

Transportation Advisory Committee

Meeting date: February 24, 2025

Agenda Item #: 5 (Attachment C)

2050 Regional Transportation Plan Update – Financial Plan and Regional Roadway System

Agenda item type: Discussion

Summary

Overview and discussion of two major 2050 Regional Transportation Plan Update (2050 RTP) activities. The financial plan will include all transportation revenues anticipated to be available through 2050. The Regional Roadway System identifies the system of regional facilities for analysis and establishes project eligibility for the Regional Transportation Plan and Transportation Improvement Program.

Background

Financial Plan

The financial plan will ultimately identify all revenues, expenditures, and allocations associated with the region's multimodal transportation system through 2050 – major projects, project categories, services, and programs. The financial plan will include all transportation revenues anticipated to be available through 2050 from federal, state, regional, local, private, and other sources.

DRCOG staff have reached out to the Colorado Department of Transportation and Regional Transportation District to identify anticipated available revenues for inclusion in the financial plan. DRCOG staff will provide an overview of the current financial plan.

Regional Roadway System

For transportation planning purposes, DRCOG designates a Regional Roadway System consisting of freeways (including managed lanes), tollways, major regional arterials, and principal arterials. The system is the planning network DRCOG uses for air quality conformity and greenhouse gas emission reduction analyses and for establishing project eligibility in the Regional Transportation Plan and Transportation Improvement Program. The system identifies both existing and planned roadways in the DRCOG region, including all state highways and many non-state (local) roadways. The system represents the most heavily traveled and important connecting roadways in the region.

DRCOG reviews the system at the beginning of each major Regional Transportation Plan update cycle as the basis for developing the plan. Once the system is updated, it remains "fixed" (no further changes) until the beginning of the next major plan update cycle. DRCOG staff have been exploring options for revisions to the Regional Roadway System. DRCOG staff also intend to conduct a solicitation for changes and updates to the system from local governments and CDOT.



Action by others

None

Previous discussion/action

None

Recommendation

None

Attachment

Staff presentation

For more information

If you need additional information, please contact Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager, at 720-278-2341 or asanchez@drcog.org.





Financial Plan and Regional Roadway System Overview

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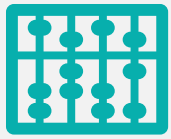




Financial plan overview

Photo Credit: Regional Transportation District

Basics of the financial plan



The Metro Vision Regional Transportation Plan is **not a budget document**.



