

The background features several large, overlapping geometric shapes. In the top-left corner, there is a large purple triangle pointing downwards. In the bottom-left corner, there is a grey triangle pointing upwards and a smaller purple triangle pointing upwards. In the bottom-right corner, there is a large grey triangle pointing upwards. The text is centered in the white space between these shapes.

System performance report

Appendix F

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The Federal Highway Administration and the Federal Transit Administration have performance-based planning and programming requirements established through federal legislation. Each rule addresses a particular area of transportation and lays out the goals, measures and data to be used in setting targets. The Denver Regional Council of Governments, Colorado Department of Transportation and Regional Transportation District must link investment priorities to the performance targets.

Federal and regional framework

DRCOG staff incorporated the seven national planning goals and 10 federal planning factors in the development of the 2050 Metro Vision Regional Transportation Plan. The plan also incorporates Metro Vision goals. DRCOG staff and partners used the federal and regional performance measures to evaluate candidate projects.

Figure 1: Integrating federal and regional performance-based planning and programming

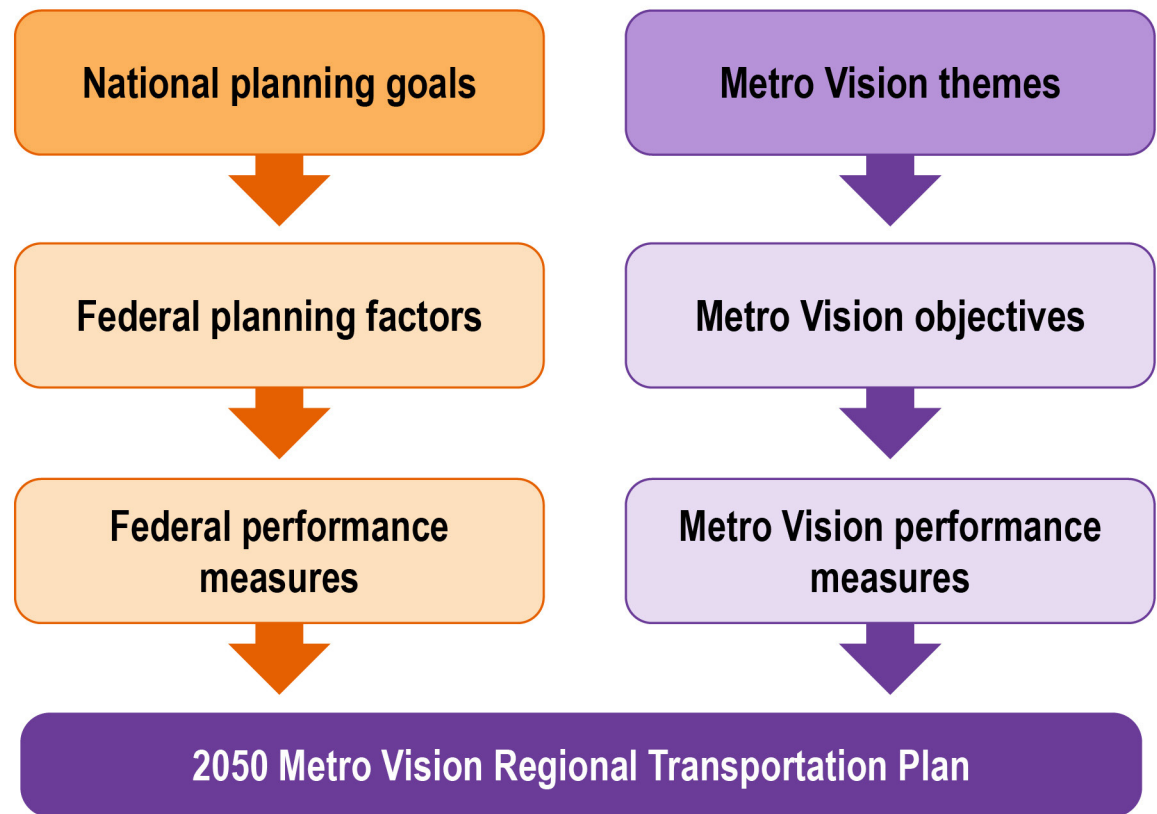


Table 1: National planning goals

The Moving Ahead for Progress in the 21st Century Act established seven national goals, which were carried forward into subsequent federal legislation. This continues the original law's overall performance approach and ensures investment in projects that collectively make progress toward the national goals.

Goal	Description
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair.
Congestion reduction	To achieve a significant reduction in congestion on the national highway system.
System reliability	To improve the efficiency of the surface transportation system.
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment.
Reduced project and delivery delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Table 2: Federal planning factors

The Regional Transportation Plan addresses the 10 federal planning factors as follows:

Federal planning factor	How does the plan address it?
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.	The plan discusses the importance of and connections to the region's passenger and general aviation airports (Chapter 2). The plan includes the DRCOG Multimodal Freight Plan (Appendix A), as well as specific freight projects and a freight program in the fiscally constrained project and program investment strategies (Chapter 3). The plan provides projects, programs and services to link employment centers with major multimodal facilities and intermodal freight terminals (Chapter 3).
Increase the safety of the transportation system for motorized and nonmotorized users.	Safety is a foundational priority of the plan; Chapter 1 emphasizes the importance of safety in the planning process. Chapter 2 includes data and trends related to safety. Chapter 3 includes specific safety projects and a safety program in the fiscally constrained project and program investment priorities.
Increase the security of the transportation system for motorized and nonmotorized users.	Safety and security are closely linked in the plan. In addition, Chapter 2 discusses DRCOG's role in regional transportation security activities.
Increase the accessibility and mobility of people and for freight.	The plan is thematically structured around the concept of multimodal mobility to provide a range of travel options to improve accessibility for people and freight. The DRCOG Multimodal Freight Plan (Appendix A) discusses mobility and accessibility for freight and goods movement.

Table 2: Federal planning factors (continued)

Federal planning factor	How does the plan address it?
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements, state and local planned growth, and economic development patterns.	Protecting and enhancing the environment is a key focus of the plan (Appendix G). The planning process facilitated the active involvement of air quality regulatory agencies and residents interested in air quality. The plan is in conformance with the State Implementation Plan for Air Quality. Projects identified for inclusion in the transit and highway networks were considered with respect to environmental impact at the system level.
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	The DRCOG Multimodal Freight Plan, Active Transportation Plan, Complete Streets Toolkit and the other modal plans (Appendix A) emphasize integration and connectivity across and between travel modes.
Promote efficient system management and operation.	The plan discusses system management and operational activities in Chapters 2 and 3. It also identifies and funds operational improvements, facility management, traveler and transit information systems, and travel demand modification efforts to ensure that the regional transportation system works as efficiently as possible. Intelligent transportation system efforts will provide transportation efficiency benefits as well.

Table 2: Federal planning factors (continued)

Federal planning factor	How does the plan address it?
Emphasize the preservation of the existing transportation system.	Preservation of the existing transportation system is a key focus of the plan. Chapters 2 and 3 emphasize the allocation of more than half of available revenues toward system preservation, operation and maintenance. Preservation is applied to all types of travel mode facilities on the system, from roadways to transit stations to sidewalks.
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	Transportation system resilience is specifically addressed in Chapter 2 and more broadly throughout the plan. While stormwater reduction and mitigation is addressed during the project development and implementation process, Appendix G discusses the importance of stormwater and related environmental issues at the regional level. DRCOG staff monitor National Environmental Policy Act and Planning and Environment Linkage studies to ensure stormwater (among many other issues) is addressed during corridor and project studies.

