

**AGENDA**  
**REGIONAL TRANSPORTATION COMMITTEE**  
**Tuesday, August 15, 2023 8:30 a.m.**  
**1<sup>st</sup> Floor Aspen & Birch Conference Room**  
**\*In-Person Meeting with Virtual Option for Public (via Zoom)**

1. Call to Order
2. Public Comment
3. July 18, 2023 RTC Meeting Summary  
(Attachment A)

**ACTION ITEMS**

4. FY 2024-2027 Transportation Improvement Program (TIP)  
(Attachment B) Todd Cottrell, Project and Program Delivery Manager
5. FY 2024-2025 Transportation Demand Management (TDM) Transportation Improvement Program (TIP) Set-Aside Program Funding Recommendations  
(Attachment C) Nisha Mokshagundam, Way to Go Manager, Communications and Marketing
6. FY 2024-2025 Unified Planning Work Program (UPWP) for the Denver Region  
(Attachment D) Josh Schwenk, Planner

**INFORMATIONAL BRIEFINGS**

7. Taking Action on Regional Vision Zero Plan Update  
(Attachment E) Emily Kleinfelter, Safety/Regional Vision Zero Planner
8. Regional Crash Data Consortium Update  
(Attachment F) Erik Braaten, Crash Data Consortium Senior Planner,
9. Statewide Program Distribution Update  
(Attachment G) Ron Papsdorf, Director, Transportation Planning and Operations

**ADMINISTRATIVE ITEMS**

10. Member Comment/Other Matters
  - CDOT Report
  - RTD Report
  - RAQC Report
11. Next Meeting – September 19, 2023
12. Adjournment

**ATTACH A**

## ATTACHMENT A

MEETING SUMMARY  
**REGIONAL TRANSPORTATION COMMITTEE**  
Tuesday, July 18, 2023  
Meeting held virtually via Zoom

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### MEMBERS PRESENT:

Yessica Holguin	Colorado Department of Transportation
Jessica Myklebust (Alternate)	Colorado Department of Transportation
Karen Stuart	Colorado Department of Transportation
Darius Pakbaz (Alternate)	Colorado Department of Transportation
Randy Weil	Denver Regional Council of Governments
Doug Rex	Denver Regional Council of Governments
Austin Ward	Denver Regional Council of Governments
Wynne Shaw (Vice-Chair)	Denver Regional Council of Governments
Steve Conklin (Chair)	Denver Regional Council of Governments
Brian Welch (Alternate)	Regional Transportation District
Bob Broom	Regional Transportation District
Michael Guzman (Alternate)	Regional Transportation District
Vince Buzek	Regional Transportation District
Jeff Kullman	Michael Baker International

### OTHERS (NON-VOTING) PRESENT:

Kathleen Bracke (Alternate)	Colorado Department of Transportation
Ron Papsdorf (Alternate)	Denver Regional Council of Governments

**Public:** Jenni Kerns, Classic Wagner, Matt Williams, John Firouzi, Allison Cutting

**DRCOG Staff:** Andy Taylor, Cam Kennedy, Sang Gu Lee, Jacob Riger, Steve Cook, Todd Cottrell, Aaron Villere, Lauren Kirgis, Sang Gu Lee, Sheila Lynch, Nora Kern, Ala Alnawaiseh, Josh Schwenk

### Call to Order

Chair Steve Conklin called the meeting to order at 8:30 a.m.

### Public Comment

There was no public comment.

### Summary of June 20, 2023 Meeting

The summary was accepted.

## **ACTION ITEM**

### FY 2022-2023 Unified Planning Work Program (UPWP) Amendment

Andy Taylor, Regional Planning and Analytics Manager, explained that this amendment adds an activity for coordinating housing and transportation planning in alignment with language added by Congress through the Bipartisan Infrastructure Law (Sec. 11201.d) to the section of United States Code that governs Metropolitan Planning Organizations (23 USC 134(k)(4)) to address a regional planning priority.

This amendment is being recommended prior to the adoption of a new UPWP for federal fiscal years 2024 through 2025 so that efforts to initiate this work and procure consulting services can commence prior to October 1, 2023. It would be added immediately after Activity 3.9, which ends at the top of page 33.

Ms. Karen Stuart stated that a holistic approach will be required to consider what types of housing the region will need over time. She also noted the importance of including schools in the analysis of housing types and locations.

Mr. Austin Ward inquired about the language that had deleted the state in the language concerning agencies with land use authority and how that would affect the project – for example, statutory towns vs. home rule municipalities in the DRCOG region. Mr. Ron Papsdorf replied that there is one statutory city and 15 statutory towns in the region. While he has not investigated whether any particular impact would occur regarding land use authority, staff can look into that question. Mr. Papsdorf also stated that DRCOG will consult with all local jurisdictions in the region as well as state agencies and other partners to help inform the work. Executive Director Doug Rex reiterated that DRCOG is required to do that based on federal law.

Mr. Brian Welch requested that RTD be added as a participant alongside local governments and CDOT.

Executive Doug Rex returned to Ms. Stuart's prior point about housing and schools, and that staff will reach out to stakeholders in the public school sector to ensure their involvement.

Mr. Michael Guzman MOVED to recommend to the DRCOG Board of Directors the amendment to the FY 2022 – FY 2023 Unified Planning Work Program as well as including RTD as a partner. The motion was seconded and passed unanimously.

### **ADMINISTRATIVE ITEMS**

#### **Member Comment/Other Matters**

Mr. Guzman took the opportunity to thank RTD for how it successfully handled the mass migration of people into Denver over the weekend for the Taylor Swift concert and multiple baseball games. A record number of people rode RTD, and it was a massive success for the region due to the economic boost and the greater visibility the weekend gave RTD's services.

Mr. Guzman also reminded the committee that Zero Fare for Better Air is still ongoing and will continue through August and encouraged everyone to spread the word to their colleagues, friends, and family.

#### **Next Meeting – August 15, 2023**

#### **Adjournment**

There were no additional comments from members. The meeting adjourned at 8:46 a.m.

**ATTACH B**

## ATTACHMENT B

To: Chair and Members of the Regional Transportation Committee

From: Todd Cottrell, Project and Program Delivery Manager, [tcottrell@drcoq.org](mailto:tcottrell@drcoq.org)

Meeting Date	Agenda Category	Agenda Item #
August 15, 2023	Action	4

### SUBJECT

Draft *FY2024-2027 Transportation Improvement Program (TIP)* and associated air quality conformity determination and greenhouse gas documents.

### PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the FY 2024-2027 TIP and associated air quality conformity determination and greenhouse gas documents.

### ACTION BY OTHERS

[July 19, 2023](#) – Colorado Transportation Commission GHG Rule compliance determination

[July 24, 2023](#) - TAC recommended approval

### SUMMARY

The TIP is a four-year short-term program of projects laying out how federal, state, and local transportation funding is programmed in the Denver region. The TIP includes projects selected by CDOT, RTD, and DRCOG, each with their own selection processes and funding sources. For DRCOG-allocated funding, this TIP is the result of four Calls for Projects: two to program additional funding to the current FY 2022-2025 TIP, and two to program funding for this draft TIP. All projects selected by DRCOG through these calls, or previous calls, were carried over from the current TIP to this TIP, as appropriate.

Per federal transportation planning requirements, air quality conformity documents must demonstrate the draft FY 2024-2027 TIP will not cause a violation of federal air quality conformity standards. Accordingly, the 2050 Metro Vision Regional Transportation Plan (RTP) roadway and transit networks, that include the air quality regionally significant projects contained in the draft FY 2024-2027 TIP, were modeled for air quality conformity. The results were used by the state Air Pollution Control Division to calculate pollutant emissions. All pollutant emission tests were passed, as shown in the document within the attachments.

Per the state Greenhouse Gas Transportation Planning Standard adopted in December 2021, the TIP is considered an “applicable planning document”, and therefore must meet the DRCOG region’s greenhouse gas emissions reduction target for the year corresponding with the last year of the TIP, using interpolation if that year does not correspond to a target year in the Rule.

As required by § 8.02.2 of the Rule, DRCOG entered into an IGA with CDOT and the Colorado Department of Public Health and Environment that outlines each agency’s responsibilities for travel modeling and emissions modeling. The IGA provides for reliance on previous GHG analysis when:

1. The new applicable planning document contains all projects which must be completed in the document’s covered timeframe to achieve the transportation system as defined by the applicable planning document for which the previous GHG emissions analysis was conducted;

2. The scope of each project in the new applicable planning document is not significantly different from that described in the previous applicable planning document; and
3. The previous GHG emissions analysis and Mitigation Action Plan, if any, demonstrates compliance with all applicable GHG Reduction Levels required in 2 CCR 601-22.

Since all of the projects in the TIP that are regionally significant for air quality are required to be in the current RTP, and all TIP investments must be consistent with the RTP, all FY 2024-2027 TIP investments have been evaluated through the previous 2050 RTP GHG emissions analysis. The draft FY 2024-2027 TIP is therefore in compliance with the greenhouse gas planning rule as outlined in the attached GHG Transportation Report.

The draft TIP and associated documents were released for public comment on June 16 and concluded with a public hearing at the July 19 DRCOG Board meeting.

#### PREVIOUS DISCUSSIONS/ACTIONS

N/A

#### PROPOSED MOTION

Move to recommend to the Board of Directors approval of the *FY 2024-2027 Transportation Improvement Program*, and the associated air quality documents and GHG Transportation Report.

#### ATTACHMENTS

1. Staff presentation
2. Supporting documents
  - [Action Draft: FY 2024-2027 Transportation Improvement Program](#)
  - [Draft Denver Southern Subarea 8-Hr ozone Conformity](#)
  - [Draft FY 2024-2027 TIP GHG Transportation Report](#)
  - [TIP document errata sheet](#) (outlines adjustments from the public hearing draft to the action draft)
  - [Public comment summary](#)
3. Colorado Transportation Commission Resolution #TC-2023-07-07

#### ADDITIONAL INFORMATION

For additional information, please contact Todd Cottrell, Project and Program Delivery Manager, at 303-480-6737 or [tcottrell@drcog.org](mailto:tcottrell@drcog.org), or Ron Papsdorf, Transportation Planning and Operations Division Director, at 303-480-6747, or [rpapsdorf@drcog.org](mailto:rpapsdorf@drcog.org)

# FY 2024-2027 Transportation Improvement Program, Air Quality Conformity, and GHG Transportation Report

Regional Transportation Committee  
August 15, 2023

Todd Cottrell, Project and Program Delivery Manager



# DOCUMENTS FOR RECOMMENDATION



- 2024-2027 Transportation Improvement Program
- Ozone Conformity Determination
- State Greenhouse Gas Transportation Report


# FROM REGIONAL VISION TO ACHIEVABLE REALITY



# TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

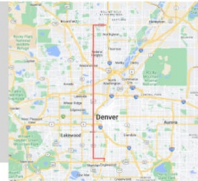


- Short-term 4-year planning program with specific and dedicated funding
- DRCOG-directed funding (competitive grants) – every 4 years
  - Surface Transportation Block Grant (STBG)
  - Congestion Mitigation / Air Quality (CMAQ)
  - Carbon Reduction Program (CRP)
  - Transportation Alternatives (TA)
  - Multimodal Transportation & Mitigation Options Fund (MMOF)
- Contains all projects with federal and state transportation funding-not just those awarded by DRCOG
- New document every two years
- Adopted TIP is adjusted often through administrative modifications and amendments

2024-2027 Transportation Improvement Program (Pending TIP) 

Title: **Federal Blvd BRT - Precon** Project Type: **Rapid Transit**  
 TIP-ID: 2024-008 STIP-ID: Open to Public: Sponsor: **CDOT**

**Project Scope**  
 Design, environmental, and early action projects associated with side-running BRT. Final project will involve enhanced bus stops, sidewalk improvements, transit lane striping, and operational improvements including transit signal priority.



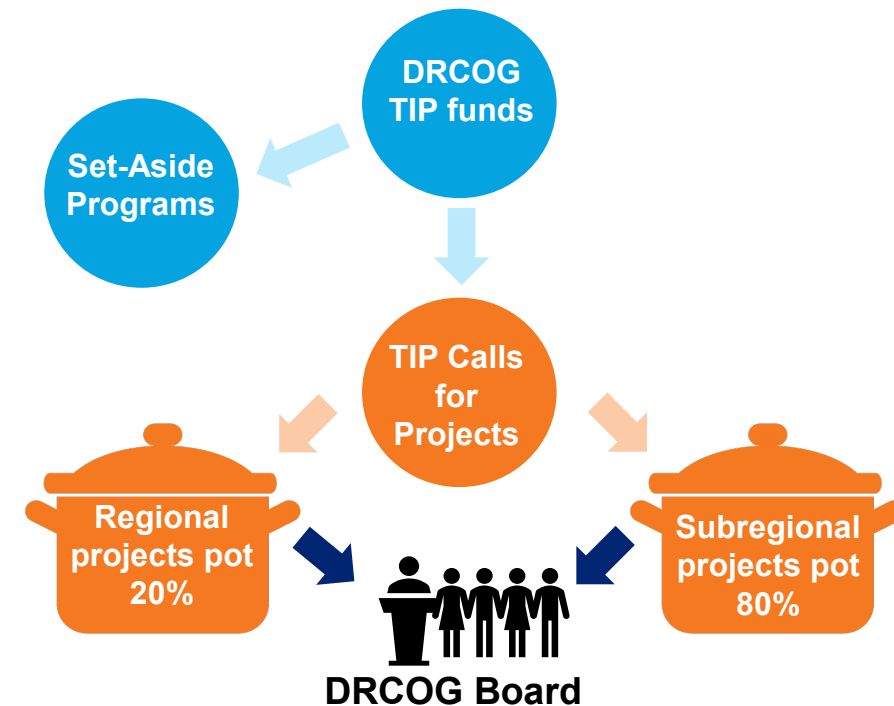
Affected Municipality(es)	Affected County(es)	Project Phases	Performer Measures
Denver	Adams	Year Phase	<input type="checkbox"/> Bridge Condition
Englewood	Arapahoe	2025 Initiate Design	<input checked="" type="checkbox"/> Congestion
Westminster	Denver	2026 Initiate Design	<input type="checkbox"/> Freight Reliability
Unincorporated		2027 Initiate ROW	<input type="checkbox"/> Pavement Condition
			<input type="checkbox"/> Safety
			<input checked="" type="checkbox"/> Transit Assets
			<input checked="" type="checkbox"/> Transit Safety
			<input type="checkbox"/> Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal	\$0	\$0	\$0	\$0	\$0		
Federal (STBG)	\$0	\$4,512	\$8,122	\$4,017			
State	\$0	\$0	\$0	\$0			
State (Leg-T)	\$0	\$4,063	\$5,453	\$8,133			
Local	\$0	\$2,950	\$1,750	\$0			
Local (RTD)	\$0	\$1,000	\$0	\$0			
<b>Total</b>	\$0	\$0	\$12,525	\$15,325	\$12,150	\$0	\$40,000

# MAJOR ELEMENTS



- Funding allocation process
  - Set-Aside, Regional, and Subregional Share
- Subregional Forums: county and all municipalities within
  - Way to achieve the regional vision, while also injecting local values; recommendations back to DRCOG
- Document
  - financial constraint, performance measures, equity, public involvement, etc.