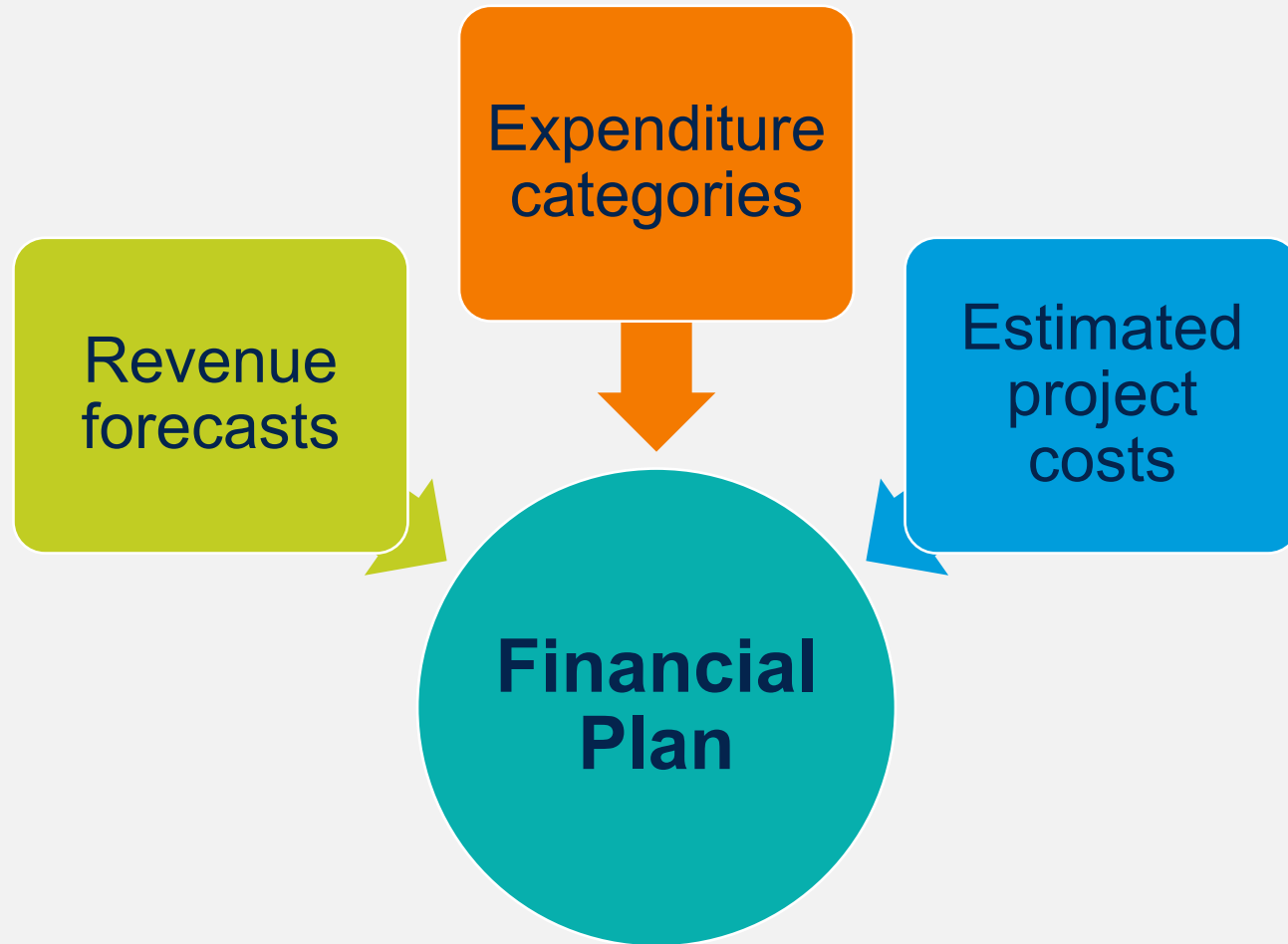
It outlines the region's long-range vision and provides a **funding framework** for priority investments.



The financial plan will include **all transportation revenues** anticipated to be available **through 2050**.

For more information, review [Appendix H: Financial Plan of the Regional Transportation Plan](#).

Developing the financial plan



Revenue forecasts

- DRCOG and CDOT administered funds are based on CDOT's adopted **Program Distribution**.
- Staff rely on **forecasts developed by RTD** to develop revenue projections for funding administered by RTD.
- Incorporates forecasts for **federal discretionary grants**.
- Coordination with **toll authorities** to include their investments.

Expenditure categories



Multimodal capital projects

Individually listed projects in the plan.

They include roadway and transit capacity projects, as well as priority

Regional Vision Zero, corridor planning, active transportation, and freight projects.



Programmatic investments

Lump sum or funding allocations. Individual projects are not identified in the plan; instead, these investments reflect continued efforts to manage, operate and preserve the system.

Estimating project costs

Planning-level cost estimates

- DRCOG staff rely on project sponsor provided cost estimates.
- Costs include all phases to design, construct, and open.

Implementation timeline

- Based on when the project will be open for traffic or service.
- Tied to staging periods for federal air quality and state greenhouse gas modeling.
- Projects distributed across years to show 'reasonable' distribution of project costs.

