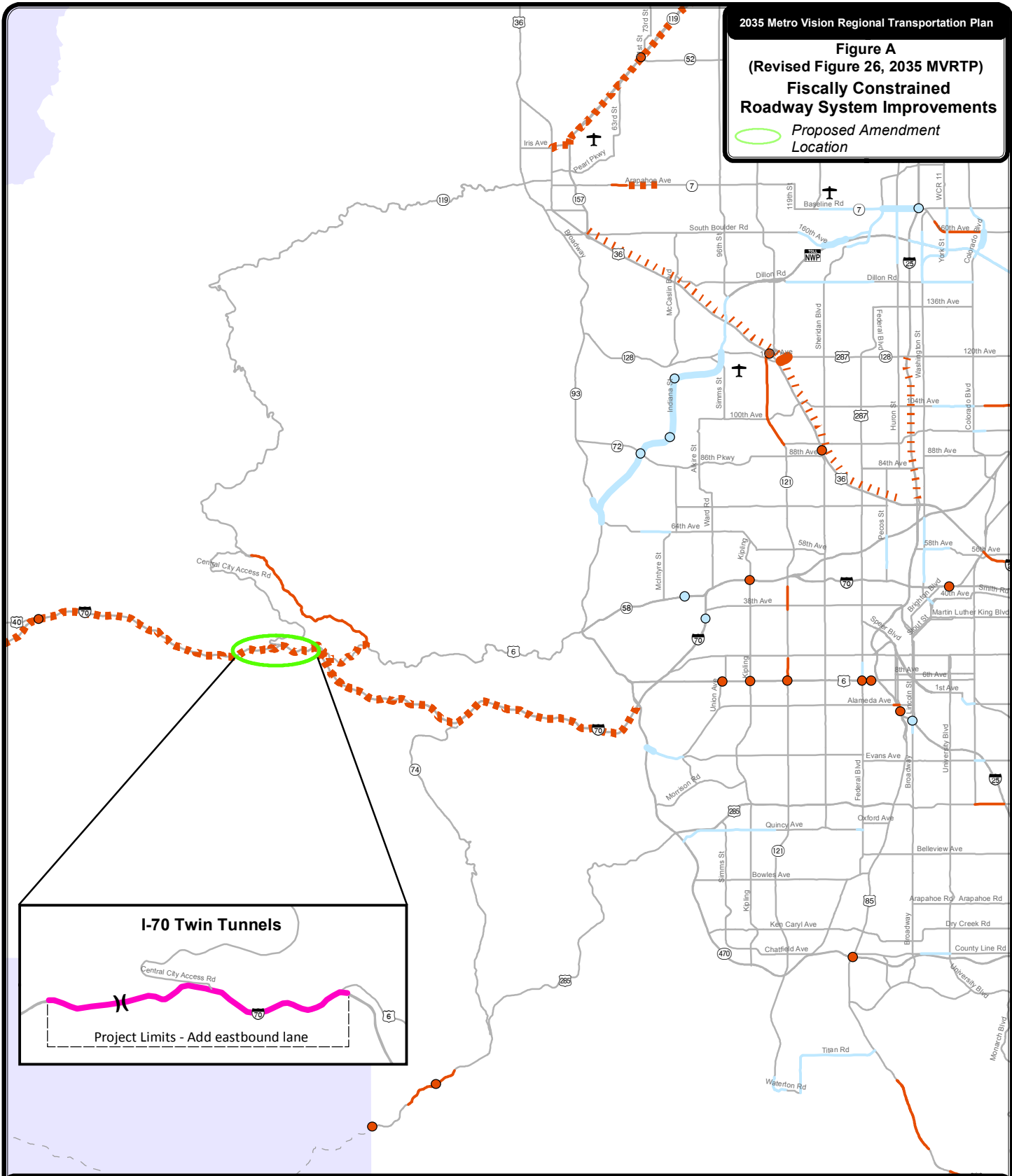
III. Proposed Amendments and Changes to 2035 MVRTP

FC-2035-RTP - Network Changes

For Cycle 1, 2012, an amendment is proposed to the roadway network at the location highlighted on **Figure A** (revised Figure 26 of the 2035 MVRTP).

The proposal from CDOT Region 1 is to amend the FC-RTP for a segment of I-70 as shown. An additional eastbound through lane would be constructed on I-70 from mile post 241.5 to 245.0 in Clear Creek County. The added lane would function as a general purpose lane during off-peak hours and as a tolled managed lane only during times of peak traffic flow. The project will cost \$61.75 million and is scheduled to begin in late 2012 with completion in 2013. Summary documentation as required by DRCOG for toll proposals is further provided with the amendment. Per protocols established by DRCOG Resolution 6, 2009, DRCOG staff has assessed this project proposal and prepared comments documented in the *DRCOG Staff Review of the I-70 Twin Tunnels Widening Proposal* which recommend its inclusion in the FC-RTP.

Figure A
 (Revised Figure 26, 2035 MVRTP)
Fiscally Constrained
Roadway System Improvements
 Proposed Amendment Location



I-70 Twin Tunnels

Central City Access Rd

Project Limits - Add eastbound lane

Regionally Funded Projects **100% Locally Funded Projects**

- 6 4 1-2 ●
new lanes
- 6 4 1-2 ●
new lanes
- ||||| HOV/HOT Lane
- Operational Project or Improvements to be Determined
- Regional Roadway System
- Roads Outside Region
- Area Outside Region

Note: Number of lanes for key corridors is estimated and subject to revision through future environmental studies. New interchanges on state highways subject to CDOT approval process.



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Source: DRCOG
 Project: Colorado State Plane, NAD 83
 PJ 8/12