Federal performance measures overview

DRCOG coordinates with RTD, CDOT, the Federal Highway Administration and the Federal Transit Administration to set performance measure targets.

DRCOG typically has 180 days to set targets after CDOT or RTD set targets. DRCOG has the option of supporting CDOT's or RTD's targets or setting targets specific to the Denver region. For the traffic congestion reduction measures, CDOT and DRCOG must set single, unified targets for the urban area.



Photo courtesy of CDOT

Table 3: Federal performance measures

Performance area	Target timing	Geography	Measures
Safety performance	Annual targets, last updated February 2026	DRCOG metropolitan planning organization area	• Number of fatalities. • Rate of fatalities per 100 million vehicle miles traveled. • Number of serious injuries. • Rate of serious injuries per 100 million vehicle miles traveled. • Number of nonmotorized fatalities and serious injuries.
Infrastructure condition: Pavement condition	Four-year targets, last updated January 2025	Interstate and non-interstate national highway systems	• Percentage of pavement on the interstate system in good condition. • Percentage of pavement on the interstate system in poor condition. • Percentage of pavement on the non-interstate national highway system in good condition. • Percentage of pavement on the non-interstate national highway system in poor condition.
Infrastructure condition: Bridge condition	Four-year targets, last updated January 2025	All bridges carrying the national highway system, including on- and off-ramps	• Percentage of bridges in good condition. • Percentage of bridges in poor condition.

Table 3: Federal performance measures (continued)

Performance area	Target timing	Geography	Measures
System performance, freight, and congestion mitigation and air quality: Traffic congestion	Two- and four-year targets	Denver-Aurora, Colorado, Urbanized Area	• Annual hours of peak-hour excessive delay per capita. • Percentage of non-single-occupant vehicle travel.
System performance, freight, and congestion mitigation and air quality: Travel time reliability	Four-year targets	Interstate and non-interstate national highway systems	• Percentage of person miles traveled on the interstate that are reliable. • Percentage of person miles traveled on the non-interstate national highway system that are reliable.
System performance, freight, and congestion mitigation and air quality: Freight reliability	Four-year targets	Interstate system	• Truck Travel Time Reliability Index.

Table 3: Federal performance measures (continued)

Performance area	Target timing	Geography	Measures
Transit asset management	Annual targets	All public roads within the DRCOG MPO boundary	• Percentage of revenue vehicles by type exceeding the useful life benchmark. • Percentage of non-revenue vehicles by type exceeding the useful life benchmark. • Percentage of facilities by group rated under 3.0 on the Transit Economic Requirements Model scale. • Percentage of track segments by mode under performance restrictions.
Public transportation agency safety plan	Annual targets	All operators of public transportation systems that are recipients and subrecipients of Federal Transit Administration grant funds	• Total number of reportable fatalities and rate per vehicle revenue miles by mode. • Total number of reportable injuries and rate per vehicle revenue miles by mode. • Total number of reportable events and rate per vehicle revenue miles by mode. • Mean distance between major mechanical failures by mode.

DRCOG performance measures

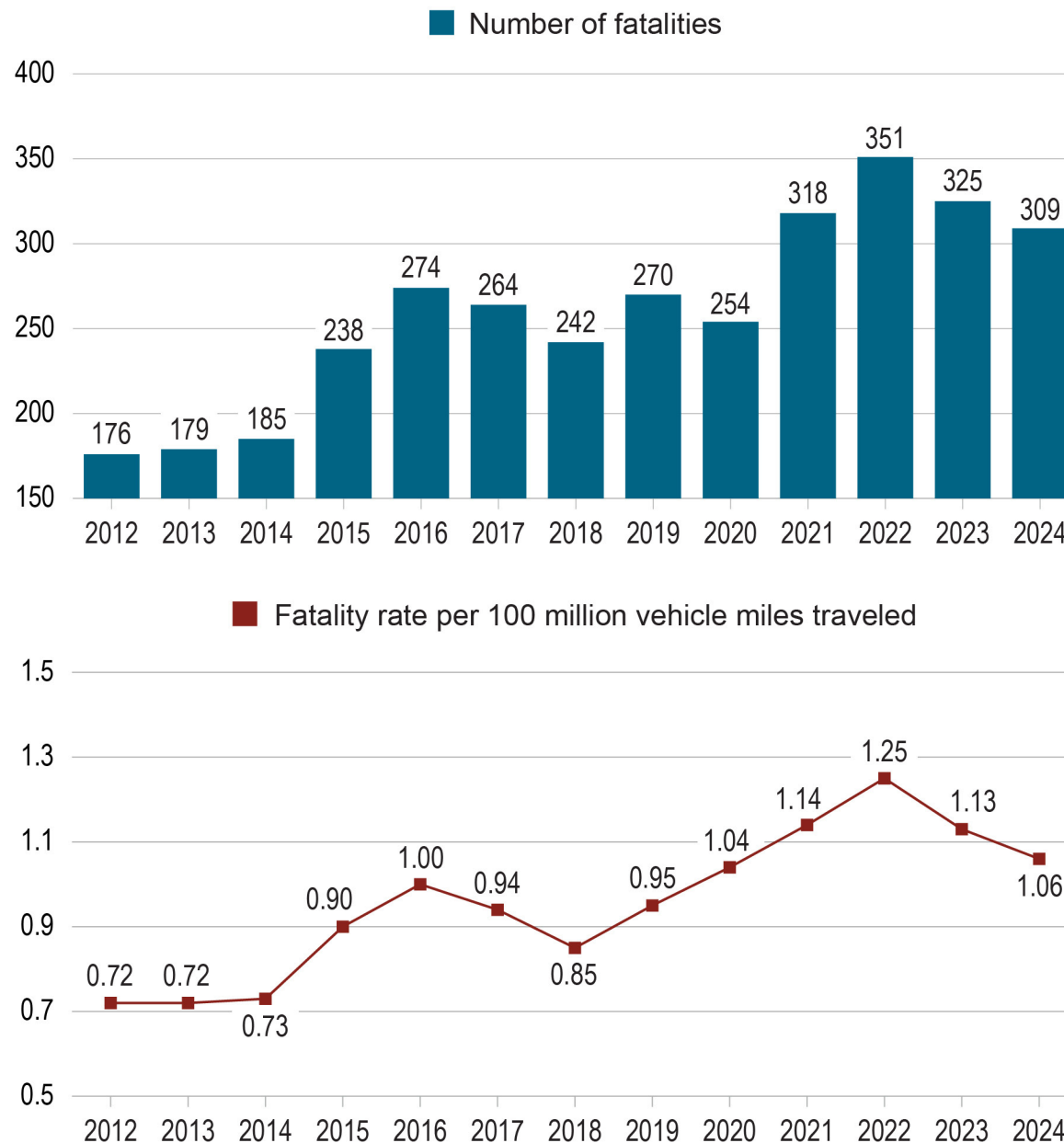
Safety performance targets

DRCOG staff receive safety data for the Denver region annually from CDOT and calculate crashes within the MPO area. To calculate safety performance targets, staff calculate a trend line to get the region to zero fatalities by 2040 and zero serious injuries by 2045. This trend line becomes part of the five-year rolling average.