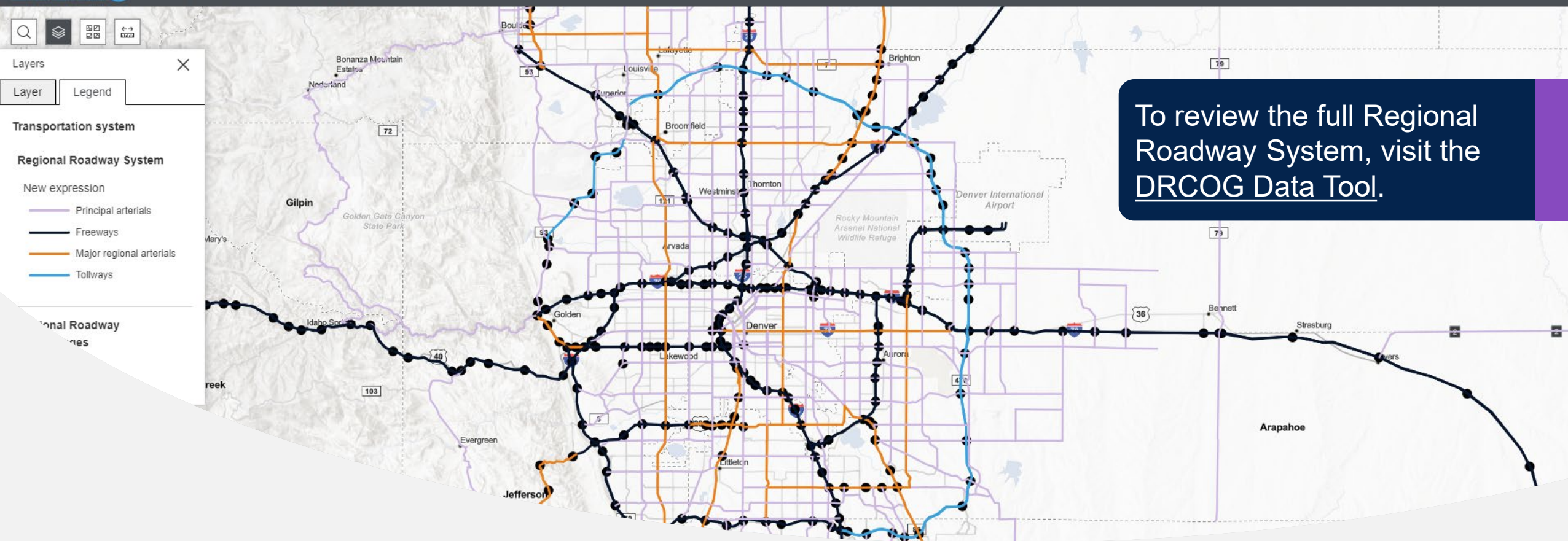
Future cost or year-of-expenditure

- Reflects the trend that project costs increase the further out in time its implemented.