# CALLS FOR PROJECTS



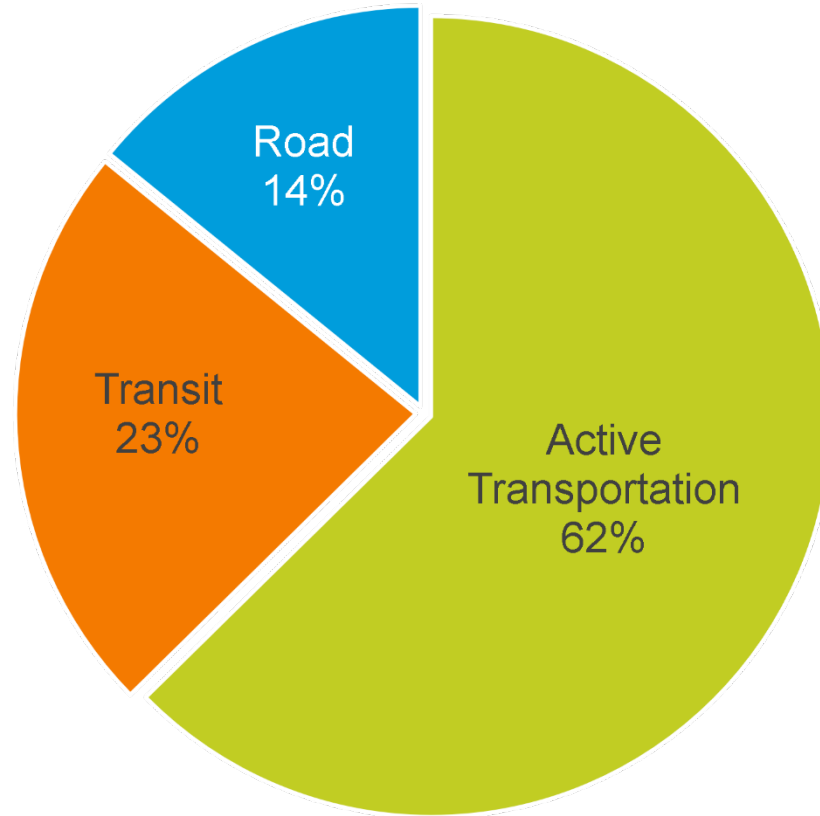
- Four calls for projects: January 2022 - April 2023
  - Five funding sources (4 federal, 1 state), six years (FY 2022-2027), two TIPs (2022-2025, 2024-2027)
  - Different than usual due to timing of IIJA, GHG roadmap, MMOF funds
- Each call with specific process and criteria
  - funding sources and project type eligibilities, available funding, match requirements, RTP priorities, etc.
- \$495 million in DRCOG investments
- \$2.2 billion in total investments

# FEDERAL AIR QUALITY CONFORMITY AND STATE GHG



- Based on our non-attainment status, the region through our plans (RTP, TIP) must reduce pollutants
- Air quality conformity is regional (entire RTP, TIP); not based on individual regionally significant projects
- State requirement for new/amended plans (regionally significant projects in RTP, RTP) to achieve GHG emission reduction targets
- Results? Since all regionally significant projects in this TIP are in the RTP and all investments are consistent with the RTP:
  - The FY 2024-2027 TIP passed pollutant emission tests for regional air quality conformity
  - The FY 2024-2027 TIP complies with the GHG planning rule

# WHAT WILL THIS TIP ACCOMPLISH?



By Funding

# WHAT WILL THIS TIP ACCOMPLISH?



- Over 190 **intersections** will be improved for better operations for all modes
- Approximately 95 miles of **bike/ped** facilities will be built
- 34 **studies** will prepare for future improvements
- Over 70% of projects will implement **Complete Streets** elements
- Over 80% of projects will improve **connections to transit**



# WHAT WILL THIS TIP ACCOMPLISH?



- 65% of projects are in or near an **urban center**
- Over 70% of projects are on the DRCOG **High-Injury Network**, projected to result in:
  - 51 fewer **fatal** crashes (5 yrs)
  - 302 fewer **serious injury** crashes (5 yrs)

# PROPOSED MOTION



Move to recommend to the Board of Directors approval of the *FY 2024-2027 Transportation Improvement Program*, and the associated air quality documents and GHG Transportation Report.



QUESTIONS?

**Resolution #TC-2023-07-07**

Adoption of the Commission's determination that the DRCOG GHG Transportation Report is sufficient and meets the reduction levels required in Rule 2 CCR 601-22 (Planning Rules).

**Approved by the Transportation Commission on July 19, 2023.**

**WHEREAS**, Senate Bill 21-260 directed the Transportation Commission of Colorado ("the Commission") to adopt procedures and guidelines requiring CDOT and MPOs to take additional steps in the planning process for regionally significant transportation projects to account for the impacts on the amount of statewide GHG pollution and statewide vehicle miles traveled that are expected to result from those projects; and

**WHEREAS**, Senate Bill 21-260 also specified implementing relevant measures pursuant to § 25-7-105, C.R.S.; reducing GHG emissions to help achieve statewide GHG pollution reduction targets established in House Bill 19-1261 (now codified in § 25-7-102(2)(g) and 105(1)(e), C.R.S.); and considering the role of land use in the transportation planning process; and

**WHEREAS**, Senate Bill 21-260 further required, under § 43-4-1103, that CDOT shall update their 10-Year Plan and the Denver Regional Council of Governments (DRCOG) and the North Front Range Metropolitan Planning Organization (NFRMPO) shall update their Regional Transportation Plans and meet the reduction levels in Table 1 by October 1, 2022; and

**WHEREAS**, on December 16, 2021 the Commission adopted updated Planning Rules, which included greenhouse gas reduction levels for CDOT in non-MPO areas, DRCOG, and NFRMPO; and

**WHEREAS**, the Commission adopted Policy Directive No. 1610 on May 19, 2022, with minor amendments thereafter (as amended, the "Policy Directive") which guides implementation of the Planning Rules and use of GHG Mitigation Measures; and

**WHEREAS**, the Commission established the Agency Coordination Committee ("ACC") chaired by Commissioner Hickey to act as liaison for the Commission throughout the rulemaking and compliance process, and that group has met frequently with department staff during the current compliance effort; and

**WHEREAS**, DRCOG is nearing completion of their Transportation Improvement Program update and the Planning Rules require DRCOG to provide to the Commission "at least 30 days prior to adoption" of their Transportation Improvement Program a GHG Transportation Report (Report) containing a GHG emissions analysis, and if applicable, a GHG Mitigation Action Plan demonstrating that the Applicable Planning Document is in compliance with the GHG Reduction Levels in Table 1 of the Planning Rules; and

**WHEREAS**, Under Rule 8.05 of the Planning Rules, the Commission, within thirty days of receipt of the GHG Transportation Report or at the next regularly scheduled Commission meeting, whichever is later, shall determine whether the applicable GHG Reduction Levels in Table 1 have been met and the sufficiency of any GHG Mitigation Measures needed for compliance."

**WHEREAS**, on July 6, 2023, the Commission received DRCOG's Report reflecting the results of modeling of the updated Transportation Improvement Program for the DRCOG area and application of associated Mitigation Measures pursuant to the Rules and the Policy Directive; and

**WHEREAS**, the Report concludes that DRCOG will achieve the required reduction levels under the Planning Rules; and

**NOW THEREFORE BE IT RESOLVED**, after review and consideration of the DRCOG Report, the Commission finds the Report and DRCOG to be in compliance with the Planning Rules and to have achieved the required reduction levels.

Herman  
Stockinger

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Herman Stockinger  
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Herman Stockinger, Secretary  
Transportation Commission of Colorado

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Date

**ATTACH C**

## ATTACHMENT C

To: Chair and Members of the Regional Transportation Committee

From: Nisha Mokshagundam, Way to Go Manager  
303-480-6777 or [nmokshagundam@drcog.org](mailto:nmokshagundam@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
August 15, 2023	Action	5

### SUBJECT

FY 2024-2025 Transportation Demand Management (TDM) Transportation Improvement Program (TIP) Set-Aside Program Project Awards.

### PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the funding allocations proposed by the TDM set-aside Project Review Panel.

### ACTION BY OTHERS

[July 24, 2023](#) - TAC recommended approval

### SUMMARY

The [Policies for TIP Program Development](#) (January 2022) included a \$2 million allocation for the FY 2024-2027 Transportation Improvement Program TDM set-aside program over the four-year period. The FY 2024-2025 call for projects was for \$1,000,000. The purpose of the TDM set-aside program is to support marketing, outreach and research projects that reduce traffic congestion and improve air quality.

In April 2023, after conducting a workshop for potential applicants, DRCOG issued a call for letters of intent, followed by a call for applications which were due June 2, 2023. A total of 12 final applications were submitted for consideration (Attachment 2), with a total request for federal funding of \$1,321,375.

Staff convened a review panel consisting of three internal and four external participants who first submitted project scores based on approved criteria, then met to review and discuss each project. Separately, DRCOG technical staff scored projects based on data-driven elements. The panel convened once on June 29, 2023 to review and discuss panel scores. Based on the panel discussion, committee members were allowed to change and resubmit adjusted scores on Wednesday, July 6. The following week, a final ranking and funding recommendation was put forth.

The review panel recommends the following projects for funding, and that the seventh ranked project be placed on a waiting list:

Project Sponsor	Project Title	Recommended Award
Denver Streets Partnership	East Colfax Mobility Benefits District	\$165,644
Downtown Denver Partnership	Downtown Denver Viva! Streets Year Two Expansion	\$231,225

West Corridor	Welcome Kits for Sun Valley Residents	\$140,743
Smart Commute	Using Data to Optimize FlexRide Services	\$207,380
Boulder Chamber – BTC	Gunbarrel On-Demand Microtransit Shuttle Service	\$124,185
Northeast Transportation Connections	Creating the Commerce City Connector	\$125,841
Recommendation Total		\$995,018
Planning Funding Available		\$1,000,000

Wait List:

Transportation Solutions	Station Outreach for Transit Recovery	\$140,743
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Not Recommended:

Community Cycles	MODEshift (Mobile Outreach and Diagnostics for E-Bikes)	\$74,511
Boulder Valley School District	Student Modeshare Study	\$40,000
Denver South	SPIN Micromobility Expansion	\$16,558
Denver South	Parking Inventory Research	\$41,395
City of Arvada	Bicycle Training Facility Upgrades	\$13,150

If approved by RTC, the next steps include approval by the DRCOG Board.

**PREVIOUS DISCUSSIONS/ACTIONS**

[March 14, 2023](#) - RTC recommended approval of the eligibility rules and process.

**PROPOSED MOTION**

Move to recommend to the Board of Directors the project awards through the FY 2024-2025 TDM Services TIP Set-Aside Program, and that the seventh ranked project be placed on the waiting list.

**ATTACHMENTS**

1. Staff presentation
2. List of all project submissions

**ADDITIONAL INFORMATION**

If you need additional information, please contact Nisha Mokshagundam, Way to Go Manager, (303) 480-6777 or [nmokshagundam@drcog.org](mailto:nmokshagundam@drcog.org).



# **FY 2024-2025 TRANSPORTATION DEMAND MANAGEMENT SERVICES SET-ASIDE**

## **FUNDING RECOMMENDATIONS**

Nisha Mokshagundam

Regional Transportation Committee

August 15, 2023

**Nisha Mokshagundam**

Way to Go Manager

**Denver Regional Council of Governments**

[nmokshagundam@drcog.org](mailto:nmokshagundam@drcog.org)

**Purpose:** to support marketing, outreach and research projects that reduce single-occupant vehicle travel

## Program goals

- Reduce traffic congestion
- Improve air quality
- Pilot new approaches to transportation demand management
- Support healthy and active choices
- Improve awareness and access to mobility options for people of all ages, incomes and abilities

## Funding available FY 2024-2025 call

- \$1,000,000 from 2-year set-aside

## Approved criteria and process

- Review panel scored on criteria focused on vehicle miles of travel reduction, innovativeness and replicability
- Staff scored on data-driven elements such as DRCOG urban centers, environmental justice areas and short-trip opportunity zones
- Review panel convened to discuss, rank and recommend projects

## Review panel included internal and external stakeholders

- **DRCOG**

- Communications and Marketing, Way to Go Manager
- Communications and Marketing, Research and Program Evaluation
- Transportation Planning and Operations, Emerging Mobility and TDM Planner

- **External panelists**

- Colorado Department of Transportation
- Regional Air Quality Council
- Colorado Department of Public Health and Environment
- Regional Transportation District

## Application timeline

- **April 12, 2023:** DRCOG hosts application workshop
- **April 27, 2023:** Letters of Intent due
- **June 2, 2023:** applications due and, if required, Letters of Concurrence due from CDOT or RTD
- **June 5-19, 2023:** panel scoring
- **June 29, 2023:** panel discussion and recommendations

**Received 12 applications**

**Total federal request: \$1,321,375**



# RECOMMENDED PROJECTS



## Review panelists recommend funding for six proposed projects

Project sponsor	Project title	Recommended award
Denver Streets Partnership	East Colfax Mobility Benefits District	\$165,644
Downtown Denver Partnership	Viva! Streets Year Two Expansion	\$231,225
West Corridor	Welcome Kits for Sun Valley Residents	\$140,743



# RECOMMENDED PROJECTS (CONT.)

Project sponsor	Project title	Recommended award
Smart Commute	Using Data to Optimize FlexRide Services	\$207,380
Boulder Chamber – BTC	Gunbarrel On-Demand Microtransit Shuttle Service Research and Marketing	\$124,185
Northeast Transportation Connections	Creating the Commerce City Connector Marketing and Outreach	\$125,841
<b>Recommendation total</b>		<b>\$995,018</b>
<b>Funding available</b>		<b>\$1,000,000</b>

Move to recommend to the Board of Directors the project awards through the FY 2024-2025 TDM Services TIP Set-Aside Program, and that the seventh ranked project be placed on the waiting list.



**THANK YOU!**  
**QUESTIONS?**

**Nisha Mokshagundam**  
**[nmokshagundam@drcog.org](mailto:nmokshagundam@drcog.org)**

**Steve Erickson**  
**[serickson@drcog.org](mailto:serickson@drcog.org)**

## FY 2024-2025 TDM Set-Aside Program – Project Summaries

Project Sponsor	Project Title	Project Overview
Denver Streets Partnership	East Colfax Mobility Benefits District	Denver Streets Partnership proposes exploring the development of a Mobility Benefits District along East Colfax with a goal of creating a coordinated approach to managing on- and off-streets parking demand. Sponsors will also explore opportunities for additional programs to increase awareness of mobility options, enabling commuters to travel through corridor using BRT and other non-SOV modes.
Downtown Denver Partnership	Downtown Denver Viva! Streets Year Two Expansion	DDP seeks funding to continue and enhance their Viva! Streets initiative, a street closure to demonstrate to residents the connectivity of various neighborhoods within the Denver region. This increased funding would allow DDP to better target members of the BIPOC community.
West Corridor	Welcome Kits for Sun Valley Residents	Sun Valley's population is increasing, and this project sponsor seeks to work with residents to highlight what sustainable transportation options are available in the area. The marketing materials would be translated and made culturally relevant to speakers of Spanish and Vietnamese.
Smart Commute	Using Data to Optimize FlexRide Services	Smart Commute proposes studying the feasibility of launching a FlexRide service by doing research to determine the level of transportation need. Smart Commute would work with RTD to collect data to determine FlexRide feasibility, route and service needs.
Boulder Chamber – BTC	Gunbarrel On-Demand Microtransit Shuttle Service	Boulder Chamber - BTC seeks funding to develop and execute a marketing campaign to raise awareness of a proposed flex shuttle service in Gunbarrel. The shuttle will serve about 12,000 commuters who lost service when RTD suspended Route 205. Over the last three years, stakeholders including RTD, City of Boulder and Boulder County have worked with the sponsor to design the shuttle service.
Northeast Transportation Connections	Creating the Commerce City Connector	Northeast Transportation Connections seeks to explore launching and sustaining a microtransit community connector serving the southwest corner of Commerce City. Tasks include evaluating route options, marketing and education, resulting in the blueprint for a free service similar to the GES and Montbello Connectors.