Photo by JR Goodwin/DRCOG

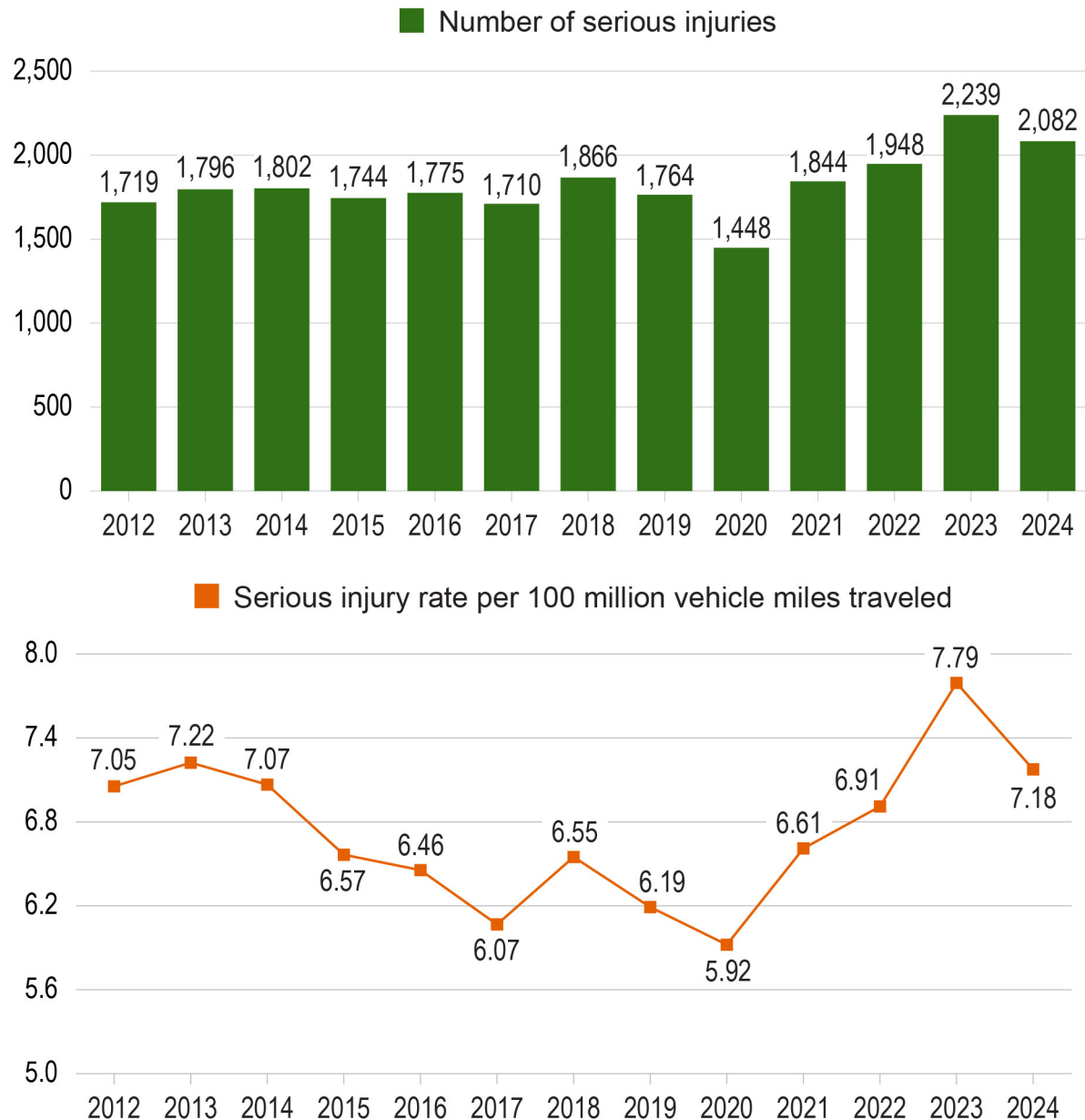
Figure 2: Fatalities in the DRCOG MPO area (2012-2024)



Since 2012, fatalities have increased as population, employment and vehicle miles traveled have increased, peaking in 2022. Fatalities decreased in 2023 and 2024, but it is hard to tell if this trend will continue or if it is due to data variation. In 2024, there were 309 fatalities on roads in the DRCOG MPO area.

The rate of fatalities per 100 million vehicle miles traveled has also increased from 2012, with some variation in the data. The fatality rate decreased in 2023 and 2024, but has generally increased over the past decade. This is expected, as vehicle miles traveled per capita have remained steady in recent years, and fatalities have generally been increasing.

Figure 3: Serious injuries in the DRCOG MPO area (2012-2024)



The number of serious injuries was stable from 2012 to 2019 but has been increasing since 2021. In 2024, more than 2,000 people were seriously injured on roads within the MPO area. The rate of serious injuries has been largely stable, with only a modest increase from 2020 to 2024. This indicates that vehicle miles traveled have increased at a similar pace to the number of serious injuries.

**Figure 4: Nonmotorized fatalities and serious injuries
in the DRCOG MPO area (2012-2024)**



Nonmotorized fatalities and serious injuries have been increasing since 2020. The Denver region is not alone in this — pedestrian fatalities have been rising nationwide, reaching a high in 2022, according to the [Governors Highway Safety Association](#). In 2024, the DRCOG MPO area had 85 nonmotorized fatalities and 457 nonmotorized serious injuries. Bike and pedestrian safety is one of the most pressing issues facing the region.

Table 4: Did the Denver region achieve safety targets?

Safety performance measure	2018 (2014-2018)	2019 (2015-2019)	2020 (2016-2020)	2021 (2017-2021)	2022 (2018-2022)	2023 (2019-2023)	2024 (2020-2024)	2025 and onward
People killed (fatalities)	Target met	Target not met	Target not met	Target not met	Target not met	Target not met	Target not met	Crash data incomplete
Fatality rate	Target met	Target met	Target not met	Target not met	Target not met	Target not met	Target not met	Crash data incomplete
Serious injuries	Target met	Target met	Target met	Target met	Target not met	Target not met	Target not met	Crash data incomplete
Serious injury rate	Target met	Target met	Target met	Target met	Target not met	Target not met	Target not met	Crash data incomplete
Nonmotorized	Target not met	Target not met	Target not met	Target met	Target not met	Target not met	Target not met	Crash data incomplete

The region has not met any safety targets since 2021.

With safety performance measures being an annual target and one of DRCOG's top priorities, DRCOG and its member governments have taken steps to achieve the safety targets. The 2026-2029 Transportation Improvement Program, also known as the TIP, identifies 178 projects totaling \$979 million to help achieve safety targets.

Safety is also reflected in the following plans:

- Taking Action on Regional Vision Zero (June 2020, minor update in progress at time of writing).
- Regional Complete Streets Toolkit (October 2021).
- Active Transportation Plan (January 2026).
- Quick-Build Toolkit (in progress at time of writing).

In developing the Regional Transportation Plan, DRCOG staff solicited, evaluated and included a diverse set of projects, including the establishment of an arterial safety and Regional Vision Zero program that includes projects and set-asides. More than \$1.5 billion is programmed toward projects that explicitly improve arterial safety and enhance Regional Vision Zero efforts.

The DRCOG Board of Directors has established safety targets specific to the DRCOG MPO area. The Board's decision to establish safety targets reflects the importance of safety and supports efforts to reduce fatalities and serious injuries.

