

DRCOG Planning Scenarios and GHG rule

We make life better!

DENVER REGIONAL COUNCIL OF GOVERNMENTS

A growing region and a mature transportation system



1990	2020	2050
1.89 million	3.36 million	4.41 million
	plus 1.47 million	plus 1.05 million

5 Interstates

6 U.S. Highways

36 State highways

2 Toll highways

2 Class 1 railroads (BNSF and Union Pacific)

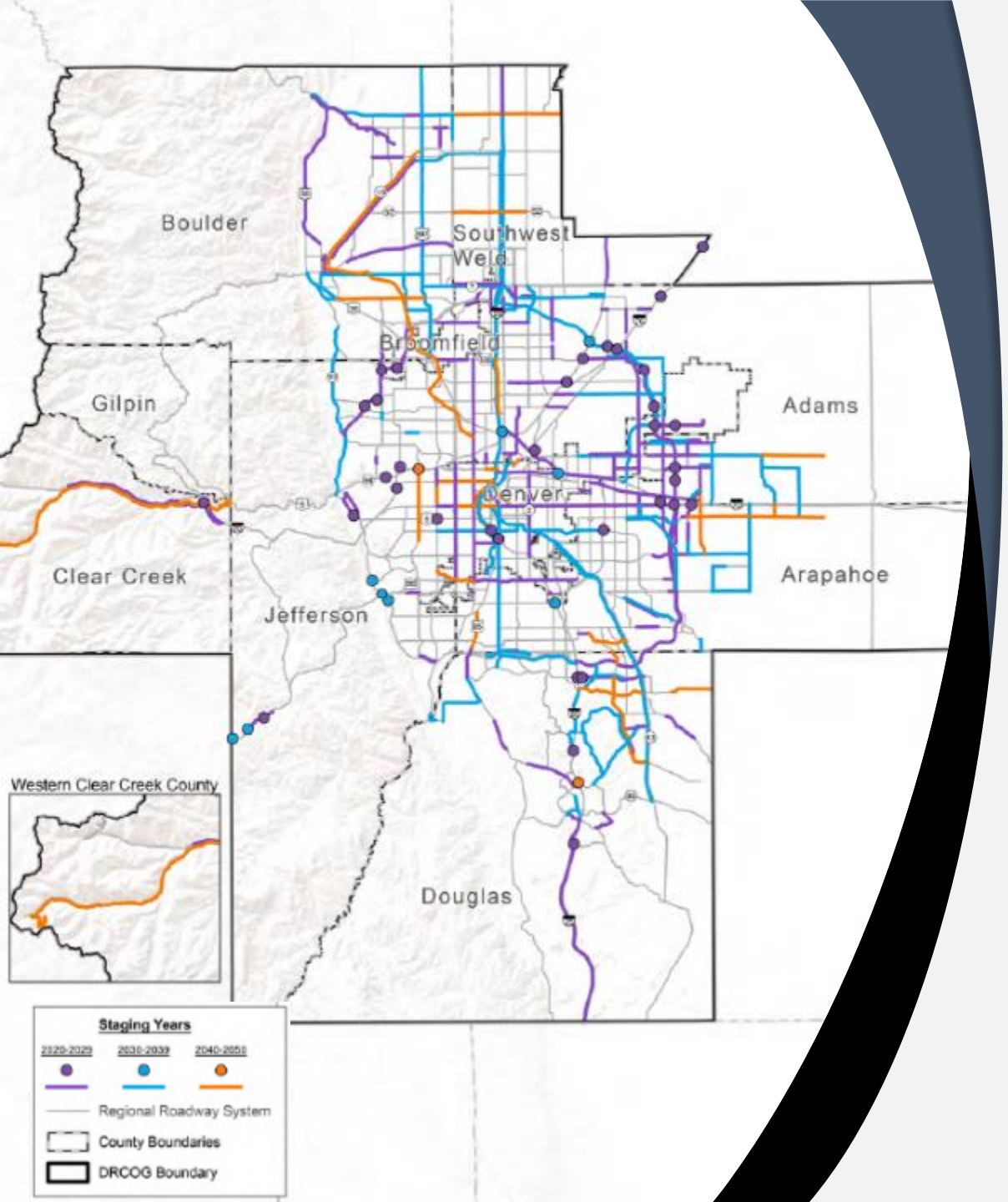
3 Mountain passes

4,000 Signalized intersections

9,800 Bus stops

17,700 Sidewalk miles

8 Airports



RTP investments

Multimodal mobility — $6.9 billion
Multimodal capital projects

Air quality — $375 million
Transportation Improvement Program set-asides

Regional transit — $1.2 billion; $940 million
Regional bus rapid transit projects
Corridor transit planning projects and program