## FY 2024-2025 TDM Set-Aside Program – Recommendation

Project Sponsor	Project Title	Recommended Award
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Recommended:

Denver Streets Partnership	East Colfax Mobility Benefits District	\$165,644
Downtown Denver Partnership	Downtown Denver Viva! Streets Year Two Expansion	\$231,225
West Corridor	Welcome Kits for Sun Valley Residents	\$140,743
Smart Commute	Using Data to Optimize FlexRide Services	\$207,380
Boulder Chamber – BTC	Gunbarrel On-Demand Microtransit Shuttle Service	\$124,185
Northeast Transportation Connections	Creating the Commerce City Connector	\$125,841
Recommendation Total		\$995,018.00
Planning Funding Available		\$1,000,000

Wait List:

Transportation Solutions	Station Outreach for Transit Recovery	\$140,743
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Not Recommended:

Community Cycles	MODEshift (Mobile Outreach and Diagnostics for E-Bikes)	\$74,511
Boulder Valley School District	Student Modeshare Study	\$40,000
Denver South	SPIN Micromobility Expansion	\$16,558
Denver South	Parking Inventory Research	\$41,395
City of Arvada	Bicycle Training Facility Upgrades	\$13,150

**ATTACH D**

## ATTACHMENT D

To: Chair and Members of the Regional Transportation Committee

From: Josh Schwenk, Planner, Transportation Planning and Operations Division  
303-480-6771 or [jschwenk@drcog.org](mailto:jschwenk@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
August 15, 2023	Action	6

### SUBJECT

*FY 2024-2025 Unified Planning Work Program (UPWP) for the Denver Region*

### PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the draft *FY 2024-2025 Unified Planning Work Program for the Denver Region*.

### ACTION BY OTHERS

[July 24, 2023](#) – TAC recommended approval

### SUMMARY

The Unified Planning Work Program (UPWP) details DRCOG's metropolitan planning organization (MPO) activities. It documents the metropolitan planning activities and tasks to be conducted within the region with federal transportation planning funds over a two-year period. The UPWP also lists other major planning activities performed through other funding sources, including activities by local governments and partner agencies.

The new FY 2024-2025 UPWP outlines activities to be conducted from October 1, 2023, through September 30, 2025, and was prepared with input from CDOT, RTD, and local government staff. It represents over \$18 million in planned expenditures over more than 120 deliverables.

Some key priorities over the next two years include:

- Updating or amending existing major plans, including the Title VI Implementation Plan, Limited English Proficiency Plan, Americans with Disabilities Act Program Access Plan, Public Engagement Plan, Regional Active Transportation Plan, Regional Multimodal Freight Plan, and Taking Action on Regional Vision Zero
- Developing and adopting new plans and programs, including the FY 2026-2027 UPWP, Climate Action Plans, Regional TDM Strategic Plan, and the FY 2026-2029 Transportation Improvement Program
- Begin updates to major plans and programs, including Metro Vision, the Regional Transportation Plan, and the FY 2028-2031 Transportation Improvement Program
- Assisting with implementation activities in areas such as greenhouse gas mitigation, housing and transportation coordination, corridor planning, community-based planning, small-area planning, innovative mobility, and regional bus rapid transit planning and implementation

### PREVIOUS DISCUSSIONS/ACTIONS

[February 14, 2023](#) – RTC Meeting

PROPOSED MOTION

Move to recommend to the Board of Directors the draft *FY 2024-2025 Unified Planning Work Program for the Denver Region*.

ATTACHMENTS

1. Staff presentation
2. *Action Draft: FY 2024-2025 Unified Planning Work Program for the Denver Region*

ADDITIONAL INFORMATION

If you need additional information, please contact Josh Schwenk, Planner, at 303-480-6701 or [jschwenk@drco.org](mailto:jschwenk@drco.org); or Todd Cottrell, Programming and Project Delivery Program Manager at 303-480-6737 or [tcottrell@drco.org](mailto:tcottrell@drco.org).



# **FY 2024-2025 UNIFIED PLANNING WORK PROGRAM (UPWP)**

**Regional Transportation Committee**

**August 15, 2023**

**Josh Schwenk, Planner, Transportation Planning & Operations**

# WHAT IS THE UPWP?



- Describes the proposed multimodal transportation planning activities to be conducted in the Denver region during FY 2024 and FY 2025 (October 1, 2023, through September 30, 2025)
- Documents the use of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) metropolitan planning funds in the region
- Management tool for scheduling, budgeting and monitoring the planning activities of DRCOG and partner agencies

# CONTEXT OF UPWP DEVELOPMENT



- Federally-directed activities and tasks
  - Regional Transportation Plan
  - Transportation Improvement Program
  - Congestion Management Process
  - Federal Transportation Performance Measures
  - Air quality conformity modeling
- Federal transportation planning factors and planning emphasis areas
- Metro Vision and Regional Transportation Plan along with input from TAC, RTC, Board, etc.

# FEDERAL PLANNING FACTORS



Ten planning factors set in federal regulations that must be considered by every metropolitan planning organization (MPO):

- Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the **safety** of the transportation system for motorized and non-motorized users
- Increase the **security** of the transportation system for motorized and non-motorized users
- Increase **accessibility and mobility** of people and freight
- Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight
- Promote efficient **system management and operation**
- Emphasize the **preservation** of the existing transportation system
- Improve the **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- Enhance **travel and tourism**

# FEDERAL PLANNING EMPHASIS AREAS



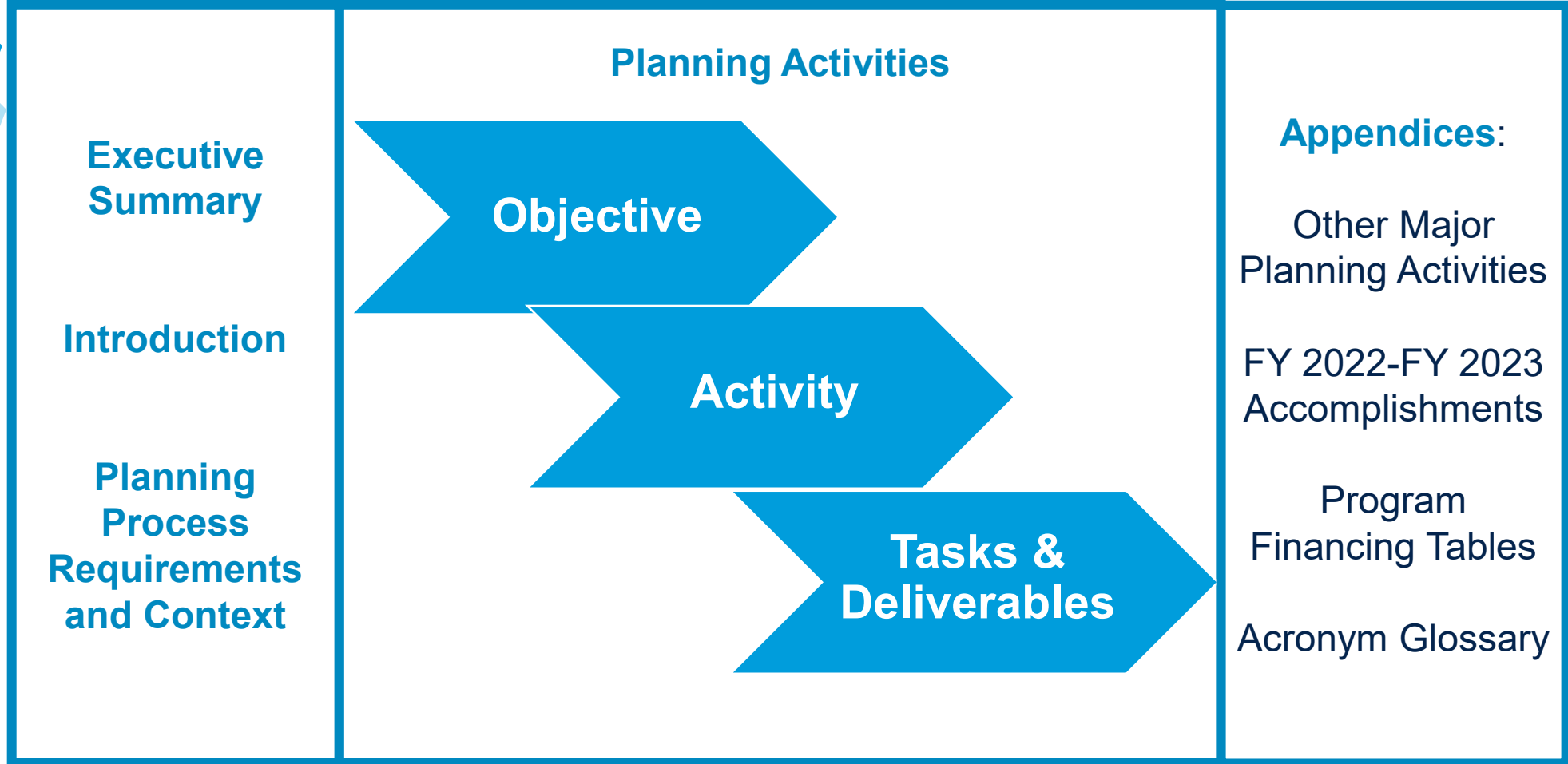
Eight current planning emphasis areas determined by FHWA and FTA that must also be considered by MPOs:

- Tackling the **Climate Crisis** – Transition to a Clean Energy, Resilient Future
- **Equity** and Justice40 in Transportation Planning
- **Complete Streets**
- **Public Involvement**
- **Strategic Highway Network** (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- **Federal Land Management Agency** (FLMA) Coordination
- **Planning and Environmental Linkages** (PEL)
- **Data** in Transportation Planning



# OVERVIEW OF THE FY 2024-2025 UPWP

# FY 2024-2025 UPWP DOCUMENT STRUCTURE



# FY 2024-2025 PLANNING ACTIVITIES



## Nine Objectives:

- Objective 1.0 – **Program Administration and Coordination** - Administer the core MPO planning program
- Objective 2.0 – **Planning Coordination and Outreach** - Involve the public, local governments and stakeholders, and our regional partners
- Objective 3.0 – **Land Use and Development Planning** – Develop and administer Metro Vision and land use, growth, and development planning
- Objective 4.0 – **Multimodal Planning** – Develop and administer the RTP and the various modal plans



# FY 2024-2025 PLANNING ACTIVITIES (CONTINUED)



- Objective 5.0 – **Air Quality** – Conduct federal air quality conformity and air quality planning
- Objective 6.0 – **Project Programming** – Develop and administer the TIP
- Objective 7.0 – **Transportation Systems Operations and Safety**  
Improve the safety and efficiency of the transportation system
- Objective 8.0 – **Public Transportation Planning** - Plan for transit in the region
- Objective 9.0 – **Planning Data and Modeling** - Acquire and maintain data and tools

# FY 2024-2025 UPWP HIGHLIGHTS



## Updated/amended **existing** plans:

- Title VI Implementation Plan
- Limited English Proficiency Plan
- ADA Program Access Plan
- Public Engagement Plan
- Regional Active Transportation Plan
- Regional Multimodal Freight Plan
- Taking Action on Regional Vision Zero

## Developing **new** plans:

- FY 2026-2027 UPWP
- Climate Action Plans
- Regional TDM Strategic Plan
- FY 2026-2029 TIP

## **Begin** major plan updates:

- Metro Vision
- RTP
- FY 2028-2031 TIP

## **Implementation** assistance:

- GHG mitigation plan implementation assistance
- Housing and transportation coordination
- Corridor planning
- Community-based planning
- Small-area planning
- Innovative mobility
- Regional BRT program

# PROPOSED MOTION



Move to recommend to the Board of Directors the draft *FY 2024-FY 2025 Unified Planning Work Program for the Denver Region*.



**THANK YOU!**  
**QUESTIONS?**

**Josh Schwenk**  
**Planner, Transportation Planning & Operations**  
**303-480-6771 or [jschwenk@drcog.org](mailto:jschwenk@drcog.org)**



# 2024-2025 Unified Planning Work Program for the Denver region





# FY 2024 and FY 2025 Unified Planning Work Program for the Denver Region

Action Draft for Anticipated August  
16, 2023 Adoption

Denver Regional Council of Governments  
1001 17<sup>th</sup> St.  
Denver, CO 80202  
[www.drcog.org](http://www.drcog.org)

# Abstract

**Title:** FY 2024 and FY 2025 Unified Planning Work Program for the Denver Region

**Author:** Denver Regional Council of Governments

**Subject:** Joint transportation planning work program for the Denver Regional Council of Governments, Colorado Department of Transportation, and Regional Transportation District

**Date:** Anticipated Adoption August 16, 2023

**Source of Copies:** Communications and Marketing  
Denver Regional Council of Governments  
1001 17<sup>th</sup> Street, Suite 700  
Denver, Colorado 80202  
(303) 455-1000  
<http://www.drcog.org>

**Number of Pages:** 54

**Abstract:** The Unified Planning Work Program describes and facilitates coordination of all metropolitan transportation and transportation-related planning activities anticipated within the Denver region for the 2-year period October 1, 2023 through September 30, 2025 (federal fiscal year (FY) 2024 and FY 2025).



Preparation of this report has been financed in part through grants from the Federal Transit Administration and the Federal Highway Administration of the U. S. Department of Transportation.

To receive these documents in accessible formats, such as in languages other than English, please call 303-455-1000 or email [drcog@drcog.org](mailto:drcog@drcog.org) so we can coordinate your request.

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# Executive Summary

## What is the Denver Regional Council of Governments?

The Denver Regional Council of Governments (DRCOG) is an association of local governments with regional partners committed to protecting and enhancing the quality of life in the ten county Denver, Colorado metropolitan area. DRCOG serves several functions for the region, including as a federally-designated Metropolitan Planning Organization (MPO). As an MPO, DRCOG coordinates regional transportation planning to address important regional needs. DRCOG's MPO boundary encompasses all or part of Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson, and Weld Counties.