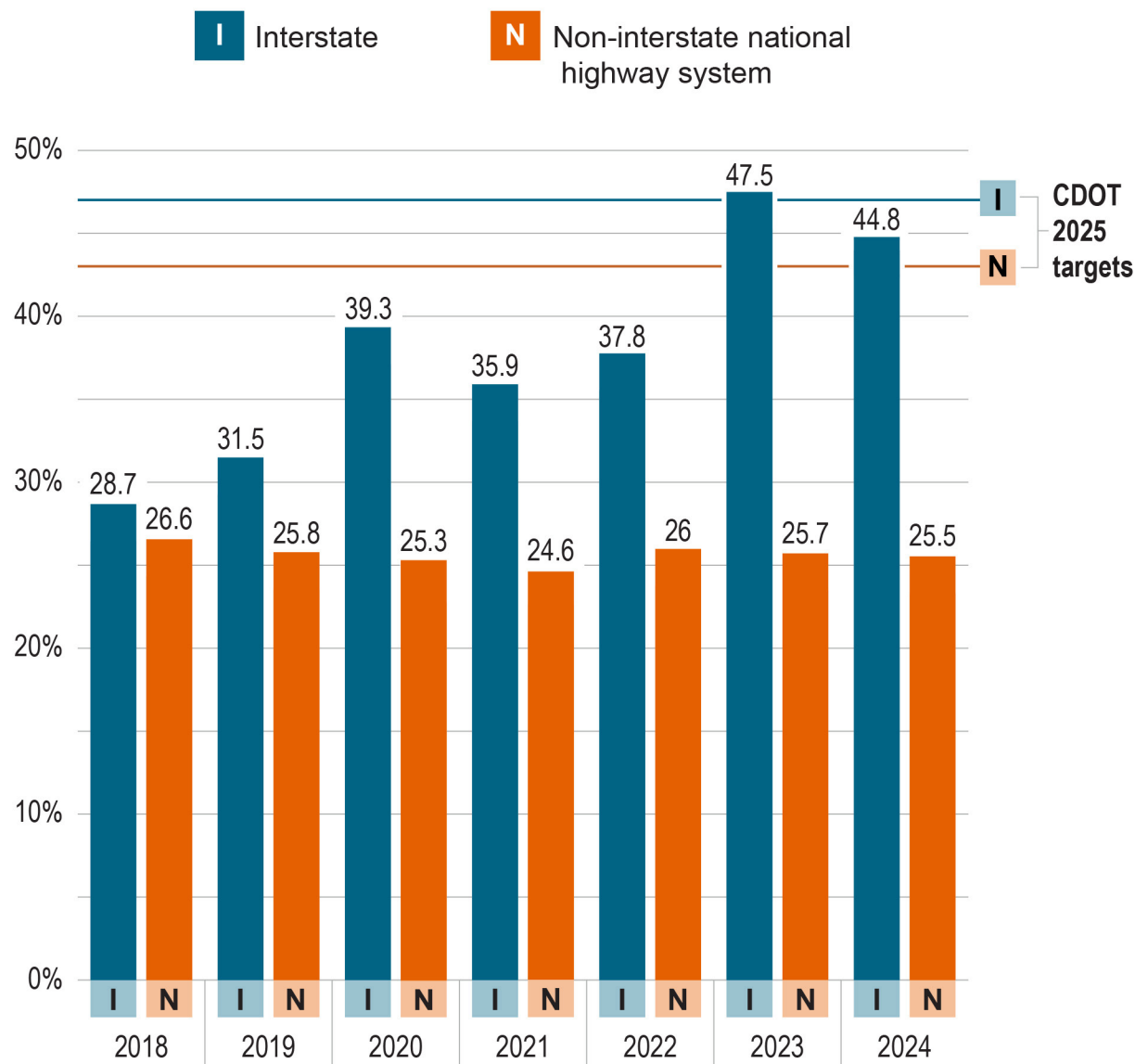
Infrastructure condition targets

CDOT provides DRCOG staff with the latest information on pavements and bridges on the national highway system in the Denver region. CDOT staff collect data for good, fair and poor conditions, but targets are only required for good and poor condition. DRCOG has elected to support CDOT's pavement and bridge condition targets. The charts in this section illustrate the performance of the Denver region in comparison with CDOT's four-year targets.



Photo courtesy of CDOT

Figure 5: Percentage of pavement in good condition in the Denver region (2018-2024)



As of 2024, 99% of interstate pavement in the Denver region is in good or fair condition, and less than 1% is in poor condition. Pavement condition on the non-interstate national highway system is in similarly reasonable condition, with 95% of pavement in good or fair condition. The latest data for bridge condition in the Denver region shows most bridge deck area — 96% — is in good or fair condition. Bridge condition has remained stable since 2021.

Figure 6: Percentage of pavement in poor condition in the Denver region (2018-2024)