Safety — $548 million
Arterial safety and Regional Vision Zero projects

Active transportation — $970 million
Active transportation program

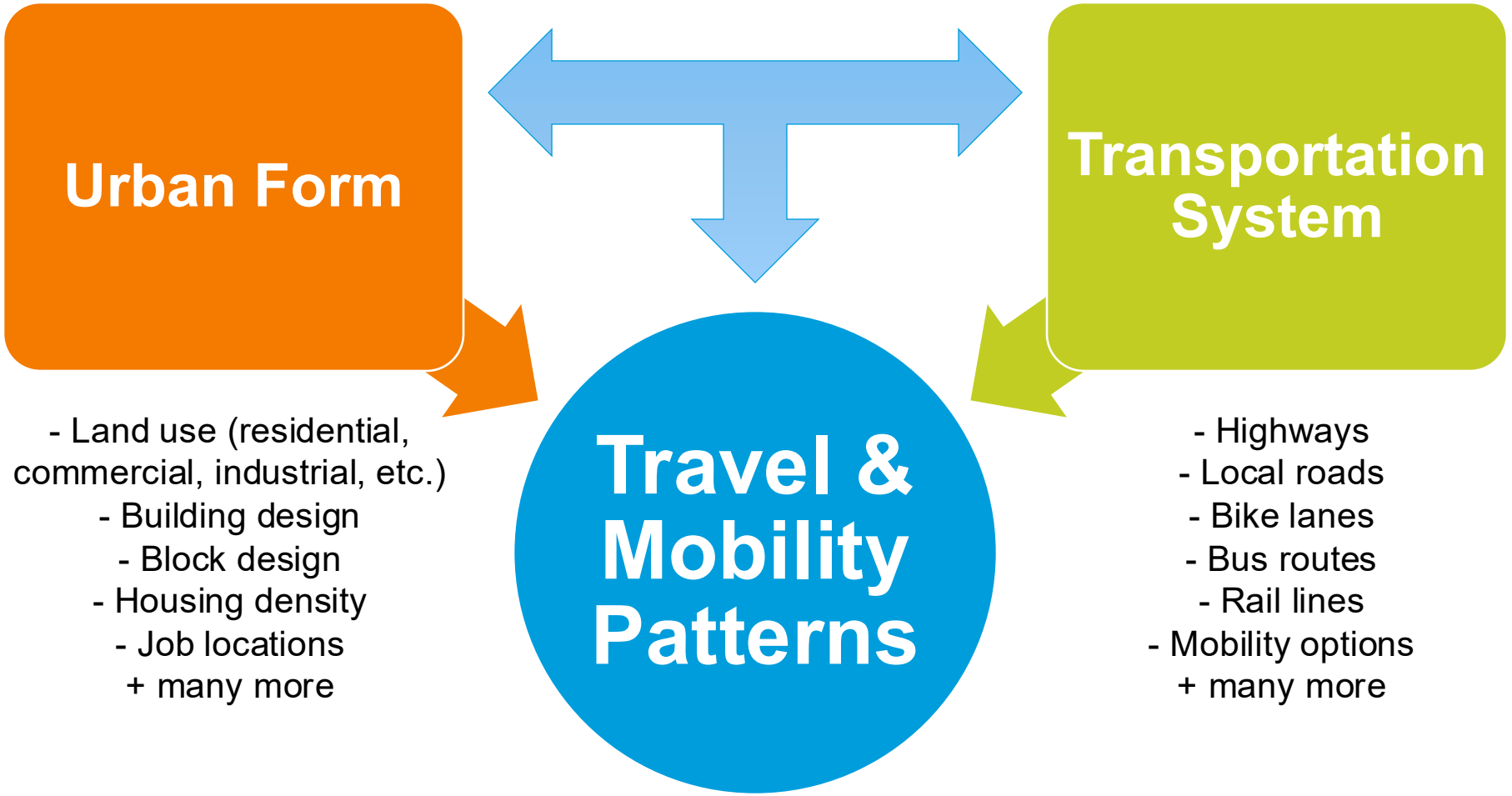
Freight — $220 million
Freight program

Local projects — $4.0 billion
Locally funded projects

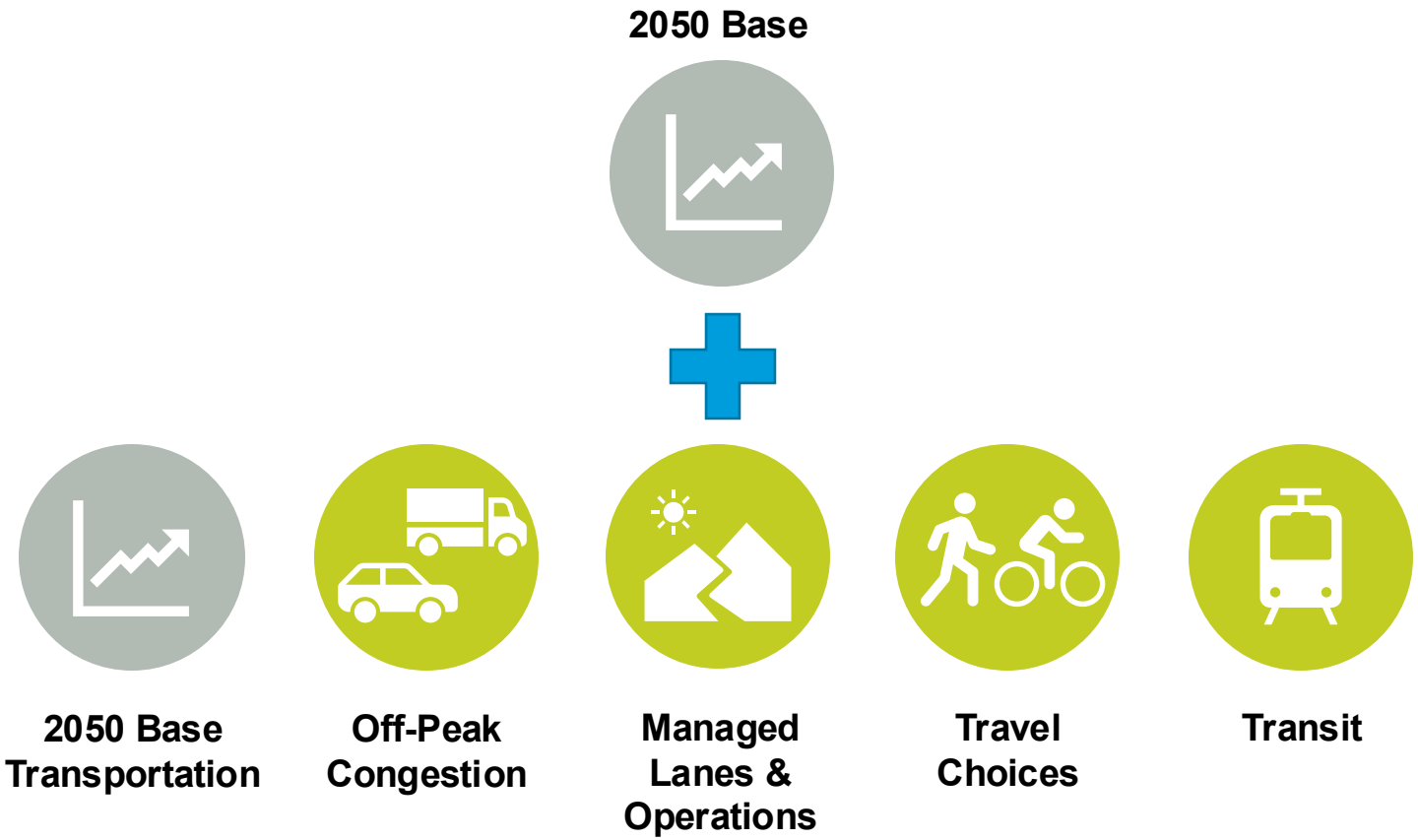