## What is the Unified Planning Work Program?

The Unified Planning Work Program (UPWP) is a document that outlines the transportation planning work to be conducted in the region by DRCOG and its partner agencies over a two-year period. As the designated MPO for the Denver region, DRCOG develops the UPWP as part of its federally-required metropolitan transportation planning process. This document guides DRCOG's work over the two-year timeframe, ensures that transportation planning tasks are coordinated with partner agencies around the region, and provides transparency concerning DRCOG's work to partner agencies and the public. Any transportation planning tasks funded with federal transportation planning funds must be listed in an approved UPWP. The tasks in this document must also align with federal goals and priorities and be fiscally constrained within the revenue available to the region's planning partners.

## What information can be found in this document?

This document provides an overview of the federally-funded metropolitan transportation planning work to be conducted by DRCOG, the Regional Transportation District (RTD), and the Colorado Department of Transportation (CDOT) in federal fiscal years 2024 and 2025 (October 1, 2023 to September 30, 2025). Due to the large number of tasks that are anticipated to be completed in the region, the work program breaks these planning activities out into categories to provide organizational structure to the document. The planning activities in this document are based on the following format:

- **Objectives** – Objectives make up the broadest category of work in this document. These are high-level themes to organize the planning activities in the document. There are nine Objectives in this document.
  - **Activities** – Under each Objective is a varying number of Activities. An Activity is an independent category of work which supports the Objective. Each Activity also includes a list of participant agencies and notes which agency is the lead.
    - **Tasks** – Each Activity has a bullet-point list of Tasks. A Task is an action staff takes as part of the Activity.
    - **Deliverables** – Some (though not all) Activities include one or more Deliverables. A Deliverable is a discrete product such as a plan, report, tool, etc. that is produced as part of the Activity.

In addition to the work program, appendices are provided at the end of the document covering:

- additional information on planning projects not funded through federal metropolitan transportation planning funds (Appendix A),
- accomplishments from the prior document, covering FY 2022-2023 (Appendix B),
- the revenue and expenditure forecasts for the time period of this document, and
- a reference list of common acronyms within this document

### **What are the key work tasks and activities listed in this document?**

There are a significant number of tasks outlined in this document, and all of them are important for transportation planning in the region. Some new key tasks include beginning the process to update DRCOG's two primary long-range planning documents: Metro Vision and the Regional Transportation Plan. Additionally, activities are planned which will help DRCOG to translate the broad vision of the long-range plans into specific goals and outcomes related to areas such as active transportation, travel demand management, freight, climate and safety as well as plans related to how we conduct business such as public involvement and nondiscrimination.

Updated plans are a key first step, but DRCOG also recognizes the need to bridge the gap between plans and implemented projects on the ground. To assist with that, DRCOG intends to provide additional planning and project assistance to local agencies and our partner agencies in the region to accomplish our shared goals. New programs offering implementation assistance include programs around greenhouse gas mitigation, housing and transportation, bus rapid transit, corridor planning, community-based planning, small-area planning, and innovative mobility.

# Introduction

## Purpose

The Unified Planning Work Program (UPWP) describes the proposed multimodal transportation planning activities to be conducted in the Denver region during Federal Fiscal Year (FY) 2024 and FY 2025 (October 1, 2023 through September 30, 2025). The UPWP is administered by the Denver Regional Council of Governments (DRCOG) in accordance with federal requirements.

The UPWP is prepared biennially and serves as the basis by which Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) urban transportation planning funds – collectively referred to as Consolidated Planning Grant (CPG) funds – are spent in the region. Additionally, the UPWP is the management tool for scheduling, budgeting, and monitoring the planning activities of participating entities.

## Background

DRCOG is the federally designated Metropolitan Planning Organization (MPO) for the region's Transportation Management Area (TMA) (see **Figure 1**). As such, DRCOG is the recipient of federal CPG funds and is responsible for facilitating the metropolitan transportation planning process and for coordinating the activities of the other participating agencies that carry out UPWP activities. DRCOG works with local governments, regional agencies, and the state to determine how the CPG funds will be spent.

In June 2023, a [Memorandum of Agreement](#) (MOA) between DRCOG, the Colorado Department of Transportation (CDOT), and the Regional Transportation District (RTD) was signed. The MOA coordinates transportation decision-making in the region. The Regional Transportation Committee (RTC), made up of representatives from these three agencies, among others, assists the DRCOG Board of Directors in carrying out the transportation planning process. These three agencies, working through the RTC, have approved and maintained a guiding document called the [Framework for Transportation Planning in the Denver Region](#) that defines how the planning and decision making process works.

## Management of the UPWP

The UPWP is developed through a collaborative approach led by DRCOG and involving CDOT, RTD, and local agencies throughout the region, as well as FHWA and FTA. The intent is to capture the full scope of work to be completed by all partner agencies throughout the two-year timeframe. However, it is anticipated that occasional modifications to this UPWP will be necessary to account for changes in requirements, opportunities, and priorities. Modifications to this document may occur as amendments or administrative modifications.

Amendments are significant changes to the UPWP which require approval by the DRCOG Board of Directors and formal federal review. Once identified, amendments will be taken through the DRCOG MPO committee structure for formal action. Once approved, the amended document will be forwarded

to CDOT, FHWA, and FTA for concurrence. Modifications to the UPWP which require an amendment include:

- Changes to UPWP Activity descriptions which significantly alter the Activity scope (as defined by the Transportation Planning and Operations Division Director and/or the DRCOG Executive Director), including changes to the lead agency, addition or removal of an identification of contracted work, and deliverables.
- Funding adjustments, including the increase or decrease of overall federal funding, local match, or in-kind amounts and the transfers of funding between UPWP Activities exceeding 10% of the overall UPWP budget.
- Changes identified as requiring an amendment action by FHWA or FTA or as required in federal law and regulation.

All other changes may be processed by DRCOG staff as administrative modifications. Administrative modifications do not require formal approval by the DRCOG Board of Directors but will still be provided as an informational item to the Board of Directors, CDOT, FHWA, and FTA for review.

Updated copies of this document accounting for any modifications will be posted publicly to the DRCOG website. Additionally, per state and federal requirements, staff will post reports to the website biannually documenting progress on the work elements included in this document. Reports will cover progress on tasks and deliverables scheduled within the relevant fiscal year. These reports will be reviewed with partner agencies to ensure sufficient progress is made and determine if any modifications to the UPWP may be needed.

# Planning Process Requirements and Context

## Guidelines for Planning Activities

### Federal Transportation Planning Factors

MPOs are currently required to consider ten planning factors in the transportation planning process. These factors are outlined in the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), signed into law in November 2021. The IIJA carries forward the planning factors of its predecessor, the Fixing America’s Surface Transportation (FAST) Act, signed into law in 2015. Per federal regulations (23 CFR 450.306(b)), the degree of consideration of these factors should be based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment, and housing and community development. These ten factors are listed below:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

Substantial work is anticipated during FY 2024-2025 in consideration of these planning factors. **Table 1** provides a summary of FY 2024-2025 UPWP Activities applicable to each of the ten planning factors.

**TABLE 1: UPWP ACTIVITIES PROMOTING FEDERAL PLANNING FACTORS**

UPWP Activity	Planning Factors									
	Economy	Safety	Security	Mobility	Quality of Life	Connectivity	Efficiency	Preservation	Resiliency	Tourism
<b>1.1</b>										
<b>1.2</b>		X	X	X	X	X	X			
<b>1.3</b>	X	X	X	X	X	X	X	X	X	X
<b>1.4</b>			X		X		X	X		
<b>2.1</b>		X		X	X	X				
<b>2.2</b>	X	X		X	X	X	X			
<b>2.3</b>	X	X	X		X	X	X		X	X
<b>2.4</b>		X				X	X	X		

UPWP Activity	Planning Factors									
	Economy	Safety	Security	Mobility	Quality of Life	Connectivity	Efficiency	Preservation	Resiliency	Tourism
2.5				X	X	X	X			
3.1	X	X			X				X	X
3.2	X	X			X				X	X
3.3	X	X		X	X	X	X		X	X
3.4	X				X		X	X		
4.1		X	X	X	X	X	X	X	X	
4.2		X					X	X	X	
4.3		X		X	X	X		X	X	
4.4		X		X			X			
4.5	X	X		X	X	X			X	X
4.6	X			X	X	X	X	X		
4.7	X	X		X	X	X			X	X
4.8	X	X	X		X	X	X	X	X	
5.1					X				X	
5.2					X		X		X	
6.1		X								
6.2										
6.3	X	X	X				X	X		
7.1	X			X		X	X	X	X	
7.2	X	X	X	X			X	X	X	X
7.3		X	X							
7.4	X	X								
7.5	X			X		X	X			
8.1	X			X						X
8.2	X			X	X	X	X		X	
8.3				X	X	X			X	X
8.4				X	X	X			X	X
8.5				X	X	X			X	X
8.6	X			X	X	X			X	X
8.7	X			X	X	X			X	X
8.8	X			X	X	X			X	X
9.1	X		X			X	X	X		
9.2	X						X			
9.3	X						X			
9.4	X		X			X	X	X		
9.5	X			X		X	X			



## Federal Planning Emphasis Areas

MPOs are currently required to consider eight planning emphasis areas in their transportation planning process. These planning emphasis areas were released on December 30, 2021, through a joint [memo](#) by FHWA and FTA. Planning emphasis areas are designed to ensure MPOs' planning activities address national goals and priorities. These emphasis areas are listed below:

1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
2. Equity and Justice40 in Transportation Planning
3. Complete Streets
4. Public Involvement
5. Strategic Highway Network (STRAHNET)/US Department of Defense Coordination
6. Federal Land Management Agency (FLMA) Coordination
7. Planning and Environmental Linkages (PEL)
8. Data and Transportation Planning

Substantial work is also anticipated to address these planning emphasis areas within the FY 2024-2025 UPWP timeframe. **Table 2** provides a summary of FY 2024-2025 UPWP activities applicable to each planning emphasis area.

**TABLE 2: UPWP ACTIVITIES PROMOTING FEDERAL PLANNING EMPHASIS AREAS**

UPWP Activity	Planning Emphasis Areas							
	Climate	Equity	Complete Streets	Public Involvement	STRAHNET	FLMA	PEL	Data
1.1								
1.2	X	X	X	X				X
1.3	X	X	X	X	X	X	X	X
1.4	X	X	X	X				X
2.1		X		X				
2.2			X					X
2.3		X			X	X	X	
2.4				X				X
2.5	X		X	X				X
3.1	X	X		X				X
3.2	X	X						X
3.3		X	X	X				
3.4								X
4.1	X	X	X	X			X	X
4.2	X			X				X
4.3	X	X	X	X			X	X
4.4		X	X	X				
4.5	X	X	X	X			X	X
4.6	X	X						X
4.7	X	X	X					
4.8	X						X	X
5.1	X			X				X

UPWP Activity	Planning Emphasis Areas							
	Climate	Equity	Complete Streets	Public Involvement	STRAHNET	FLMA	PEL	Data
5.2	X			X				X
6.1	X	X	X	X			X	X
6.2	X	X		X				X
6.3								X
7.1	X							X
7.2	X							X
7.3					X			X
7.4		X	X					X
7.5	X							X
8.1	X	X						X
8.2	X	X	X	X				X
8.3	X	X	X					
8.4	X	X	X					
8.5	X	X	X					
8.6	X	X	X					
8.7	X	X	X					
8.8	X	X	X					
9.1								X
9.2								X
9.3								X
9.4	X							X
9.5	X		X					X

**Planning Priorities**

For the FY 2024-2025 UPWP, priorities include significant updates to several of our core planning documents. Recognizing a quickly changing landscape in regard to federal and state statute, post-pandemic travel patterns, and regional priorities, DRCOG is interested in updating our documents to ensure their continued relevance and usefulness for our region. Included within this UPWP are the following planning efforts:

- Updating or amending existing major plans, including the Title VI Implementation Plan, Limited English Proficiency Plan, Americans with Disabilities Act Program Access Plan, Public Engagement Plan, Regional Active Transportation Plan, Regional Multimodal Freight Plan, and Taking Action on Regional Vision Zero
- Developing and adopting new plans and programs, including the FY 2026-2027 UPWP, Climate Action Plans, Regional Transportation Demand Management (TDM) Strategic Plan, and the FY 2026-2029 Transportation Improvement Program (TIP)
- Begin updates to major plans and programs, including Metro Vision, the Regional Transportation Plan (RTP), and the FY 2028-2031 TIP

Additionally, DRCOG intends to continue its focus from the prior UPWP on implementation activities. New implementation assistance in this document includes a new Regional Bus Rapid Transit Program,

new Greenhouse Gas (GHG) Mitigation Action Plan implementation assistance, housing and transportation coordination, and new Transportation Improvement Program set-asides focused on planning activities that bridge the Regional Transportation Plan and Transportation Improvement Program, amongst other activities.

### DRCOG Nondiscrimination and Accessibility

Transportation planning activities must be consistent with Title VI of the Civil Rights Act of 1964 and additional federal and state nondiscrimination statutes. Current efforts include:

- A new nondiscrimination complaint procedures document in 2022.
- An updated Title VI Implementation Plan in September 2021.
- An updated Limited English Proficiency (LEP) Plan in September 2021.
- An updated Americans with Disabilities Act (ADA) Program Access Plan in September 2021.
- Updates to the Disadvantaged Business Enterprise Program as required to participate in the Colorado Unified Certification Program that was approved by the US Department of Transportation (USDOT) in April 2004.

The current versions of these documents are available on DRCOG's [website](#) for public access.

### Federal Quadrennial Review Comments

Every four years FHWA and FTA perform a review of the metropolitan transportation planning process conducted by DRCOG, CDOT, and RTD. The last review was completed in 2020. Recommendations from that review are incorporated in this document, as appropriate. The next review will be completed in 2024, and this document may be modified, as needed, to incorporate work that addresses any recommendations made at that time.

### Relationship to Air Quality Planning

DRCOG's planning process is responsive to federal clean air legislation. Clean Air Act (CAA) amendments were passed by Congress in 1990 and require that the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) for metropolitan areas in nonattainment areas for criteria pollutants show conformity with state implementation plans (SIPs) for air quality.

Notably for the Denver metro area:

- 2008: US Environmental Protection Agency lowered the National Ambient Air Quality Standards (NAAQS) for ground-level ozone to 0.075 parts per million (ppm).
- 2012: EPA designated the Denver Metro/North Front Range Area as marginal nonattainment under the 2008 ozone standard.
- 2015: The EPA lowered the NAAQS for ground-level ozone to 0.070 ppm.
- 2018: Area designated as marginal nonattainment for the 2015 ozone NAAQS in 2018.
- 2019: EPA reclassified the area as serious nonattainment of the 2008 standard
- 2020: A SIP for the 2015 ozone NAAQS was developed and approved. Because the region did not attain the standard, a new SIP was developed.

- 2022: An updated SIP was adopted by the Air Quality Control Commission (AQCC). Final approval from the state, EPA, and FHWA is pending.

Procedures to ensure interagency coordination are defined in the Framework for Transportation Planning in the Denver Region. An [agreement](#) was signed by the Colorado Department of Public Health and Environment (CDPHE), CDOT, DRCOG, North Front Range Metropolitan Planning Organization (NFRMPO), Regional Air Quality Council (RAQC), and Upper Front Range Transportation Planning Region (UFR TPR) in September 2022 that defines the specific roles and responsibilities. DRCOG is responsible for preparing transportation data to be used for air quality modeling associated with conformity determinations. The Air Pollution Control Division (APCD) of CDPHE is responsible for conducting air quality modeling and mobile source emission calculations.