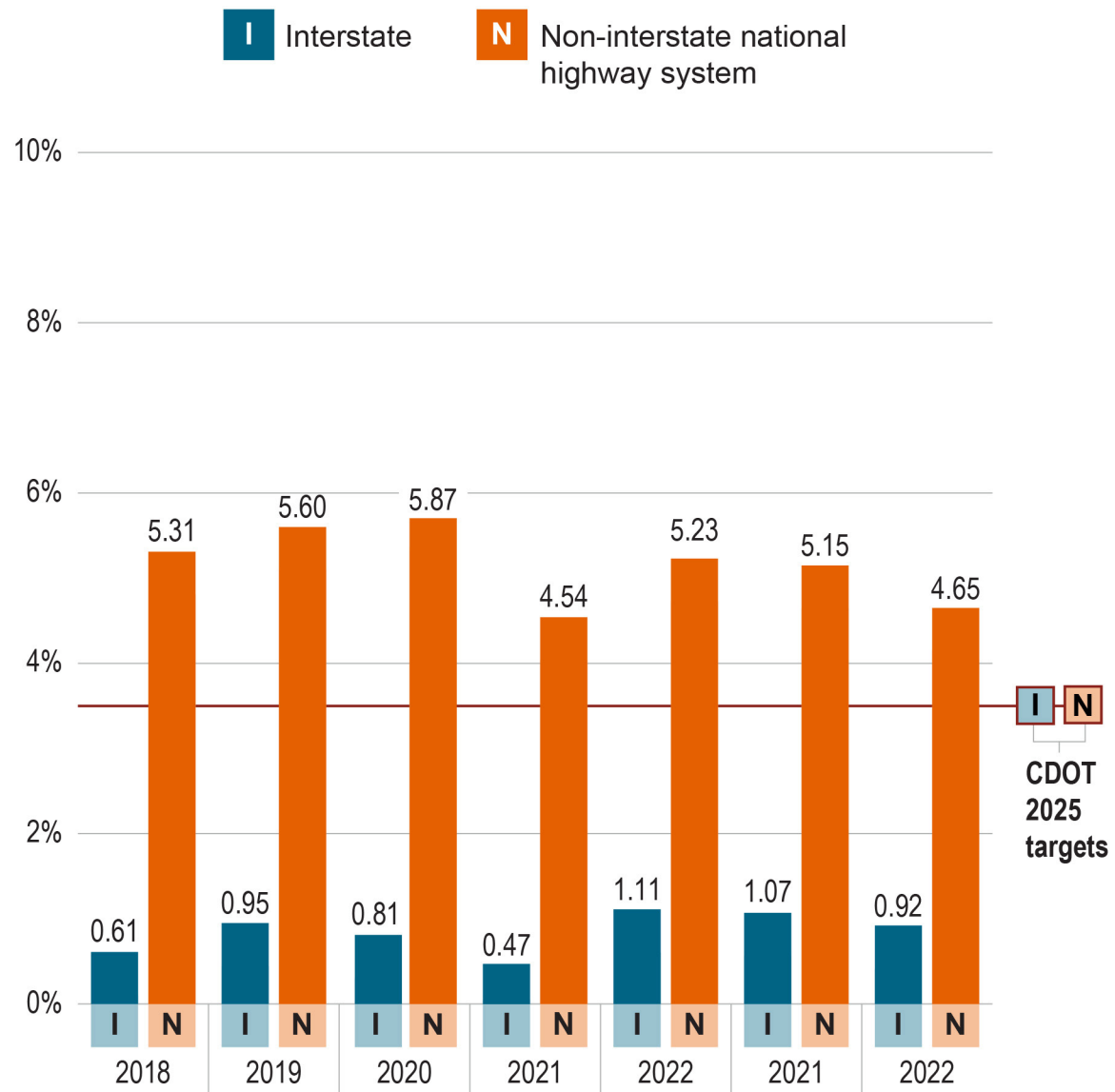


Figure 7: National highway system bridge condition in the Denver region

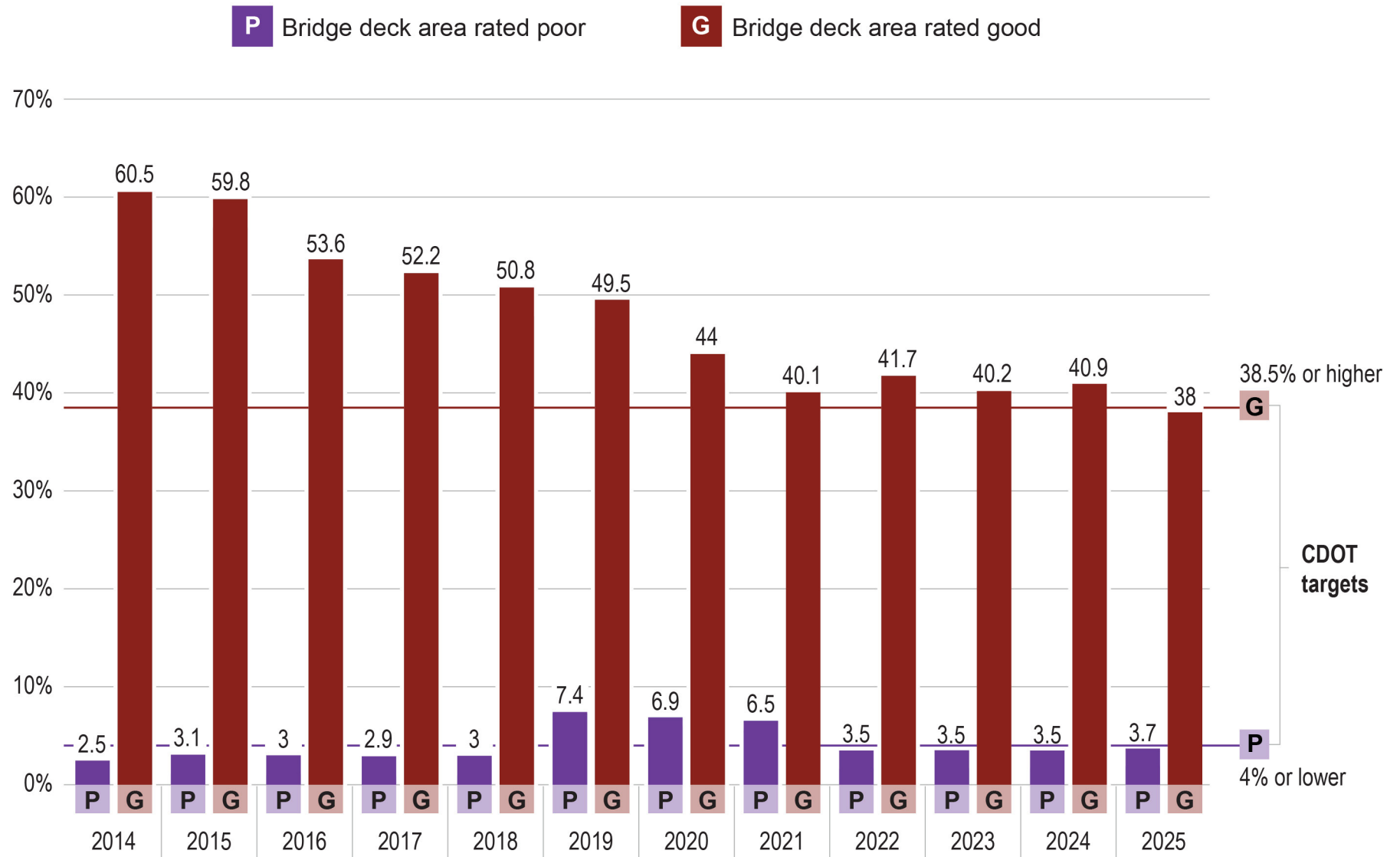


Table 5: Did the Denver region achieve pavement condition targets?

Pavement condition performance measure	Baseline (2024 data)	Four-year target
Percentage of interstate pavement in good condition	44.78%	47.0% or higher
Percentage of interstate pavement in poor condition	0.92%	3.5% or lower
Percentage of non-interstate national highway system pavement in good condition	25.53%	43.0% or higher
Percentage of non-interstate national highway system pavement in poor condition	4.65%	3.5% or lower

Target achievement is to be determined.

Table 6: Did the Denver region achieve bridge condition targets?

Bridge condition performance measure	Baseline (2025 data)	Four-year target
Percentage of national highway system bridge deck area in good condition	38.02%	38.5% or higher
Percentage of national highway system bridge deck area in poor condition	3.69%	4.0% or lower

Target achievement is to be determined.

The 2026-2029 TIP identifies 44 projects totaling \$781 million to achieve the state's pavement condition targets and 22 projects totaling \$414 million to achieve the state's bridge condition targets. Due to a combination of factors, including the role CDOT plays in the management, construction and maintenance of state highways, the DRCOG Board elected to support CDOT's pavement and bridge condition targets instead of setting targets specific to the region. DRCOG staff periodically evaluate the performance of the region against the state to determine if this approach is still appropriate.



Photo courtesy of CDOT

System performance targets

The system performance targets assess:

- Performance of the interstate and non-interstate national highway systems to carry out the National Highway Performance Program.
- Freight movement on the interstate system.
- Traffic congestion and on-road mobile source emissions to carry out the Congestion Mitigation and Air Quality Improvement Program.

Travel time reliability

Travel time reliability measures are the percent of person-miles traveled on the national highway system that are reliable. Person-miles take into account the users of the national highway system. The data includes bus, auto and truck occupants.