Metro Vision

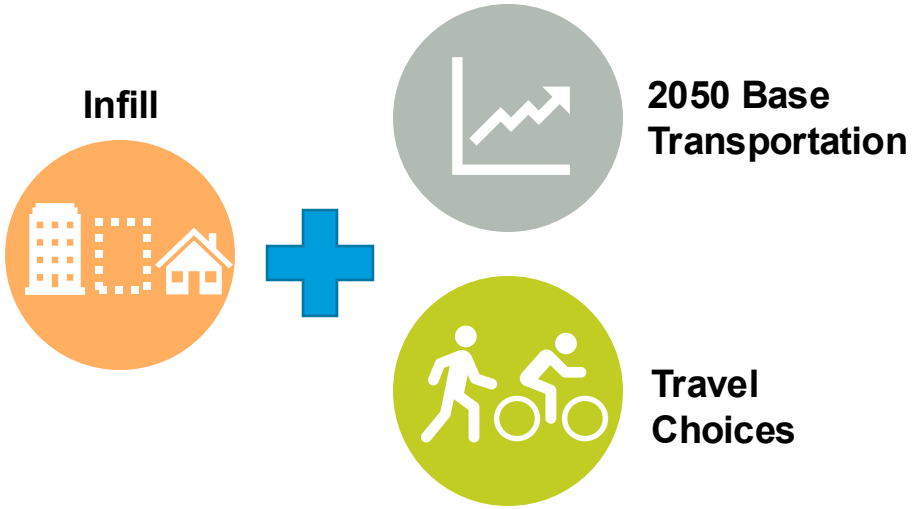


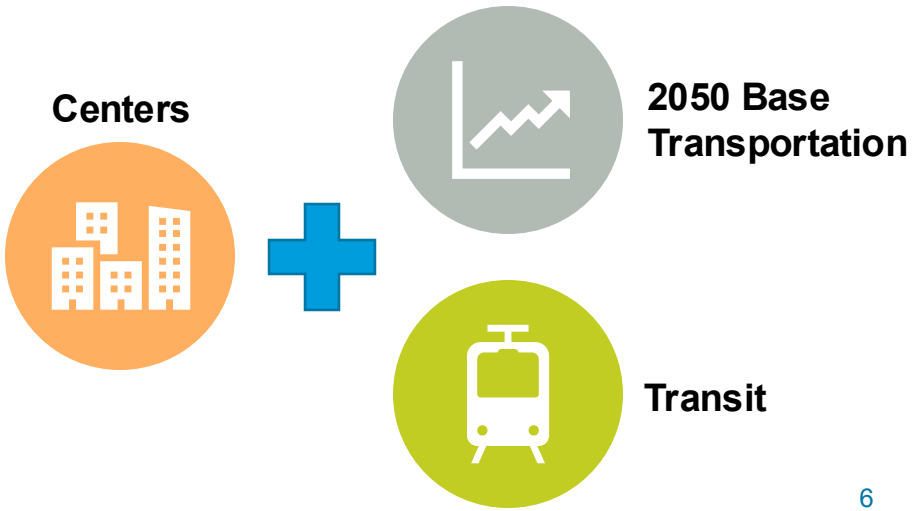
Understanding Relationships



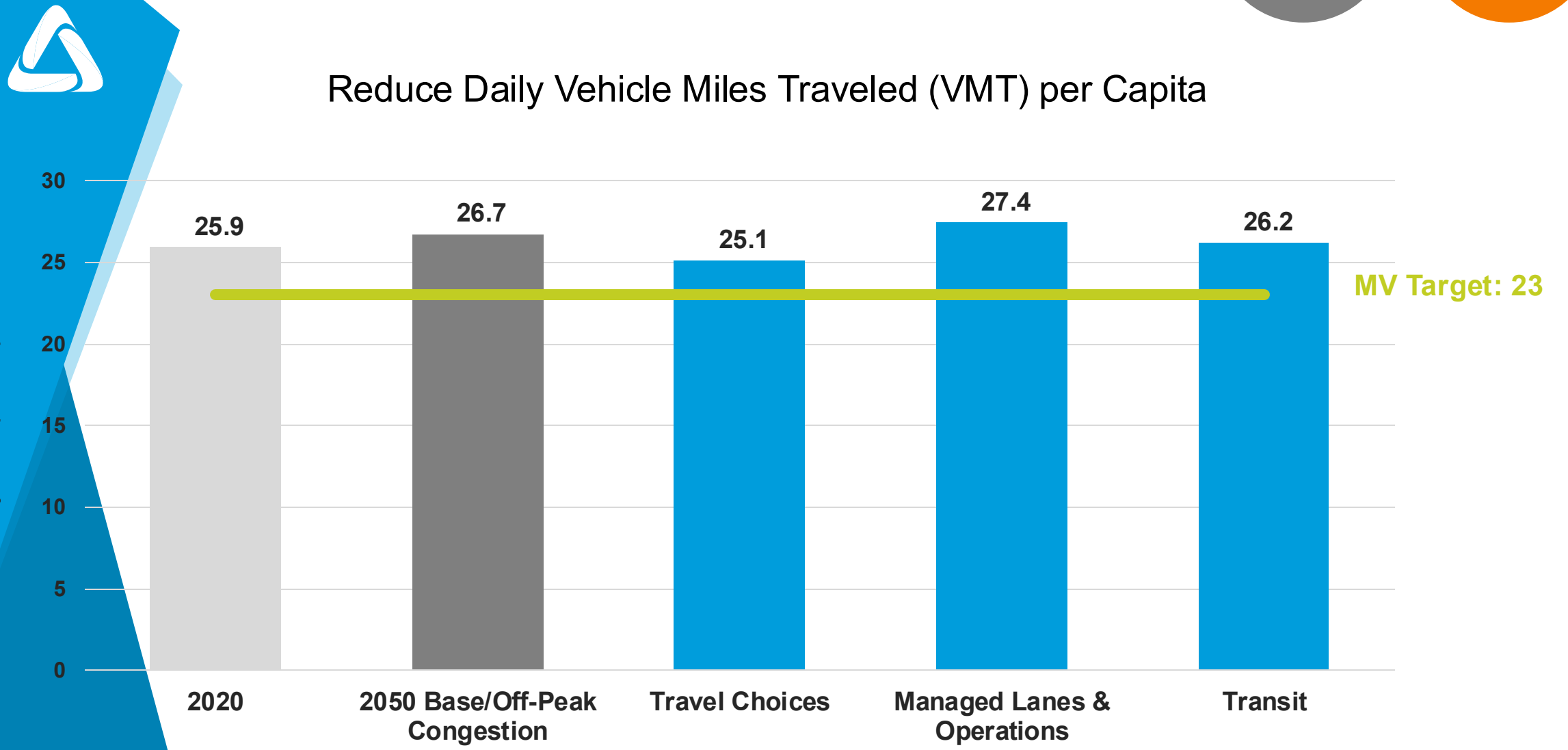
Scenario Combinations Summary

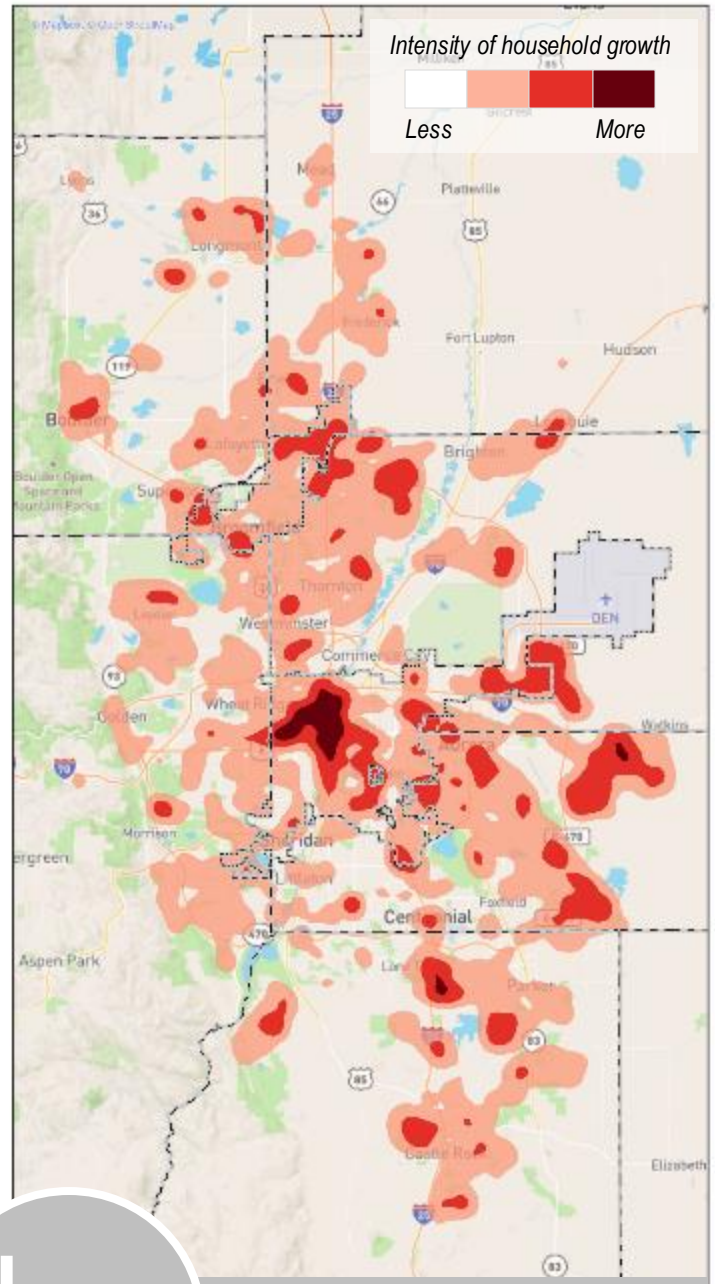




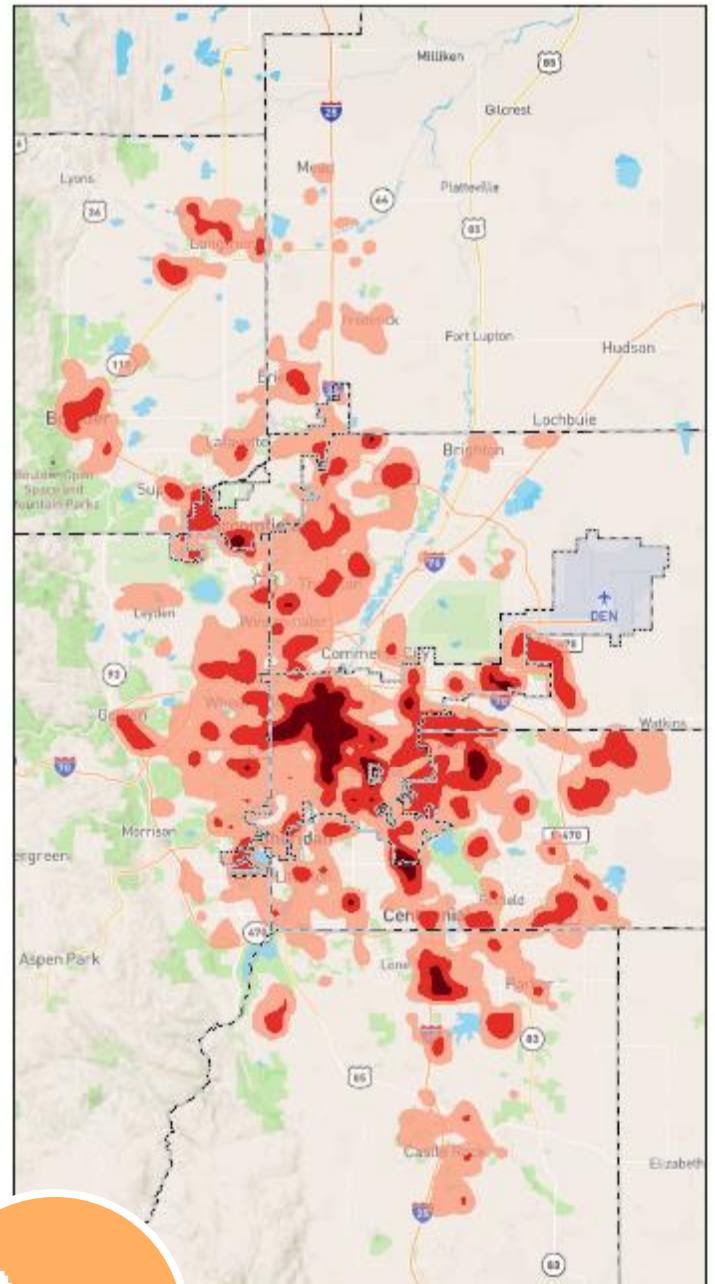


Transportation Scenarios