Air quality conformity has been demonstrated for both the FY 2022-2025 TIP and FY 2024-2027 TIP, and the 2050 RTP. The RTP explicitly lists air quality among the region's priorities. The plan includes the development of a bus rapid transit system, an expanded and well-connected trail network, and Complete Streets provisions to serve all users. Additionally, CDOT's Greenhouse Gas (GHG) Transportation Planning Standard requires DRCOG to incorporate a reduction in surface transportation GHG emissions into its transportation planning process. The current amended version of the 2050 RTP, adopted in September 2022, was found to meet or exceed the GHG reduction levels for each analysis year, as required by the standard.

## Status of DRCOG Planning Documents

**Table 3** lists the most recent status (as of August 2023) of DRCOG’s major planning documents.

**TABLE 3: MAJOR PLANNING DOCUMENT STATUS**

Document	Action/Date
<a href="#">Metro Vision</a>	Amended May 2019
<a href="#">2050 Metro Vision Regional Transportation Plan</a>	Updated September 2022
<a href="#">FY 2022-2025 Transportation Improvement Program</a>	Adopted April 2021 & amended regularly
<a href="#">FY 2024-2027 Transportation Improvement Program</a>	Adoption August 2023 (anticipated; will supersede previous TIP document)
<a href="#">Taking Action on Regional Vision Zero</a>	Adopted June 2020
<a href="#">Regional Complete Streets Toolkit</a>	Adopted October 2021
<a href="#">Regional Multimodal Freight Plan</a>	Adopted May 2020
<a href="#">Denver Regional Active Transportation Plan</a>	Adopted January 2019
<a href="#">Regional Transportation Operations and Technology Strategic Plan</a>	Adopted February 2023
<a href="#">Coordinated Transit Plan</a>	Amended September 2022
<a href="#">DRCOG Section 5310 Program Management Plan</a>	Amended May 2021
<a href="#">Title VI Implementation Plan</a>	Adopted September 2021
<a href="#">Americans with Disabilities Act Program Access Plan</a>	Adopted September 2021
<a href="#">Limited English Proficiency Plan</a>	Adopted September 2021
<a href="#">Public Engagement Plan</a>	Amended August 2021

# Planning Activities

This section details the work program to be conducted by DRCOG and its partner agencies in FY 2024-2025. Nine Objectives outline the primary themes of the work that will be conducted. Within each Objective, several Activities describe specific topics to be worked on. Each Activity includes a description of that Activity's purpose, a list of Tasks to be completed, any discrete Deliverables to be produced and what year they are anticipated to be completed in, and a list of participant agencies (including the lead agency if more than one are involved).

## Objective 1.0 Program Administration and Coordination

Administer the core Metropolitan Planning Organization (MPO) transportation planning program.

### Activity 1.1 Direct Program Management

Purpose: Effective administration of the DRCOG transportation planning process, including management of DRCOG planning staff and grants.

Tasks:

- Supervise and monitor staff work on UPWP tasks.
- Manage internal systems and performance measurement related to this work program.
- Prepare and maintain adequate records of correspondence, purchasing, and contracts.
- Routine personnel, office, and administrative activities.

Participants: DRCOG

### Activity 1.2 DRCOG Staff Training and Development

Purpose: Provide DRCOG staff with the necessary training and development to perform their jobs efficiently and effectively.

Tasks:

- Provide staff with in-house and offsite training opportunities (webinars, conferences, classes, etc.).

Participants: DRCOG

### Activity 1.3 Unified Planning Work Program

Purpose: Develop and maintain the Unified Planning Work Program in compliance with applicable federal laws.

Tasks:

- Manage, administer, evaluate progress, and amend, as necessary, the FY 2024-2025 Unified Planning Work Program.
- Develop and adopt the FY 2026-2027 Unified Planning Work Program.

Deliverables:

2024

- FY 2023 UPWP end-of-year report
- FY 2024 UPWP mid-year report

2025

- FY 2024 UPWP end-of-year report
- FY 2025 UPWP mid-year report
- FY 2026-2027 UPWP

Participants: DRCOG (lead), CDOT, RTD, and local governments

### Activity 1.4 MPO Compliance

Purpose: Conduct the metropolitan transportation planning process in compliance with applicable federal and state laws.

Tasks:

- Facilitate, participate in, and support DRCOG's MPO committee structure.
- Incorporate state and federal rules and regulations on the regional transportation planning process, including addressing public involvement, environmental justice, Title VI/Limited English proficiency/Americans with Disabilities Act, and document accessibility.
- Update DRCOG's Nondiscrimination Plans and explore the development of an Equity Action Plan.
- Participate in the 2024 joint FHWA and FTA Quadrennial Review of the MPO Planning Process and address any items resulting from the review.
- Review the Denver region Metropolitan Planning Area boundaries based on the 2020 Decennial Census.

Deliverables:

2024

- FY 2023 Title VI and Local Agency Assurances
- FY 2023 Nondiscrimination Status Report
- Title VI Implementation Plan update
- Limited English Proficiency Plan update
- Americans with Disabilities Act Program Access Plan update

2025

- FY 2024 Title VI and Local Agency Assurances
- FY 2024 Nondiscrimination Status Report

Participants: DRCOG (lead), CDOT, FHWA, FTA, RTD

## Objective 2.0 Planning Coordination and Outreach

Involve the public, local governments and stakeholders, and our regional partners in the planning process to address the transportation and development issues of the region and ensure outcomes that are consistent with Metro Vision goals and policies.

### Activity 2.1 DRCOG Public Engagement and Outreach

Purpose: Inform the public about DRCOG's plan and program development and implementation processes, provide opportunities for them to participate in planning and policy decisions, and provide educational resources about DRCOG and planning in general.

#### Tasks:

- Implement and evaluate engagement and outreach strategies identified in the Public Engagement Plan.
- Update the DRCOG Public Engagement Plan.
- Conduct meetings to gather public comment and/or inform the public regarding major planning products identified in the UPWP.
- Create and maintain various DRCOG web pages and other communications materials.
- Revitalize DRCOG web properties through a website refresh project.
- Hold the Civic Academy, a program to educate participants about regional issues and empower them to participate in civic decision-making.
- Work to increase public involvement through new interactive virtual technologies and explore additional equity-based community outreach opportunities.
- Give presentations as requested.

#### Deliverables:

##### 2024

- DRCOG Public Engagement Plan
- Annual Report of Public Engagement Activities

##### 2025

- Annual Report of Public Engagement Activities

Participants: DRCOG (lead), CDOT, RTD, and local governments

### Activity 2.2 Local Government and Stakeholder Education, Outreach, and Support

Purpose: Provide education, outreach, and support to local governments and other stakeholders.

#### Tasks:

- Educate local governments and other interested parties about the DRCOG transportation planning process, federal regulations, and associated documents.



- Meet with local governments about their transportation and growth and development planning issues and needs and provide support and technical assistance as necessary.
- Facilitate educational opportunities for local government staff, data professionals, and other stakeholders to collaborate and exchange information.

Participants: DRCOG (lead), CDOT, RTD, and local governments

### Activity 2.3 Regional Planning Coordination

Purpose: Maintain the working relationship and coordination of planning efforts between DRCOG and its local governments, planning partners, and neighboring transportation agencies to address transportation issues and opportunities.

Tasks:

- Maintain communication, coordinate, and exchange information with partners adjacent to DRCOG; attend Statewide MPO Committee meetings; coordinate with neighboring MPOs on growth and development forecasting; work with federal partners to strengthen coordination around transportation issues on federal lands.
- Maintain communication, coordinate, and exchange information with partners located within the DRCOG region.
- Host the Agency Coordination Team (ACT) and participate in CDOT and RTD regularly scheduled meetings in order to facilitate communication among planning partners.
- Monitor, participate, and assist with statewide, regional, and interregional transportation planning activities, corridor studies, National Environmental Policy Act (NEPA) studies, Planning & Environmental Linkage Studies (PELs), and funding opportunities. Implement or incorporate outcomes into planning documents as appropriate.
- Participate in and/or monitor the state transportation-related enterprises and committees.
- Host and facilitate work groups, committees, and cohorts of local governments and partner agencies around general topics of regional interest.
- Coordinate with CDOT and the US Department of Defense to identify any needed updates to the federal-aid highway system, including to the Strategic Highway Network (STRAHNET).
- Apply for state and federal discretionary grants and other applicable funding opportunities that advance and help implement the planning activities and tasks contained in this Unified Planning Work Program. Consultant assistance will be used to help DRCOG prepare specific grant funding applications.

Participants: DRCOG (lead), CDOT, RTD

### Activity 2.4 Dashboards and Interactive Data Visualizations

Purpose: Develop dashboards and interactive data visualizations to share information about various DRCOG datasets and programs for external audiences.

Tasks:

- Coordinate with staff of relevant programs on design elements.

- Develop guidance and workflows, then dashboards or interactive visualizations, based on datasets related to various programs.
- Consultant services may be required in the development of various dashboards and interactive visualizations.

Participants: DRCOG

### Activity 2.5 Greenhouse Gas Mitigation Action Plan Implementation Assistance

Purpose: Provide assistance, tools, and resources to local agencies in implementing the strategies identified in the Greenhouse Gas Mitigation Action Plan.

Tasks:

- Convene a workshop series with local agencies covering Mitigation Action Plan strategies.
- Work with local agencies to identify gaps in local knowledge and expertise related to implementing Mitigation Action Plan strategies.
- Conduct a regional parking utilization study to determine the feasibility of lowering parking standards.
- Develop a report on parking strategies for smart growth.
- Consultant services will be used in the development of meetings, studies, and reports.

Deliverables:

2025

- Denver Regional Parking Utilization Study
- Smart Growth Parking Strategies

Participants: DRCOG (lead), local governments, CDOT

## Objective 3.0 Land Use and Development Planning

Develop, refine, and implement Metro Vision, the region's long-range plan, as well as work to plan for land use, growth, and development, to enhance and improve the quality of life in the Denver region.

### Activity 3.1 Metro Vision Plan – Collaboration and Implementation Assistance

Purpose: Work with local and regional partners to maintain and implement Metro Vision.

Tasks:

- Meet with local governments to identify and pilot initiatives affecting growth, development, economic vitality, and quality of life.
- Participate in regional partnerships that advance Metro Vision outcomes and objectives.
- Maintain Metro Vision and amend as necessary through member-sponsored plan amendments as well as other amendments to ensure consistency between Metro Vision and other regional initiatives.
- Work with local governments and other stakeholders to implement Metro Vision. Focus efforts and attention around key geographies identified in Metro Vision and the RTP for use in regional and local planning and implementation activities (i.e., urban centers, high-opportunity areas).
- Work with local government partners to identify and support appropriate Metro Vision strategies and implementation measures.
- Review Metro Vision urban centers and amend as appropriate.
- Review Metro Vision performance measures and amend as appropriate.
- Initiate a comprehensive review and update of the Metro Vision plan.

Deliverables:

2024

- Amendments (if any) to Metro Vision

2025

- Amendments (if any) to Metro Vision

Participants: DRCOG (lead), local governments, CDOT, RTD

### Activity 3.2 Metro Vision Plan – Research and Performance Management

Purpose: Research and share data and information that may illustrate progress toward, and issues faced in achieving, plan outcomes.

Tasks:

- Analyze and share progress on Metro Vision outcomes.
- Collect data in support of Metro Vision performance measurement.
- Prepare small area assessments, data analysis, and reporting related to Metro Vision implementation and outcomes.

- Build capacity and workflows to support regional and local scenario analysis, including impacts of alternative land use and development patterns.
- Compile information on local comprehensive and small-area plans. Consultant services may be required.
- Reformat and update community and legislative profiles.

Deliverables:

2024

- Metro Vision performance measure status report
- Metro Vision measures interactive data visualization
- Community and Legislative Profiles
- Regional Data Briefs

2025

- Metro Vision performance measure status report
- Community and Legislative Profiles
- Regional Data Briefs

Participants: DRCOG (lead), local governments, CDOT, RTD, Department of Local Affairs (DOLA)

### Activity 3.3 Livable Centers Small-Area Planning

Purpose: Manage the Transportation Improvement Program set-aside program to assist local agencies in developing ways to achieve the outcomes in Metro Vision related to centers and nodes of communities throughout the region.

Tasks:

- Conduct solicitations for Livable Centers Small-Area Planning TIP set-aside program.
- Contract with vendors and/or consultants for selected projects.
- Manage the development of plans and projects.
- Consultant services will be used in the development of plans and projects.

Deliverables

2024

- Small area plan(s)

2024

- Small area plan(s)

Participants: DRCOG (lead), local agencies, CDOT, RTD

### Activity 3.4 Housing Coordination Planning

Purpose: Integrate housing, transportation, and economic development strategies in the regional transportation planning process and Metro Vision.

#### Tasks:

- Assess regional housing needs and opportunities that have a significant role in growth, housing, and economic development patterns contributing to growth in regional travel demand.
- Consult with state entities responsible for economic development, housing, and transportation; local entities responsible for land use, economic development, housing, and transportation; as well as other appropriate entities, to identify current goals and strategies, as well as common issues and opportunities.
- Compare transportation plans to land use management plans, including zoning plans, that may affect road use, public transportation ridership and housing development while also identifying the location of existing and planned housing and employment, and transportation options that connect housing and employment.
- Develop a Housing-Transportation Coordination Plan that integrates housing, transportation and economic development strategies in the regional transportation planning process.
- Identify strategic priorities for potential integration in and coordination with the housing, economic development or transportation plans of state, local, and other appropriate entities, which include Metro Vision and the Regional Transportation Plan.
- Procure consultant services to assist in housing coordination planning.

#### Deliverables:

2025

- Housing-Transportation Coordination Plan

Participants: DRCOG (lead), local governments, housing agencies, CDOT and other state government agencies, RTD

## Objective 4.0      Multimodal Planning

Develop, refine, and implement the Metro Vision Regional Transportation Plan, as well as the various modal plans which help to implement its principles.

### Activity 4.1      Metro Vision Regional Transportation Plan

Purpose: Maintain the 2050 Metro Vision Regional Transportation Plan.

Tasks:

- Process amendments to the RTP as needed.
- Initiate and participate in project development activities to implement the RTP project and program investment priorities.
- Track progress on strategies identified in the Greenhouse Gas Mitigation Action Plan.
- Begin update process to RTP document. Consultant services will be used in the development of the plan.
- Refine new equity analysis methodology for use in the RTP.

Deliverables:

2024

- Amendments (if any) to the RTP
- Annual Mitigation Measures Status Report

2025

- Amendments (if any) to the RTP
- Annual Mitigation Measures Status Report

Participants: DRCOG (lead), CDOT, RTD, local governments, and other stakeholders and partner agencies

### Activity 4.2      Federal Performance Measure Reporting

Purpose: Update, compile, and report on the implementation of federally required performance measures related to regional transportation planning processes.