Figure 8: Interstate level of travel time reliability in the Denver region (2012-2024)

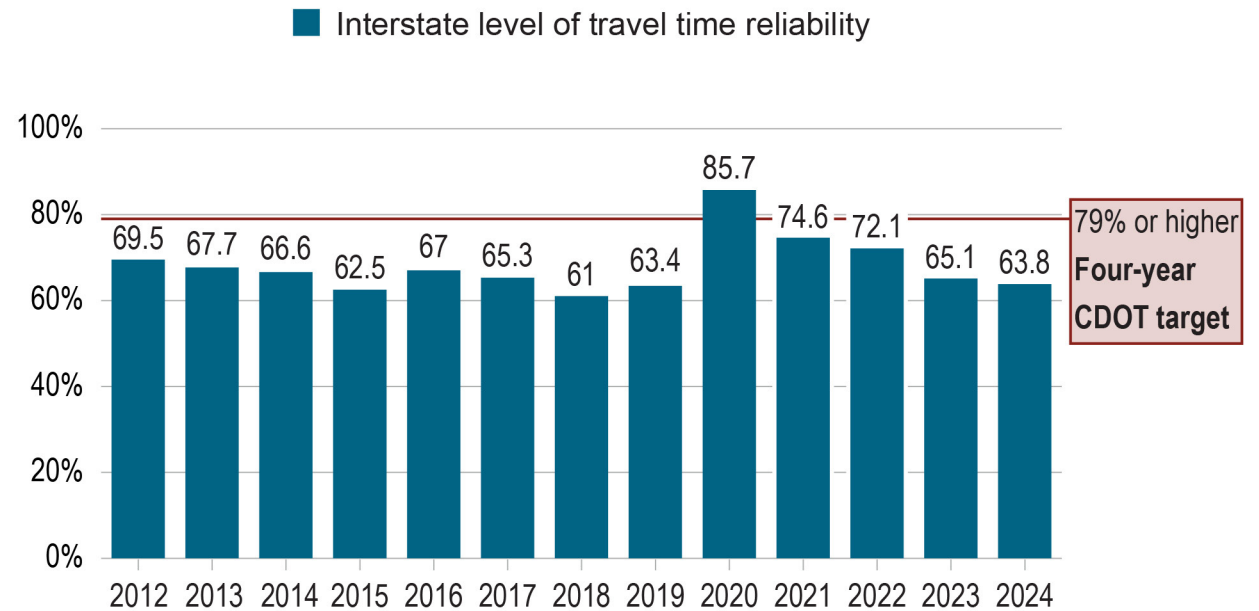
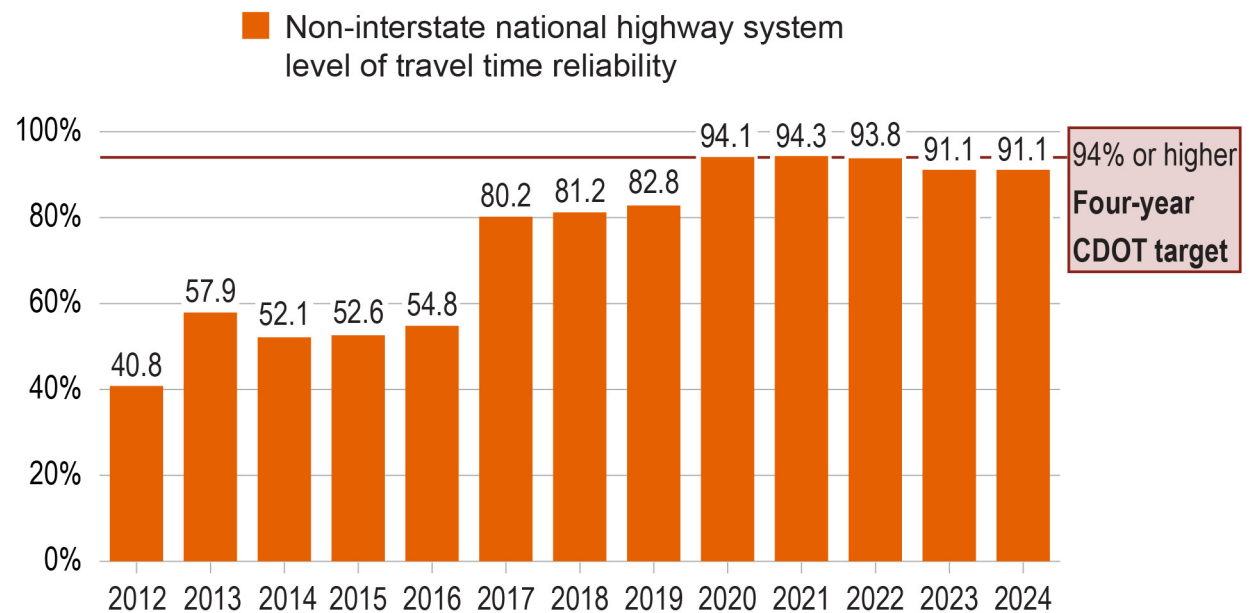


Figure 9: Non-interstate national highway system level of travel time reliability in the Denver region (2012-2024)



Within the Denver region, interstate travel time reliability hovered between 60% and 70% from 2012 to 2019. Interstate reliability spiked in 2020 during the COVID-19 pandemic and has since returned to prepandemic levels. As of 2024, the majority of interstate segments in the Denver region were considered reliable by the federal measurement.

Since 2017, the reliability on the non-interstate national highway system has remained above 80%, with slight increases each year. On the non-interstate national highway system, 91% of segments are considered reliable as of 2024.

The 2026-2029 TIP includes 78 projects totaling \$713 million that will improve the travel time reliability measure.

Table 7: Did the Denver region achieve travel time reliability targets?

Travel time reliability performance measure	Baseline (2024 data)	Four-year target
Percentage of person-miles traveled on the interstate system that are reliable	63.8%	79% or higher
Percentage of person-miles traveled on the non-interstate national highway system that are reliable	91.1%	94% or higher

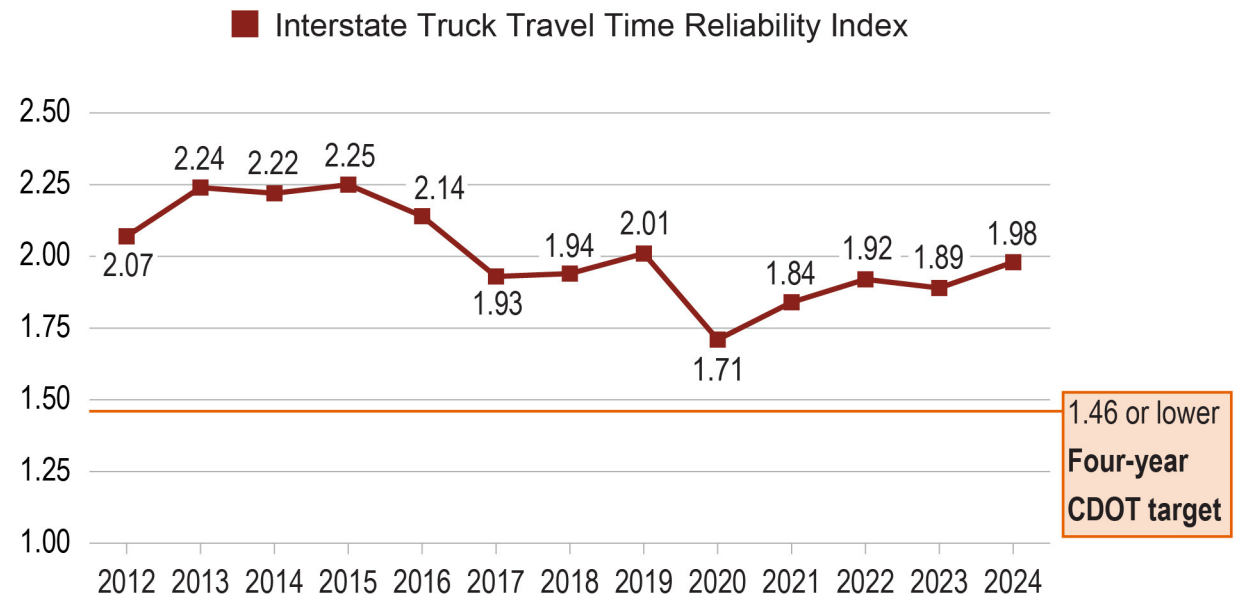
Target achievement is to be determined.