Metro Vision Targets

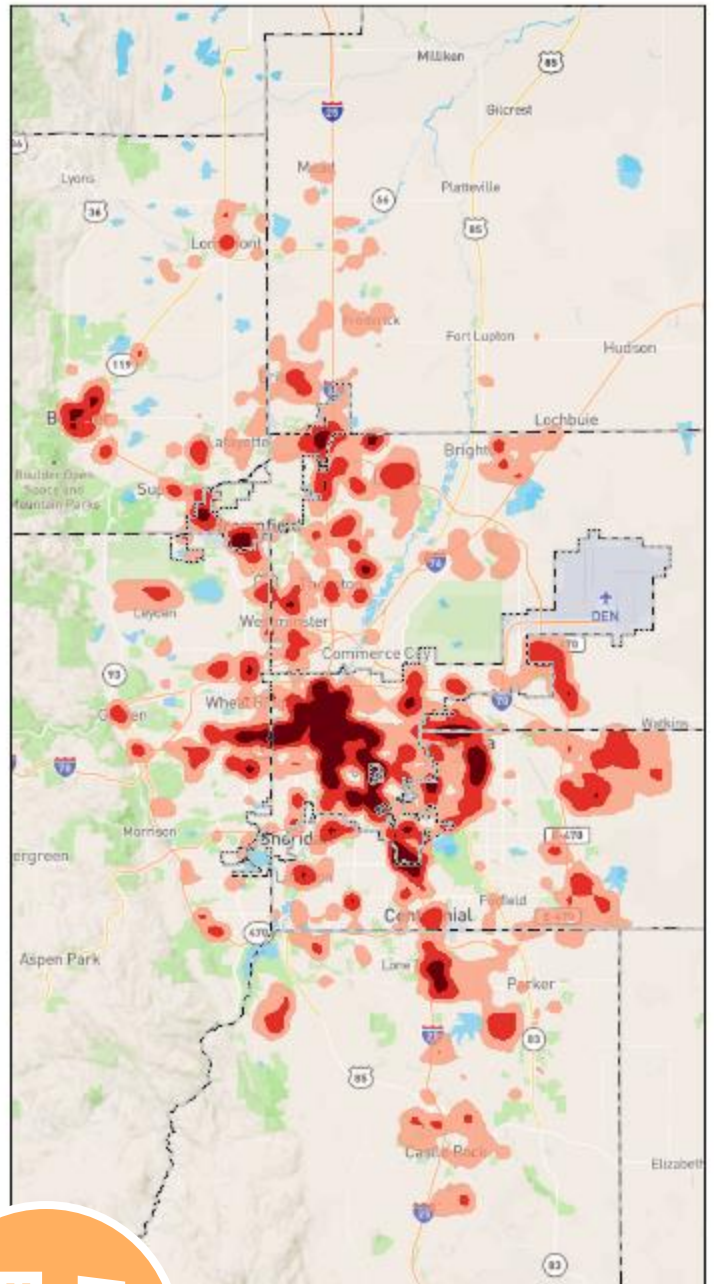




Baseline



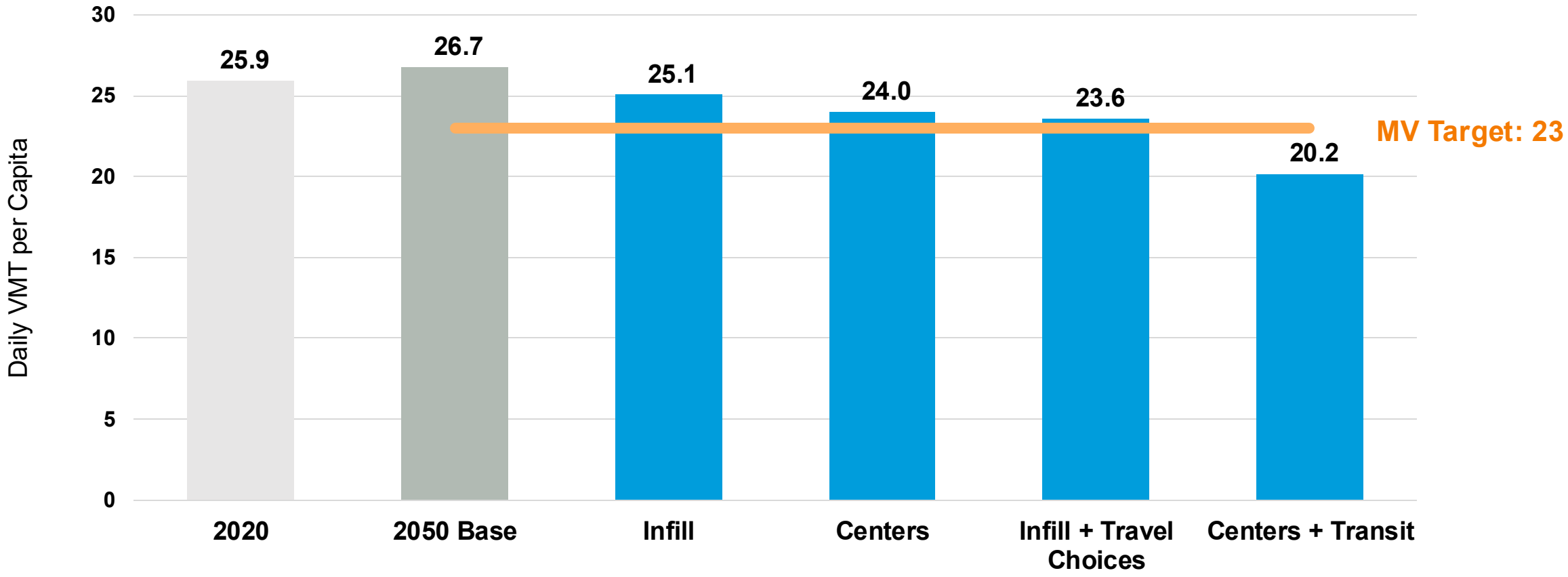
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Centers

Land Use + Transportation Scenarios
Metro Vision Targets

Reduce Daily Vehicle Miles Traveled (VMT) per Capita



Colorado GHG Rule

Colorado requires transportation plans to demonstrate GHG reductions

- **Who:** CDOT and Colorado's five metropolitan planning organizations, including DRCOG.
- **Requirement:** Model transportation plans to demonstrate emissions reductions against established baselines for 2025, 2030, 2040 and 2050.
- **How:** Adjust planned transportation investments and/or commit to approved mitigation measures, such as transit, walking, biking and travel demand management.
- **Accountability:** Submit a GHG Transportation Report for state review. Missing reduction targets can restrict transportation funds to projects and measures that reduce emissions.

Challenges: Turning GHG goals into transportation decisions

The right tools for the job

Models struggle to capture the benefits of smaller improvements, such as signal timing or better bus stops, making some effective investments difficult to quantify and credit.

Changing an established system.

Decades of development patterns, infrastructure investments and travel habits take time and coordination to shift.

Aligning housing, affordability and demand.

Compact development can support transit and shorter trips, but housing costs, local constraints and market preferences influence what gets built and where people choose to live.