Tasks:

- Compile data associated with federal transportation performance measures.
- Set or revise targets and develop baselines for each federal transportation performance measure.
- Prepare and/or assist CDOT with preparing performance measure reports.
- Prepare/update Congestion Mitigation / Air Quality (CMAQ) Performance Plan.
- Integrate performance measures into other DRCOG work products, as appropriate.

Deliverables:

2024

- Target reporting for federal transportation performance measures
- CMAQ Performance Plan: Mid-Performance Period Progress Report
- Federal performance measures interactive data visualization

2025

- Target reporting for federal transportation performance measures

Participants: DRCOG (lead), CDOT, RTD

### Activity 4.3 Transportation Corridor Planning

Purpose: Lead and coordinate corridor plans for priority regional multimodal corridors.

Tasks:

- Solicit proposals for corridor planning projects from local agencies and community groups and select initial project proposals.
- Procure consultant services for development of planning recommendations.
- Develop engagement materials to communicate program goals and services.
- Lead/coordinate corridor plans.
- Reconnecting Communities Assessment - Identify priority opportunities for projects to retrofit or mitigate existing facilities that create barriers to community connectivity.
- Consultant services will be used in the development of the selected planning efforts.

Deliverables:

2024

- Corridor Plan(s)

2025

- Corridor Plan(s)

Participants: DRCOG (lead), RTD, CDOT, local governments, community organizations

### Activity 4.4 Community-Based Transportation Planning

Purpose: Lead or coordinate community-based transportation plans to improve mobility options for low-income and disadvantaged populations through grassroots efforts to identify local communities' most important transportation challenges and develop strategies to overcome them.

Tasks:

- Solicit proposals for community-based transportation plan projects from local agencies and community groups and select initial project proposals.
- Procure consultant services for development of planning recommendations.
- Develop engagement materials to communicate program goals and services.
- Lead/coordinate plans.
- Consultant services will be used in the development of the plans and projects.

Deliverables:

2024

- Community Based Transportation Plan(s)

2025

- Community Based Transportation Plan(s)

Participants: DRCOG (lead), RTD, CDOT, local governments, community organizations

#### Activity 4.5 Active Transportation Planning

Purpose: Monitor efforts, provide assistance, and prepare products that support active transportation activities consistent with the RTP.

Tasks:

- Monitor progress on active transportation TIP-funded projects.
- Conduct and compile counts and maintain data related to active transportation.
- Continue regional active transportation meetings/summits.
- Provide assistance to local and regional agencies, as requested.
- Maintain, track metrics, and continue implementation activities for the Active Transportation Plan.
- Conduct, develop, coordinate, and monitor other activities such as level of traffic stress assessment and regional wayfinding.
- Update the Regional Active Transportation Plan. Consultant services may be required.
- Maintain an inventory of regional bicycle facilities.
- Implement a regional bicycle and pedestrian count program. Consultant services may be required.

Deliverables:

2024

- Regional bicycle facility inventory
- Annual report on status of TIP-funded active transportation projects



2025

- Regional bicycle facility inventory
- Annual report on status of TIP-funded active transportation projects
- Active Transportation Plan (update)

Participants: DRCOG (lead), RTD, CDOT, local governments

#### Activity 4.6 Transportation Demand Management Planning

Purpose: Monitor efforts, provide assistance, and prepare products that support transportation demand management (TDM) services consistent with the RTP.

Tasks:

- Conduct calls for projects for the Transportation Demand Management TIP set-aside program.
- Monitor progress on TDM TIP-funded projects.
- Support sustainability and resiliency planning and projects, connecting TDM strategies, like parking, to greenhouse gas reduction strategies.
- Complete and begin implementation of the Regional TDM Strategic Plan. Consultant services may be required.
- Conduct, develop, coordinate, and monitor other activities such as “last-mile” studies and TDM project benefit calculation methodology.
- Complete a regional TDM inventory.

Deliverables:

2024

- Annual report on status of TIP-funded TDM projects
- Regional TDM Inventory
- Regional TDM Strategic Plan (carryover from 2022-2023 UPWP)

2025

- Annual report on status of TIP-funded TDM projects

Participants: DRCOG (lead), RTD, CDOT, Transportation Management Associations (TMAs), local governments

#### Activity 4.7 Complete Streets Planning

Purpose: Plan for Complete Streets in the Denver region and provide assistance to local agencies in implementing Complete Streets.

Tasks:

- Continue implementing the Regional Complete Streets Toolkit, including prioritizing complete streets safety investments in accordance with the IJJA.

- Maintain, amend, and update the Regional Complete Streets Toolkit’s Street Typology.
- Assist local agencies in locating, designing, and implementing Complete Streets improvements in their communities.

Deliverables:

2025

- Updated Regional Complete Streets Typology

Participants: DRCOG (lead), RTD, CDOT, local governments

#### Activity 4.8 Regional Freight Planning

Purpose: Monitor efforts, provide assistance, and prepare products that support freight activities.

Tasks:

- Update the Regional Multimodal Freight Plan. Consultant services may be required.
- Participate in the National Highway Freight Program project selection process and designate Critical Urban Freight Corridors (as needed) based on project selection.
- Participate in Freight Advisory Council meetings.
- Review critical urban freight corridors and identify opportunities for additional designations.

Deliverables:

2025

- Regional Multimodal Freight Plan

Participants: DRCOG (lead), CDOT, local governments

## Objective 5.0 Air Quality

Plan for improved air quality in the Denver region and conduct analyses to ensure the region meets federal air quality conformity standards.

### Activity 5.1 Air Quality and Conformity

Purpose: Complete air quality conformity determinations associated with transportation facilities identified in the TIP and the RTP.

#### Tasks:

- Monitor legislation impacting transportation air quality processes. Assist air quality agencies as needed.
- Research improved methods for calculations of greenhouse gas and air quality measures.
- Monitor the readings and trends of criteria pollutants in relation to established attainment standards.
- Prepare highway and transit networks (DRCOG), update planning assumptions, perform air quality conformity model runs (DRCOG and APCD), and review highway networks (CDOT) and transit networks (RTD) associated with amendments of the RTP.
- Provide travel model data results in support of air quality conformity analyses.
- Prepare air quality conformity findings (DRCOG) and assess findings (APCD and AQCC) associated with amendments to the RTP.
- Participate in the development of the new ozone SIP.
- Continue with activities associated with the Regional Haze SIP.
- Assist with local and regional analyses of emissions, greenhouse gases, and other air quality topics.
- Coordinate with the State on developing a Carbon Reduction Strategy (carryover from 2022-2023 UPWP).
- Evaluate emissions impacts of CMAQ funded TIP projects.
- Evaluate opportunities and priorities for federal and state grant funding to reduce on-road highway source carbon dioxide emissions and other negative environmental attributes.

#### Deliverables:

##### 2024

- Conformity Determination Reports for RTP amendments (as needed)
- Annual Report on CMAQ-funded TIP projects

##### 2025

- Conformity Determination Reports for RTP amendments (as needed)
- Annual Report on CMAQ-funded TIP projects

Participants: DRCOG (lead), APCD, RAQC, AQCC, RTD, CDOT

## Activity 5.2 EPA Climate Pollution Reduction Planning Grant

Purpose: Implement EPA planning grant for reducing greenhouse gas emissions in the Denver region.

### Tasks:

- Convene monthly stakeholder meetings with local agency staff.
- Conduct greenhouse gas emissions inventory and projections.
- Develop greenhouse gas reduction targets, quantified reduction measures, workforce planning analysis, benefits analysis, low income/disadvantaged communities benefits analysis, and review of authority to implement recommendations.
- Develop priority and comprehensive climate action plans.
- Consultant services may be required in the development of materials and deliverables.

### Deliverables:

2024

- Priority Climate Action Plan

2025

- Comprehensive Climate Action Plan

Participants: DRCOG (lead), RAQC, CDOT, RTD, local agencies

## Objective 6.0 Project Programming

Identify and implement priorities within the metropolitan area by effectively developing and managing the TIP.

### Activity 6.1 Prepare Transportation Improvement Program

Purpose: Prepare the TIP by identifying projects to be funded with federal and state resources and other regionally significant projects.

Tasks:

- Maintain and amend the Policies for TIP Program Development, as needed.
- Identify and explore alternative process methods for calls for projects.
- Prepare and adopt the FY 2026-2029 TIP document.
- Begin policy-level discussions for the FY 2028-2031 TIP.

Deliverables:

2025

- Adopt FY 2026-2029 TIP

Participants: DRCOG (lead), RTD, CDOT, local governments

### Activity 6.2 Transportation Improvement Program Set-Asides

Purpose: Reaffirm adopted policies, select projects, and maintain and monitor the TIP set-asides to be funded with federal resources.

Tasks:

- Review and revise the Policies for FY 2024-2027 TIP Set-Aside Programs, as necessary.
- Coordinate TIP set-aside program calls for projects and amend selected projects into the adopted TIP.
- Coordinate solicitations for Transportation Corridor Planning, Community-Based Transportation Planning, Livable Centers Small-Area Planning, and Innovative Mobility set-asides and amend selected projects into the adopted TIP.
- Coordinate to ensure successful implementation of selected projects.

Participants: DRCOG (lead), RTD, CDOT, local governments.

### Activity 6.3 Transportation Improvement Program Management

Purpose: Maintain and monitor the adopted TIP by identifying projects to be funded with federal and state resources and other regionally significant projects.

Tasks:

- Amend the current TIP as necessary and maintain current project information on DRCOG's website and in the Transportation Regional Improvement Projects and Survey (TRIPS) database.

- Conduct appropriate project programming activities when revenues change.
- Provide financial and project coordination assistance to implementing agencies and project sponsors.
- Conduct activities with CDOT and local governments to continuously refine the Intergovernmental Agreement, contracting, and federal aid processes.
- Monitor the monthly status of projects and provide results through various means.
- Maintain and update the TRIPS project database and associated data.

Deliverables:

2024

- Amendments and administrative modifications, as necessary
- FY 2023 Projects Delayed Report
- FY 2023 Annual Listing of Obligated Projects
- Updated TRIPS database and web-based interface

2025

- Amendments and administrative modifications, as necessary
- Transportation Improvement Program interactive data visualization
- FY 2024 Projects Delayed Report
- FY 2024 Annual Listing of Obligated Projects

Participants: DRCOG (lead), RTD, CDOT, local governments

## Objective 7.0 Transportation Systems Operations and Safety

Implement regional priorities through strategies to improve the safety and effectiveness of the existing transportation system, explore innovative solutions, and protect air quality.

### Activity 7.1 Congestion Management Process

Purpose: Administer the Denver region's Congestion Management Process.

Tasks:

- Update the Congestion Management Process databases annually.
- Update formulas and factors for delay calculations, as warranted.
- Evaluate new data sources and methodologies, as warranted.
- Prepare public information and outreach documents/presentations.
- Maintain performance tracking report on TIP-funded roadway projects.
- Evaluate opportunities for innovative, integrated, and multimodal solutions to congestion relief in the Denver region.

Deliverables:

2022

- Annual Report of Traffic Congestion in the Denver Region

2023

- Annual Report of Traffic Congestion in the Denver Region

Participants: DRCOG (lead), CDOT, RTD, TMOs, public highway authorities

### Activity 7.2 Regional Transportation Operations & Technology

Purpose: Provide a regional transportation operations perspective to the Metro Vision planning process, assure conformance with the Regional Intelligent Transportation Systems (ITS) Architecture, and lead inter-jurisdictional and interagency coordination on transportation technology deployment and day-to-day transportation system operations.

Tasks:

- Facilitate and participate in meetings, activities, and committees.
- Monitor transportation technology deployment to ensure compliance.
- Maintain the DRCOG Regional ITS Architecture.
- Assist project sponsors with DRCOG Regional ITS Architecture coordination and Regional Transportation Operations and Technology (RTO&T) Set-Aside projects, especially as it relates to neighboring architectures.
- Incorporate technology and operations strategies into all applicable DRCOG activities and products.
- Monitor and participate in national, state, regional, and local mobility technology efforts.
- Maintain and update web maps on traffic signals and other applicable efforts.

- Conduct calls for projects for the RTO&T TIP set-aside program.
- Develop multi-agency and multimodal strategies to coordinate operations across jurisdictional boundaries.
- Prepare a concept of operations for a regional Automated Traffic Signal Performance Measure (ATSPM) implementation.
- Prepare a concept of operations for Regional Situational Awareness Platform implementation.
- Prepare a concept of operations for Regional Performance Monitoring Data Archive Platform implementation.
- Consultant services may be required for coordinated operations strategies development and concept of operations development.

Deliverables:

2024

- Annual update to the DRCOG Regional ITS Architecture
- Updates (as needed) to the RTO&T Strategic Plan
- Regional Multi-Agency and Multimodal Coordinated Operations Strategies document
- Automated Traffic Signal Performance Measure (ATSPM) concept of operations

2025

- Annual update to the DRCOG Regional ITS Architecture
- Updates (as needed) to the RTO&T Strategic Plan
- Regional Situational Awareness Platform concept of operations
- Regional Performance Monitoring Data Archive Platform concept of operations

Participants: DRCOG (lead), FHWA, CDOT, RTD, public highway authorities, public safety agencies, local governments

### Activity 7.3 Transportation Security Planning

Purpose: Participate in security-related activities and develop planning products/methods that will be used to consider security in the process to identify, evaluate, and fund transportation projects.

Tasks:

- Participate on federal and state agency committees dealing with security, hazards, and transportation, as requested, including Colorado’s North Central All-Hazards Region and the Denver Urban Area Security Initiative.
- Monitor and respond to federal rulemaking and guidance documents.
- Refine roles, establish, and maintain relationships to existing documents and protocols), and determine further activities with local stakeholders.



Participants: DRCOG (lead), CDOT, RTD, local governments, Colorado Department of Public Safety, Division of Homeland Security and Emergency Management (North Central Region and Northeast Region)

#### Activity 7.4 Transportation Safety Planning

Purpose: Incorporate safety data and analyses into transportation planning and public awareness activities; maintain and expand DRCOG's Regional Vision Zero Program.

Tasks:

- Geocode, quality check, disseminate, and house crash data.
- Convene stakeholders to improve crash data quality.
- Prepare crash and safety analyses, as necessary for both internal and external users.
- Prepare and publish annual Bicycle and Pedestrian Crash Report.
- Respond to requests for information.
- Maintain, implement, and update Taking Action on Regional Vision Zero.
- Identify priority initiatives and projects for opportunities to either participate in federal initiatives and/or apply for federal grants and administer/implement awarded grants. Consultant services may be required.

Deliverables:

2024

- Updated Taking Action on Regional Vision Zero
- 2024 Bicycle and Pedestrian Crash Report
- Updated Regional Vision Zero Story Map

2025

- Crashes interactive data visualization
- 2025 Bicycle and Pedestrian Crash Report

Participants: DRCOG (lead), CDOT, Colorado Department of Revenue, local governments

#### Activity 7.5 Innovative Mobility Planning

Purpose: Initiate, participate in, and support transportation technology and innovative mobility planning and strategic work in the Denver region, including implementing Mobility Choice Blueprint and work with the Advanced Mobility Partnership.