Freight reliability

There is a separate measure for freight travel time reliability on the interstate system: the Truck Travel Time Reliability Index. Lower values for the Truck Travel Time Reliability Index indicate greater freight reliability.

The Truck Travel Time Reliability Index in the Denver region oscillated between 1.93 and 2.25 from 2012 to 2019. In 2020, the index hit a low of 1.71, but has slowly climbed up since then. The latest performance in 2024 shows a Truck Travel Time Reliability Index of 1.98.

Figure 10: Interstate Truck Travel Time Reliability Index (2012-2024)



The 2026-2029 TIP identifies 36 projects totaling \$539 million that will help achieve freight reliability targets. DRCOG adopted the Multimodal Regional Freight Plan in June 2020. A key aspect of the freight plan is identification of regional projects that will position the Denver region for federal and state investment in freight infrastructure and maintain efficient freight mobility in the region. In the Regional Transportation Plan, more than \$7.1 billion is programmed toward roadway and interchange projects, many of which will improve freight reliability.

The DRCOG Board elected to support CDOT’s performance targets related to freight reliability.

Table 8: Did the Denver region achieve the truck travel time reliability target?

Freight reliability performance measure	Baseline (2024 data)	Four-year target
Truck Travel Time Reliability Index	1.98	1.46 or lower

Target achievement is to be determined.

Traffic congestion reduction

The traffic congestion performance measures are applicable to all urbanized areas that include national highway system mileage, have a population over 1 million and are designated as nonattainment or maintenance areas per national ambient air quality standards. The Denver-Aurora, Colorado, Urbanized Area, including the DRCOG planning area, meets the threshold.

Non-single-occupant vehicle travel includes commuting to work by any travel mode other than driving alone. This includes carpool, vanpool, public transportation, commuter rail, walking, bicycling or telecommuting. Since 2020, telecommuting has increased due to the impacts of the COVID-19 pandemic. This trend has allowed DRCOG to be on track to meet its target for non-single-occupant vehicle travel.

The 2026-2029 TIP includes 216 projects totaling \$1 billion that will help achieve traffic congestion targets. Additionally, within the TIP, a Transportation Demand Management Services Set-Aside supports marketing, outreach and research projects that reduce single-occupant vehicle travel and ultimately reduce traffic congestion and improve regional air quality. The 2024-2027 TIP Policy established \$2 million in federal funds for non-infrastructure transportation demand management projects over the four-year period, \$9.6 million for transportation demand management marketing and outreach through DRCOG's Way to Go program, and \$3.84 million for partnerships with local transportation management associations.

In developing the Regional Transportation Plan, DRCOG staff solicited, evaluated and included a diverse set of projects, as well as an active transportation program that includes projects and set-asides. Within the plan, more than \$510 million is programmed toward projects that explicitly improve regional shared-use paths and encourage more bicycling and walking. Additionally, \$4.6 billion is included for transit projects and programs that can increase travel options in the region.

Figure 11: Annual hours of peak-hour excessive delay per capita (2012-2024)

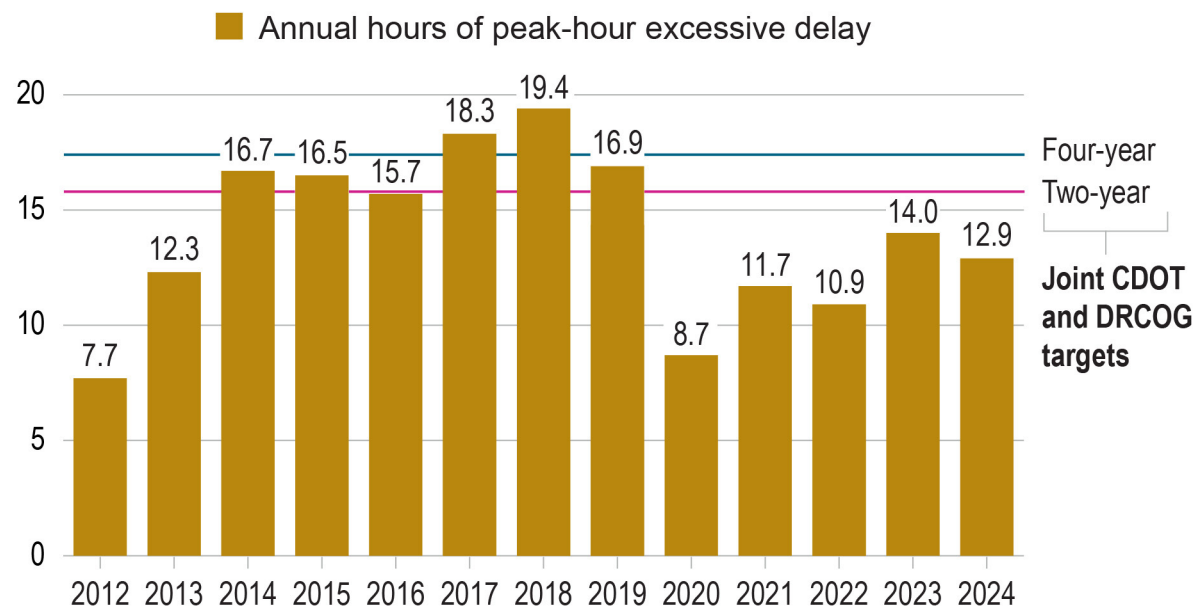
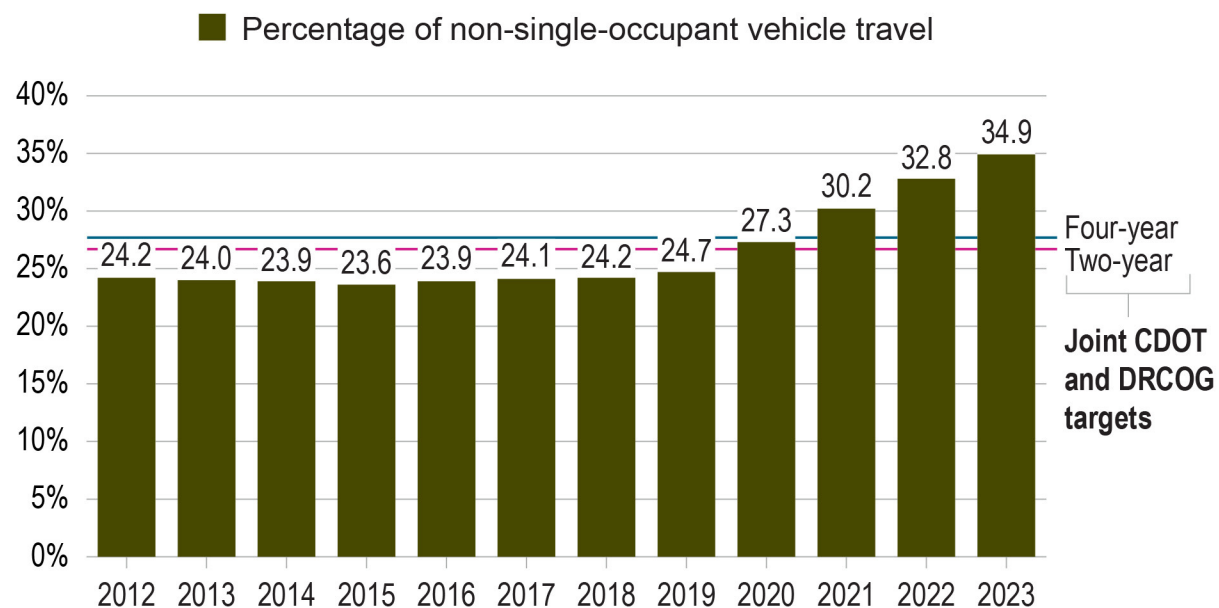


Figure 12: Percentage of non-single-occupant vehicle travel in the Denver-Aurora Urbanized Area (2012-2023)



The DRCOG Board and CDOT Transportation Commission established performance targets related to traffic congestion. For peak-hour excessive delay, DRCOG achieved the two-year target of 15.8 or lower, recording an actual value of 12.9. DRCOG and CDOT elected not to revise the four-year peak-hour excessive delay target for the first performance period. Having achieved the two-year non-single-occupant vehicle target and on track to meet the four-year target, DRCOG and CDOT chose not to revise the four-year non-single-occupant vehicle target for the first performance period.