Regional Roadway System

Photo Credit: Colorado Department of Transportation



Regional Roadway System

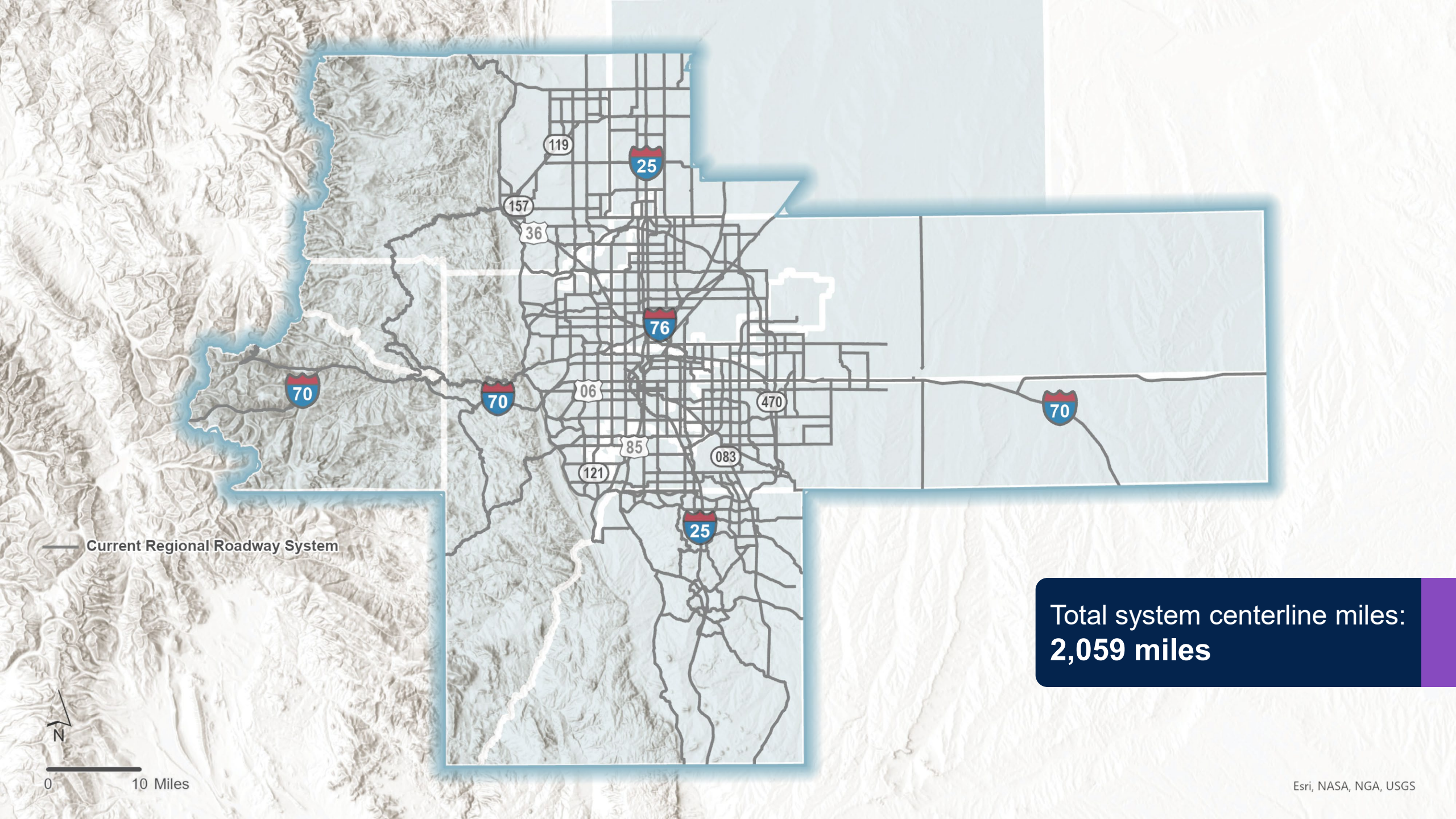
- **Fixed at the beginning** of the update to the Regional Transportation Plan.

Basics of the Regional Roadway System

- Currently made up of **current and future freeways, tollways, major regional arterials**, and **principal arterials**.
- Planning network for **federal air quality conformity** and **state greenhouse gas emission reduction** analyses.
- Network for **eligible capacity projects** in the Regional Transportation Plan and Transportation Improvement Program.
- Most **heavily traveled & important connecting** roadways.
- **Targets limited federal funding** to the most important roadways in the region.

Staff review and proposed revisions

- Reviewing **federal aid eligibility** of roadways.
- Confirming **all Colorado state highways** are on the network.
- Checking to make sure **all Principal Arterials in urban areas** are included.
- Proposed expansion to roadways classified as **Minor Arterials (or Major Collectors) and above in rural areas**.



— Current Regional Roadway System

Total system centerline miles:
2,059 miles



0 10 Miles

— New addition: State highway
— Current Regional Roadway System



Centerline miles added:
211 miles (~10% increase)

— New addition: Rural minor arterial
— Current Regional Roadway System;
New addition: State highway



0 10 Miles



Centerline miles added:
52 miles (~2.5% increase)