Tasks:

- Implement transportation technology and innovative mobility recommendations, programs, policies, research, and projects in the region.
- Conduct, develop, coordinate and monitor other activities relating to topics such as emerging mobility, transportation technology, mobility hubs, curbside management and shared mobility.

- Coordinate and participate in committees and conversations to advance mobility in the region and nation.
- Implement, maintain, and update Shared Micromobility in the Denver Region document.
- Maintain and update shared micromobility inventory and Story Map.
- Maintain and update regional shared micromobility dashboard. Consultant or vendor services may be required.
- Prepare a Mobility Hubs in the Denver Region white paper.
- Monitor transportation technology-related pilots, update regional inventory of pilots and programs, and provide educational opportunities to highlight transportation technology-related pilots, programs, and services in the region.
- Maintain and update regional inventory of transportation technology-related pilot programs and projects.
- Evaluate and identify potential regional demonstration projects for potential funding under the Federal Strengthening Mobility and Revolutionizing Transportation (SMART) program.
- Solicit proposals for innovative mobility set-aside projects from local agencies and select initial project proposals. Develop engagement materials to communicate program goals and services. Procure consultant and/or vendor services for development of plans and/or demonstrations and lead/coordinate set-aside planning efforts.
- Consultant services will be used in the development of the plans and projects.

Deliverables:

2024

- Shared Micromobility in the Denver Region update
- Mobility Hubs in the Denver Region white paper
- Innovative mobility set-aside project(s)
- Annual update to shared micromobility inventory and Story Map
- Annual update to regional shared micromobility dashboard

2025

- Innovative mobility set-aside project(s)
- Annual update to shared micromobility inventory and Story Map
- Annual update to regional shared micromobility dashboard

Participants: DRCOG (lead), CDOT, RTD, local governments

## Objective 8.0 Public Transportation Planning

Plan and operate rapid transit corridors, the regional bus network, and transit facilities.

### Activity 8.1 Regional Transit/Human Service Transportation Planning and Coordination

Purpose: Improve regional transit access and mobility through increased planning and coordination.

#### Tasks:

- Work with stakeholders to coordinate human service transportation.
- Compile ongoing service data to use for the travel model, plans, reports, and other activities as needed.
- Conduct calls for projects for the Human Services Transportation (HST) TIP set-aside program and FTA 5310 and Older Americans Act funding.
- Maintain a performance tracking report on TIP funded transit projects.
- Manage the Human Services TIP Set-Aside program and the Denver-Aurora Urbanized Area FTA 5310 program. Maintain and update Project Management Plan for 5310 Program.
- Maintain and begin update to Coordinated Public Transit-Human Services Transportation Plan (Coordinated Transit Plan).

#### Deliverables:

2024

- FTA 5310 Project Management Plan update, if necessary

2025

- FTA 5310 Project Management Plan update, if necessary

Participants: DRCOG (lead), RTD, CDOT, Denver Regional Mobility and Access Council (DRMAC) and others

### Activity 8.2 Regional Bus Rapid Transit Planning

Purpose: Continue to evolve the Regional Bus Rapid Transit (BRT) Partnership to implement the Regional Bus Rapid Transit Network identified in the 2050 Metro Vision Regional Transportation Plan.

#### Tasks:

- Develop a Regional BRT Partnership agreement, charter, Program Management Plan, and/or similar framework documents to strengthen and formalize the Partnership's goals, structure, process, and work activities.
- Facilitate meetings of the Regional BRT Partnership to address shared design, funding, project development, service, fare, maintenance, branding, communication, and other common issues across the Regional Bus Rapid Transit Network.

- Lead the facilitation of corridor partnership meetings, and lead the initial planning and “pre-NEPA” study, for the East Colfax Extension BRT project in collaboration with Aurora, Denver, CDOT, RTD, and other applicable stakeholders.
- Participate with appropriate stakeholders (CDOT, local governments, RTD, and others) in ongoing planning and project development activities to implement Bus Rapid Transit in the Colorado Blvd, Federal Blvd, East Colfax Ave, and CO119 corridors.
- Conduct initial visioning and planning activities on other corridors as part of the Regional Bus Rapid Transit Network.
- Procure consultant services as needed to support the Partnership’s work activities, and/or planning and project development activities.

Deliverables:

2024

- Regional BRT Partnership agreement, charter, Program Management Plan, and/or similar documents

2025

- “Pre-NEPA” study for the East Colfax Extension BRT project

Participants: DRCOG, CDOT, RTD, local governments, FTA

### Activity 8.3 FasTracks Review and Assessment

Purpose: Review and assess the status of FasTracks with respect to State Senate Bill 90-208 (SB-208) as directed by the DRCOG Board.

Tasks:

- RTD prepare FasTracks Change Report(s) for DRCOG.
- DRCOG complete the review and assessment of RTD FasTracks Change Report(s), as needed (If consultant assistance is required for DRCOG financial plan review of an RTD Change Report, RTD would provide funding for the financial consulting effort).
- Based on DRCOG review and assessment of RTD Change Report(s), take further action pursuant to SB-208, and/or amend the RTP, if needed.
- Provide RTD’s annual FasTracks Status Report to the DRCOG Board (due annually to DRCOG by May 1st).

Deliverables:

2024

- FasTracks Change Report (if needed)
- DRCOG review and assessment of RTD Change Report(s), when/if submitted by RTD
- If needed, subsequent SB-208 action and/or RTP amendment
- RTD 2024 FasTracks Annual Status Report

2025

- FasTracks Change Report (if needed)
- DRCOG review and assessment of RTD Change Report(s), when/if submitted by RTD
- If needed, subsequent SB-208 action and/or RTP amendment
- RTD 2025 FasTracks Annual Status Report

Participants: DRCOG, RTD

#### Activity 8.4 RTD Local Government Planning Process

Purpose: Incorporate the input of local governmental jurisdictions into planning activities.

Tasks:

- Gather input from local government representatives for RTD's Mid-term Financial Plan capital projects and annual service plan changes.
- Conduct coordinated public involvement efforts associated with RTD products such as environmental studies and other planning activities.

Participants: RTD (lead), local governments, DRCOG

#### Activity 8.5 RTD Financial Planning

Purpose: To prepare the RTD Mid-term Financial Plan/FTA Program of Projects.

Task:

- Forecast revenues and expenditures.
- Evaluate the RTD base system and the FasTracks program.

Deliverables:

2024

- 2025-2030 Mid-term Financial Plan for input into the TIP

2025

- 2026-2031 Mid-term Financial Plan for input into the TIP

Participants: RTD

#### Activity 8.6 RTD Base System Planning

Purpose: Provide base system-level planning for the rapid transit corridors, the regional bus network, and transit facilities.

Tasks:

- Continue oversight of base system planning process.
- Conduct other assorted engineering, planning, and environmental activities.

Participants: RTD (Lead), DRCOG, CDOT

### Activity 8.7 Transit Facility Planning

Purpose: Research and report on transit facilities.

Tasks:

- Prepare quarterly Park-n-Ride use reports and biannual user distribution geocoding and mapping.
- Participate in local jurisdiction land-use planning processes for station areas.
- Pursue joint development at RTD transit stations, as practical and legal.
- Monitor and evaluate transit priority signal implementation.
- Mobility Hub planning at priority locations identified in partnership among RTD, CDOT, and DRCOG.
- Studies and reports such as Transit Oriented Development (TOD) activity report, FasTracks Quality of Life study, and Park-n-Ride utilization reports.
- Provide ongoing TOD education and outreach.

Deliverables:

2024

- Mobility Hub plan(s)
- State of transit priority implementation report

2025

- Maintenance facility study
- Mobility Hub plan(s)

Participants: RTD (lead), CDOT, DRCOG, local governments

### Activity 8.8 FasTracks Program Management and Planning Assistance

Purpose: Oversee and manage engineering, planning, environmental, project controls, and construction management activities for FasTracks (consultant assistance may be required).

Tasks:

- Prepare necessary environmental documentation for Northwest Rail Corridor Starter Service.
- Prepare basic design plans to determine station locations, environmental impacts, and costs for Northwest Rail Corridor Starter Service.

Participants: RTD and DRCOG

## Objective 9.0 Planning Data and Modeling

Acquire and maintain data and tools to support the region's transportation and land use planning activities.

### Activity 9.1 Develop and Maintain Geographic Information Systems

Purpose: Research, develop, and deploy Geographic Information Systems (GIS) tools and technologies that support UPWP activities.

Tasks:

- Develop, maintain, and update data, tools, applications, and visualizations that allow all users to explore and consume any type of data collected.
- Coordinate the acquisition of regional datasets (i.e., Denver Regional Aerial Photography Project (DRAPP), Regional Planimetric Data Projects, Regional Land Use Land Cover Projects, Regional Lidar Projects, etc.).
- Maintain internal processes and infrastructure in support of data, application, and tool development.
- Complete the local data collection and regional dataset creation efforts.
- Prepare new web maps for appropriate planning efforts and products, as needed.
- Research, evaluate, and integrate the state Linear Reference System into DRCOG's GIS data.
- Streamline online data product development, templates, and publication.

Deliverables:

2024

- Regional Data Catalog data offerings (updates, as needed)
- Web maps, as needed
- 2022 Denver Regional Planimetric Project deliverables

2025

- 2024 DRAPP deliverables
- Regional Data Catalog data offerings (updates, as needed)
- Web maps, as needed

Participants: DRCOG (lead), local governments

### Activity 9.2 Land Use Modeling and Forecasting

Purpose: Maintain, operate, and enhance the land use modeling and forecasting tools.

Tasks:

- Collect, compile, and purchase data to update and improve UrbanSim model inputs.
- Document, automate, and improve model workflows.
- Coordinate with the State Demography Office at DOLA in their updates to household and employment control totals.

- Investigate and implement appropriate enhancements to DRCOG’s land use modeling.
- Improve the scripts for exports to the Focus travel demand model.
- Coordinate with other MPOs and peer agencies using the UrbanSim model.
- Align UrbanSim with Focus model inputs.
- Prepare new forecast runs for RTP updates as necessary.
- Consultant services may be required in modeling improvements.

Deliverables:

2024

- Small-area forecast data on the Regional Data Catalog when reviewed and used in an amendment cycle (if any)

2025

- Small-area forecast data on the Regional Data Catalog when reviewed and used in an amendment cycle (if any)

Participants: DRCOG (lead), local governments, DOLA

### Activity 9.3 Transportation Modeling and Forecasting

Purpose: Maintain, operate, expand, and refine the transportation modeling and forecasting tools.

Tasks:

- Update the travel model networks and transportation information database as needed prior to model runs.
- Provide travel model data results in support of requests by planning partners, local governments, and private firms.
- Continuous efforts to improve and streamline the Focus model.
- Evaluate travel demand data sources for use in model component validation efforts.
- Align Focus with UrbanSim model inputs.
- Evaluate implementing the Caliper Highway/Transit Master Network (for maintaining different projects) or other model process enhancements (carryover from FY 2020-2021 UPWP).
- Participate in CDOT-led Statewide Travel Surveys Project in 2023. Consultant services may be used to report on survey results for the DRCOG region.
- Conduct modeling research and documentation.
- Complete a calibration and validation of the regional travel demand model. Consultant services may be required.



Deliverables:

2024

- Focus model runs and output data files used for air quality conformity determinations and other studies, if needed

2025

- Focus model calibration and validation report
- Focus model runs and output data files used for air quality conformity determinations and other studies, if needed

Participants: DRCOG (lead), CDOT, RTD

#### Activity 9.4 Data Collection and Management

Purpose: Obtain, maintain, and distribute transportation and related data to be used in the regional transportation planning process.

Tasks:

- Collect and process local government, CDOT, and RTD data.
- Coordinate the acquisition of local and regional datasets.
- Collect transit ridership, park and ride lot user data, and other transit-related data.
- Collect bridge and pavement condition data from CDOT and local governments.
- Maintain and update internal and publicly accessible datasets and tools.

Deliverables:

2024

- Annual local data inventory
- Regional datasets from local data

2025

- Annual local data inventory
- Regional datasets from local data

Participants: DRCOG (lead), CDOT, RTD, local governments

#### Activity 9.5 Regional Mobility Data Platform

Purpose: Identify opportunities and tools to effectively collect, manage, and maintain transportation data from transportation providers.

Tasks:

- Continue to work with AMP partners to refine the mobility data platform concept.

- Identify opportunities to coordinate on implementation next steps.
- Consultant services may be required in the development of platform elements.

Participants: DRCOG (lead), CDOT, RTD, local governments

## Appendix A: Other Major Planning Activities

**Table 4** below describes other major transportation planning activities that will be ongoing in the Denver region in FY 2024-2025 but funded through means other than federal metropolitan transportation planning funds. For local planning activities not funded through federal sources, an approximate estimate of the local cost is provided per federal guidelines. Note that some activities are planned to occur within this timeframe but are still in the initial planning stages and do not yet have cost estimates developed.

**TABLE 4: PLANNING ACTIVITIES FUNDED THROUGH OTHER MEANS**

Sponsor	Description	Funding Source
Adams County	120th Safety and Multimodal Corridor Study - US85 to Tower	TIP - \$200,000
Adams County	Adams County Comprehensive Safety Action Plan	TIP - \$1,500,000
Adams County	Roadway Functional Classification Update	Local - \$500,000
Arapahoe County	Arapahoe County Transit and Micromobility Study	TIP - \$665,000
Arvada	Arvada Transportation System Plan	Local - \$360,000
Arvada	CO72 Transportation Plan	Local - \$400,000
Aurora	I70/Quail Run Interchange 1601	Local - Costs TBD
Aurora	Aurora Multimodal Transportation Master Plan	TIP - \$3,225,000
Bennett	Safety Action Plan	Local - \$100,000
Boulder County	Boulder County Vision Zero SRTS Action Plan	TIP - \$296,000
Boulder County	Boulder Countywide Strategic Transit Plan	TIP - \$1,500,000
Boulder County	Boulder to Erie Regional Trail Master Plan	Local - \$260,000
Boulder County	S Boulder Rd BRT Study: Broadway/Table Mesa-CO7/119 <sup>th</sup>	TIP - \$500,000
Broomfield	Comprehensive and Transportation Plan Update	Local - Costs TBD
Broomfield	Open Space and Trails Master Plan Update	Local - Costs TBD
Castle Pines	Fiber Optic Master Plan Transportation Master Plan	Local - Costs TBD
Castle Pines	Transportation Master Plan	Local - \$150,000
Castle Rock	CO86 Corridor Study: Franktown to US85	Local - \$1,000,000
CDOT Division of Transportation Development (DTD)	10-Year Plan Maintenance and Update	Statewide Planning and Research Program (SPR)
CDOT DTD	2050 Long-Range Plan and Program Distribution	SPR
CDOT DTD	Colorado Downtown Streets Complete Streets Guide Update	SPR
CDOT DTD	Colorado Freight Plan Update	SPR
CDOT DTD	Greenhouse Gas Planning and Reporting	SPR
CDOT DTD	Mountain Rules Truck Safety Video Series	SPR
CDOT DTD	Safe Routes to School Strategic Plan Implementation	SPR
CDOT DTD	Statewide Bicycle and Pedestrian Plan Update	SPR
CDOT Division of Transit and Rail (DTR)	Bustang Expansion Study	SPR
CDOT DTR	Connected Colorado	SPR