Table 9: Did the Denver region achieve traffic congestion targets?

Traffic congestion performance measure	Baseline	Two-year target	Four-year target	Mid-period progress	Full period progress
Percentage of non-single-occupant vehicle travel	27.3%	26.7% or higher	27.7% or higher	Achieved	To be determined
Annual hours of peak-hour excessive delay per capita	11.7	15.8 or lower	17.4 or lower	Achieved	To be determined

Total emissions reduction

The total emissions reduction measure furthers the Congestion Mitigation and Air Quality Improvement Program's purpose of funding programs and projects intended to satisfy the national ambient air quality standards. DRCOG must establish two- and four-year performance targets for each criteria pollutant. CDOT has provided the latest data on emissions reduction benefits based on project obligation in the Denver region since 2014.

The 2026-2029 TIP identifies 58 projects totaling \$126 million that will help achieve on-road mobile source emissions targets.

The Air Quality Improvements Set-Aside in the TIP dedicates \$7.92 million to the Regional Air Quality Council in programs such as ozone outreach and education, localized community-based marketing, focused outreach and air quality improvement programs, and ozone state implementation plan modeling. The TIP's Regional Transportation Operations and Technology Set-Aside includes \$20 million to fund transportation technology and system improvements that enhance performance and reliability, safety and security, bicycle and pedestrian accessibility, and improved interconnections within and beyond the region for people and freight.

The DRCOG Board elected to develop on-road mobile source emissions targets based on Congestion Mitigation and Air Quality obligations in the Denver region. DRCOG has met the two-year targets and is on track to meet the four-year targets for on-road mobile source emissions.

Table 10: Did the Denver region achieve emissions reduction targets?

On-road mobile source emissions reduction performance measure	Baseline (2018-2021)	Two-year target (2022-2023)	Four-year target (2022-2025)	Mid-period progress	Full period progress
Total emissions reduction of volatile organic compounds, kilograms per day	388.191	209.971	423.391	237.274 (Target achieved)	To be determined
Total emissions reduction of nitrogen oxides, or NOx, kilograms per day	707.876	397.012	800.557	391.685 (Target not achieved)	To be determined

Transit asset management

RTD is the major public transportation provider in the Denver region. RTD has fixed-route rail guideways and is a Tier I agency that has developed a transit asset management plan. RTD developed information and targets for the required state of good repair measures. The Tier II agencies in the DRCOG MPO area participated in the CDOT-sponsored Statewide Group Transit Asset Management Plan.

The DRCOG Board elected to support RTD's transit asset management performance targets. RTD provides annual updates on the performance of its system to DRCOG staff.

Current conditions

As a relatively young agency, RTD has not experienced the decaying infrastructure or immediate funding shortages that many older and larger transit systems have. RTD's asset improvement initiative is instead driven by recent transit expansion. In 2024, RTD overhauled its approach to managing its assets in response to a corrective action plan. The new process is more granular and proactive. A side effect of the new approach has been an increase in slow zones due to increased maintenance work.

Did the DRCOG region achieve transit asset management targets?

In support of RTD's transit asset management targets, DRCOG's 2026-2029 TIP includes 46 projects totaling \$819 million that help to achieve the targets. Additionally, in developing the Regional Transportation Plan, DRCOG staff solicited, evaluated and included a diverse set of projects, including the Regional Bus Rapid Transit Partnership. In the Regional Transportation Plan, more than \$1.5 billion is programmed toward projects that implement bus rapid transit in the region.

Table 11: 2026 rolling stock targets

Rolling stock (revenue vehicles by type)	Number of assets	Baseline percentage meeting or exceeding useful life benchmark	Number of assets anticipated in 2026	2026 target
Articulated bus	116	0.0%	116	0.0%
Intercity bus	168	0.0%	126	0.0%
Transit bus	646	0.0%	572	0.0%
Cutaway bus	353	0.0%	353	0.0%
Commuter rail vehicle	66	0.0%	66	0.0%
Light rail vehicle	199	5.5%	199	5.5%

Target achievement is to be determined.

Table 12: 2026 equipment targets

Non-revenue vehicle type	Number of assets	Baseline percentage meeting or exceeding useful life benchmark	Number of assets anticipated in 2026	2026 target
Automobile	37	86.5%	34	85.3%
Truck and other rubber tire	421	11.2%	449	10.5%
Steel wheel vehicles	25	0.0%	5	0.0%

Target achievement is to be determined.

Table 13: 2026 facilities targets

Type of facility	Number of assets	2025 baseline percentage with condition rating below 3.0	Number of assets anticipated in 2026	2026 target
Administration	7	0.0%	7	0.0%
Maintenance	9	0.0%	9	0.0%
Public facility	117	15.4%	117	15.4%

Target achievement is to be determined.

Table 14: 2026 infrastructure targets

Fixed guideway mode	Total track miles	2025 baseline percentage with performance restrictions	Total track miles anticipated in 2026	2026 target
Light rail	127.5	8.4%	127.5	10.0%
Commuter rail: N Line	13.2	0.0%	13.2	2.0%

Target achievement is to be determined.

Public transportation agency safety plan

The latest federal performance measures are targets for transit safety. Certain operators of public transportation systems that receive federal Section 5307 funds under the Federal Transit Administration's Urbanized Area Formula Grants are required to develop safety plans. RTD has developed, adopted and certified a public transportation agency safety plan and developed targets for the required measures.

Following consultation with the Federal Highway Administration and the Federal Transit Administration, the DRCOG Board elected to support RTD's 2021 Public Transportation Agency Safety Plan targets in December 2020. DRCOG's 2026-2029 TIP includes 48 projects totaling \$827 million that will help achieve the targets.

Public transportation agency safety plan targets

- Zero fatalities in RTD operating systems: bus, light rail and commuter rail.
- Preventable accident rate per 100,000 miles:
 - Bus: Less than 1.0.
 - Light rail: Less than 1.0.
- 10% reduction in bus preventable accidents.
- 10% reduction in light rail preventable accidents.
- 10% reduction in commuter rail accidents.
- 25% reduction in lost-time employee injuries.

- 15% reduction in on-the-job injuries.
 - 25% reduction in slip-and-fall injuries.
 - 25% reduction in injuries from strains.
- Measure and hold to current levels of performance for system reliability without decline in reliability or increases in costs, as described in the current Transit Asset Management Plan.



Photo courtesy of RTD

Conclusion

DRCOG staff will continue to coordinate with CDOT, RTD and other relevant stakeholders to integrate their performance measure goals into regional planning. Staff work to link investment priorities to performance measure targets where possible. Furthermore, DRCOG staff will continue to direct investments in future versions of the Regional Transportation Plan and TIP toward projects that have the potential to support the targets and measures.



Photo courtesy of RTD