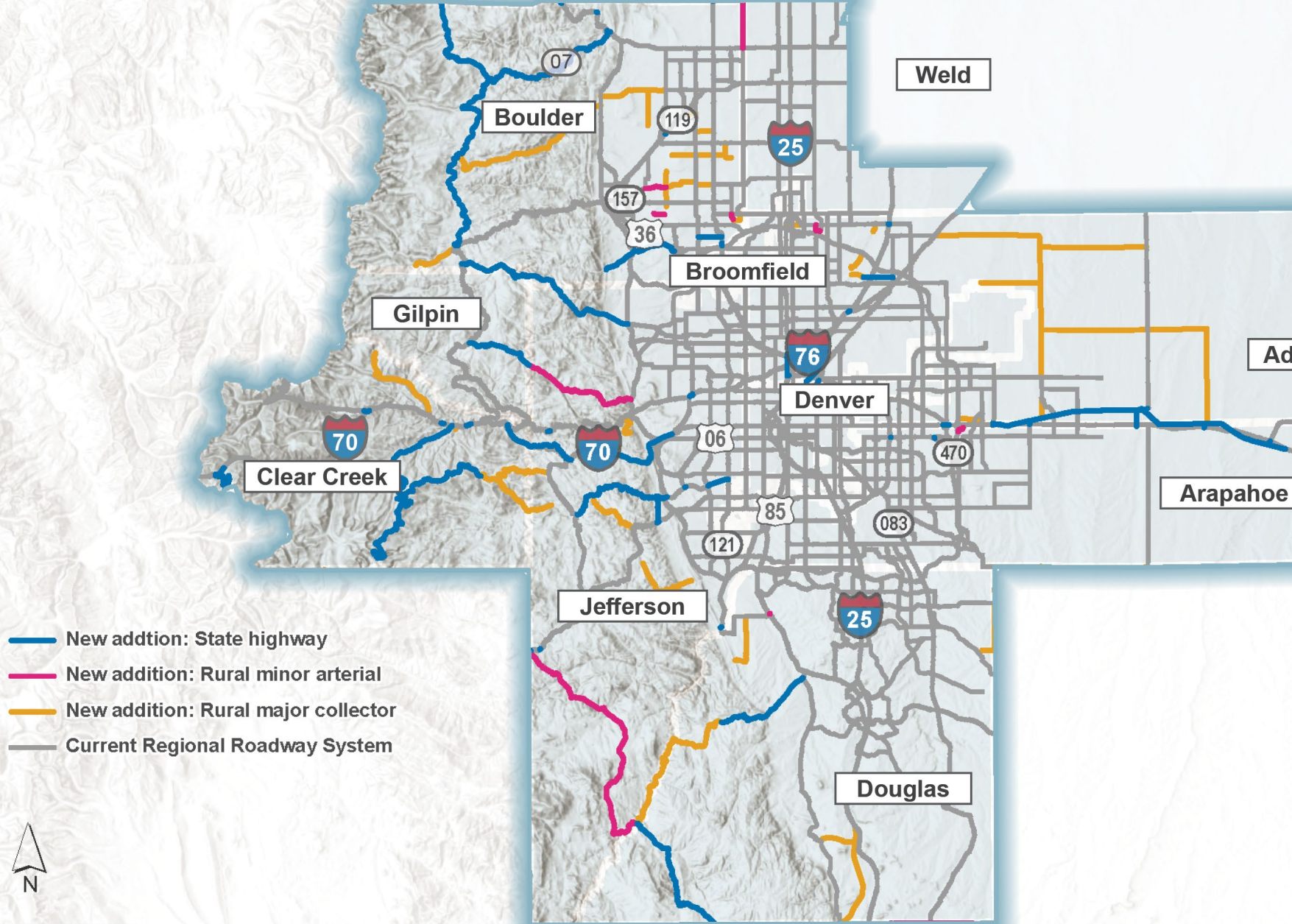
- New addition: Rural major collector
- Current Regional Roadway System;
- New addition: State highway; New addition: Rural minor arterial



0 10 Miles



Centerline miles added:
240 miles (~12% increase)



Centerline miles added:
263 miles (~13% increase)
Total system centerline
miles: **2,322 miles**

Centerline miles added:
503 miles (~24% increase)
Total system centerline
miles: **2,562 miles**

Questions for discussion

- What **considerations** should be taken into account when revising the network?
- What are the **potential benefits or drawbacks** of the proposed staff-initiated revisions?
- What **impacts to your own planning process** might you foresee with the proposed revisions?
- Are there **other revisions** to the Regional Roadway System staff should explore?



Next steps

- Continue **coordinating with regional partners** for financial planning activities.
- Open a **solicitation for revisions to the Regional Roadway System** by regional partners and local governments.
- **Future recommendation** to set the Regional Roadway System for this plan update cycle.
- Working with local governments as needed to **revise functional classification** data.

Thank you!

Questions?

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