Sponsor	Description	Funding Source
CDOT DTR	Intercity and Regional Bus Network Plan Update	Federal Transit Funds
CDOT Office of Innovative Mobility	Bus Electrification Study	SPR
CDOT Region 1	I25 Segment 2 NEPA	SPR
CDOT Region 1	I25: Speer & 23 <sup>rd</sup> Bridge and Interchange Project	SPR
CDOT Region 1	I270 Corridor EIS	SPR
CDOT Region 1	I70 East Corridor EIS Reevaluation	SPR
CDOT Region 1	Vazquez EA: I270 to 64 <sup>th</sup>	SPR
CDOT Region 4	I76/WCR8 Interchange 1601	SPR
Commerce City	64th Corridor Study: CO2 to Quebec	TIP - \$125,000
Commerce City	Economic Development Strategic Plan	Local - \$76,000
Commerce City	Drainage Master Plan	Local - \$750,000
Commerce City	Intelligent Transportation Systems Plan	Local - \$250,000
Commerce City	Land Development Code	Local - \$500,000
Commerce City	Parks, Recreation, and Golf Master Plan	Local - \$145,000
Commerce City	Transportation Master Plan	Local - \$195,000
Denver	38 <sup>th</sup> Multimodal Corridor Study	Local - \$350,000
Denver	Evans Multimodal Corridor Study	Local - \$500,000
Denver	Bike Network Verification and Facility Upgrade Project	Local - \$500,000
Denver	Shared Micromobility Programmatic Framework	Local - \$50,000
Denver	Near Northwest Area Plan	Local - \$400,000
Denver	Southwest Area Plan	Local - \$400,000
Denver	Far Southwest Area Plan	Local - \$400,000
Douglas County	Douglas County Transit & Multimodal Feasibility Study	TIP - \$400,000
Douglas County	Douglas County Transportation Master Plan Update	Local - \$400,000
DRCOG	Community-Based Transportation Planning	TIP - \$1,250,000
DRCOG	Denver Regional Crash Data Consortium	405(c) Grant
DRCOG	Innovative Mobility	TIP - \$2,000,000
DRCOG	Livable Centers Small-Area Planning	TIP - \$1,250,000
DRCOG	Traffic Signal Plans	TIP - \$2,000,000
DRCOG	Transportation Corridor Planning	TIP - \$1,500,000
Erie	I25 Interchange Study: CO52-Erie Pkwy	TIP - \$500,000
Erie	SW Weld County Transit First and Last Mile Study	TIP - \$167,000
Frederick	Community Parks Master Plan	Local - \$400,000
Frederick	Open Space and Trails Management Plan	Local - \$125,000
Frederick	Downtown Outdoor Recreation Master Plan	Local - \$75,000
Frederick	Boulder Creek Trail Master Plan	Local - \$150,000
Frederick	Comprehensive Plan and Downtown Plan	Local - \$385,150
Jefferson County	Comprehensive and Transportation Master Plans Update	Local - \$950,000
Jefferson County	Lookout Mountain Rd Corridor Study	Local - \$150,000
Littleton	Transportation Master Plan Update	Local - \$300,000
Littleton	Bicycle and Pedestrian Master Plan Update	Local - \$100,000
Littleton	Traffic Operations Plan	Local - \$150,000
Littleton	Littleton Blvd Land Use and Economic Development Study	Local - \$500,000

Sponsor	Description	Funding Source
Littleton	Mary Carter Greenway Feasibility Study	Local - \$175,000
Littleton	Open Space, Recreation, and Trails Master Plan	Local - \$225,000
Littleton	Economic Development Strategic Plan	Local - \$150,000
Longmont	Transportation Mobility Plan Update	Local - \$300,000
Mead	Mead Trails & Open Space Master Plan Update	TIP - \$325,000
Nederland	Nederland Multimodal Transportation Plan	TIP - \$149,000
Parker	Comprehensive Master Plan Update	Local - \$250,000
Parker	Open Space, Trails, and Greenways Master Plan Update	Local - \$100,000
RTD	Light Rail Level Boarding Feasibility Study	TIP - \$1,500,000
Superior	Comprehensive Plan & Transportation Master Plan Update	Local - \$250,000
Thornton	88th Corridor Study: Pecos to Dahlia	TIP - \$250,000
Thornton	Parks and Open Space Plan	Local - In-House
Thornton	Development Code Update	Local - \$450,000
Thornton	Standards and Specifications Update	Local - In-House
Thornton	Thornton Multimodal Trail Study and Precon	TIP - \$1,310,000
Weld County	Southwest Weld County Trail Alignment Study	TIP - \$800,000
Wheat Ridge	38 <sup>th</sup> West Study	Local - \$615,000
Wheat Ridge	Envision Wheat Ridge Comprehensive Plan Update	Local - \$500,000
Wheat Ridge	Traffic Signal Master Plan	Local - Costs TBD

# Appendix B: FY 2022-2023 Accomplishments

Major activities completed as part of the 2022-2023 UPWP include the below. Additional details are available in the FY 2022 and FY 2023 Mid-Year and End-of-Year Status Reports available on the [DRCOG website](#).

## Program Administration and Coordination

- Developed the new UPWP document
- Updated Title VI Implementation Plan, Limited English Proficiency Plan, and Americans with Disabilities Act Program Access Plan
- Developed new Framework for Transportation Planning in the Denver Region
- Developed equity index and project benefits and burdens analysis

## Planning Coordination and Outreach

- Piloted new public engagement approaches associated with the ongoing equity analysis project
- Held two iterations of Civic Academy
- Piloted land use-transportation connection technical assistance program
- Began scoping housing-transportation coordination plan

## Long Range and Multimodal Planning

- Conducted local government cohort meetings on inclusionary zoning
- Updated Community Profiles
- Published two Data Briefs
- Completed an update to the RTP, including air quality conformity, GHG Transportation Report and Mitigation Action Plan
- Adopted revised federal performance measures
- Developed Complete Streets Story Map and prioritization framework
- Selected projects and contracted consultants for first corridor and community-based transportation plans

## Project Programming

- Adopted Policies for TIP Program Development
- Conducted four calls for projects and selected projects
- Developed FY 2024-2027 TIP
- Adopted Policies for FY2024-2027 TIP Set-Aside Programs
- Conducted calls for projects for RTO&T, TDM, and HST set-asides and selected projects
- Developed Annual Listing of Obligated Projects for FY 2021 and 2022
- Developed FY 2021 and 2022 Projects Delayed Reports

## Transportation Systems Operations

- Completed 2021 Annual Report on Traffic Congestion in the Denver Region
- Adopted new RTO&T Strategic Plan

- Updated Regional ITS Architecture
- Awarded 405c grant and convened Crash Data Consortium
- Updated shared micromobility inventory and Story Map
- Launched regional shared micromobility open data portal
- Developed regional transportation technology pilot tracker

## Public Transportation Planning

- Updated Coordinated Transit Plan
- Began new RTD Subregional Service Councils
- Began Northwest Rail Peak Period Service study
- Conducted Fare Equity Study
- Adopted 2023-2028 and 2024-2029 Mid-term Financial Plans
- Adopted Reimagine RTD System Optimization Plan and Mobility Plan for the Future
- Published 2020 and 2021 Quality of Life TOD Reports and TOD Visual Guide

## Planning Data and Modeling

- Completed Denver Regional Aerial Photography Project, Denver Regional Planimetric Project, and Regional Land Cover Project deliverables
- Recalibrated Focus travel model prior to RTP amendment
- Published mobility data platform concept white paper

## Appendix C: Program Financing Tables

Tables 5 and 6 depict the anticipated revenues and expenditures of federal CPG funds for this UPWP.

**TABLE 5: FY 2024 AND FY 2025 UPWP REVENUE SOURCES**

<b>Funding Source</b>	<b>Recipient</b>	<b>Federal Funding</b>	<b>DRCOG Cash Match</b>	<b>RTD In-Kind Match</b>	<b>TOTAL</b>
FY 2024 CPG	DRCOG	\$6,131,562	\$318,650	\$955,951	\$7,406,163
FY 2025 CPG	DRCOG	\$6,240,818	\$324,328	\$972,984	\$7,538,130
FY 2022/FY 2023 Carryover	DRCOG	\$7,119,940	\$370,015	\$1,110,045	\$8,600,000
<b>Total Available Funding</b>		<b>\$19,492,320</b>	<b>\$1,012,993</b>	<b>\$3,038,980</b>	<b>\$23,544,293</b>



**TABLE 6: FY 2024 AND FY 2025 UPWP ANTICIPATED EXPENDITURES**

FY 2024/2025 UPWP Objectives and Activities	Total Consolidated Planning Grant Expenditures*								Other Grant Funds					
	FY 2024				FY 2025				Total UPWP Expenditure	FY 2024 and 2025				
	Total Expenditure	DRCOG Cash Match	RTD In-Kind Match	CPG (federal)	Total Expenditure	DRCOG Cash Match	RTD In-Kind Match	CPG (federal)		STBG Federal	Toil Credits Match	EPA CRPG**	NHTSA 405c**	CMAQ**
<b>Objective 1.0 Program Administration and Coordination</b>	\$ 949,074	\$ 46,886	\$ 140,657	\$ 902,188	\$ 1,025,995	\$ 50,686	\$ 152,057	\$ 975,309	\$ 1,975,068	\$ -	\$ -	\$ -	\$ -	\$ -
Activity 1.1 Direct Program Management	\$ 342,174	\$ 16,904	\$ 50,712	\$ 325,270	\$ 369,782	\$ 18,268	\$ 54,803	\$ 351,515	\$ 711,956					
Activity 1.2 DRCOG Staff Training and Development	\$ 146,348	\$ 7,230	\$ 21,689	\$ 139,118	\$ 158,439	\$ 7,827	\$ 23,481	\$ 150,612	\$ 304,787					
Activity 1.3 Unified Planning Work Program	\$ 191,606	\$ 9,466	\$ 28,397	\$ 182,140	\$ 207,045	\$ 10,228	\$ 30,685	\$ 196,816	\$ 398,650					
Activity 1.4 MPO Compliance	\$ 268,946	\$ 13,286	\$ 39,859	\$ 255,660	\$ 290,729	\$ 14,362	\$ 43,087	\$ 276,366	\$ 559,675					
<b>Objective 2.0 Planning Coordination and Outreach</b>	\$ 1,209,652	\$ 59,759	\$ 179,276	\$ 1,149,894	\$ 1,299,198	\$ 64,182	\$ 192,547	\$ 1,235,015	\$ 2,508,850	\$ -	\$ -	\$ -	\$ -	\$ -
Activity 2.1 DRCOG Public Engagement and Outreach	\$ 204,415	\$ 10,098	\$ 30,295	\$ 194,317	\$ 220,613	\$ 10,899	\$ 32,696	\$ 209,714	\$ 425,028					
Activity 2.2 Local Government and Stakeholder Education, Outreach and Support	\$ 325,630	\$ 16,087	\$ 48,260	\$ 309,544	\$ 351,849	\$ 17,382	\$ 52,146	\$ 334,467	\$ 677,480					
Activity 2.3 Regional Planning Coordination	\$ 433,191	\$ 21,400	\$ 64,201	\$ 411,791	\$ 460,398	\$ 22,744	\$ 68,233	\$ 437,654	\$ 893,589					
Activity 2.4 Develop and Publish Data Dashboards	\$ 188,538	\$ 9,314	\$ 27,942	\$ 179,224	\$ 203,682	\$ 10,062	\$ 30,187	\$ 193,620	\$ 392,220					
Activity 2.5 GHG Mitigation Action Plan Implementation Assistance	\$ 57,878	\$ 2,859	\$ 8,578	\$ 55,019	\$ 62,656	\$ 3,095	\$ 9,286	\$ 59,560	\$ 120,534					
<b>Objective 3.0 Land Use and Development Planning</b>	\$ 1,230,096	\$ 60,769	\$ 182,306	\$ 1,169,328	\$ 1,201,469	\$ 59,354	\$ 178,063	\$ 1,142,115	\$ 2,431,566	\$ 2,000,000	\$ 500,000	\$ -	\$ -	\$ -
Activity 3.1 Metro Vision Plan-Collaboration and Implementation Assistance	\$ 299,026	\$ 14,772	\$ 44,317	\$ 284,254	\$ 322,999	\$ 15,957	\$ 47,870	\$ 307,042	\$ 622,025					
Activity 3.2 Metro Vision Plan-Research and Performance Management	\$ 320,280	\$ 15,822	\$ 47,467	\$ 304,457	\$ 342,437	\$ 16,917	\$ 50,751	\$ 325,520	\$ 662,716					
Activity 3.3 Livable Centers Small-Area Planning	\$ 93,736	\$ 4,631	\$ 13,892	\$ 89,105	\$ 101,461	\$ 5,012	\$ 15,037	\$ 96,449	\$ 195,197	\$ 2,000,000	\$ 500,000			
Activity 3.4 Housing Coordination Planning	\$ 517,054	\$ 25,443	\$ 76,630	\$ 491,511	\$ 434,573	\$ 21,469	\$ 64,406	\$ 413,104	\$ 951,627					
<b>Objective 4.0 Multimodal Planning</b>	\$ 1,980,327	\$ 97,831	\$ 293,493	\$ 1,882,496	\$ 1,664,012	\$ 82,205	\$ 246,614	\$ 1,581,808	\$ 3,644,340	\$ 1,100,000	\$ 275,000	\$ -	\$ -	\$ -
Activity 4.1 Metro Vision Regional Transportation Plan	\$ 472,003	\$ 23,318	\$ 69,953	\$ 448,686	\$ 510,213	\$ 25,205	\$ 75,616	\$ 485,008	\$ 982,217					
Activity 4.2 Federal Performance Measure Reporting	\$ 33,536	\$ 1,657	\$ 4,970	\$ 31,880	\$ 36,312	\$ 1,794	\$ 5,382	\$ 34,518	\$ 69,848					
Activity 4.3 Regional Corridor Planning	\$ 330,090	\$ 16,307	\$ 48,921	\$ 313,783	\$ 336,547	\$ 16,626	\$ 49,878	\$ 319,921	\$ 666,637	\$ 600,000	\$ 150,000			
Activity 4.4 Community Based Transportation Planning	\$ 156,636	\$ 7,738	\$ 23,214	\$ 148,898	\$ 161,224	\$ 7,965	\$ 23,894	\$ 153,259	\$ 317,860	\$ 500,000	\$ 125,000			
Activity 4.5 Active Transportation Planning	\$ 484,338	\$ 23,927	\$ 71,781	\$ 460,411	\$ 249,434	\$ 12,322	\$ 36,967	\$ 237,111	\$ 733,772					
Activity 4.6 Transportation Demand Management Planning	\$ 283,451	\$ 14,003	\$ 42,009	\$ 269,448	\$ 190,252	\$ 9,399	\$ 28,196	\$ 180,854	\$ 473,704					
Activity 4.7 Complete Streets Planning	\$ 68,437	\$ 3,381	\$ 10,143	\$ 65,056	\$ 73,993	\$ 3,655	\$ 10,966	\$ 70,338	\$ 142,430					
Activity 4.8 Regional Freight Planning	\$ 151,835	\$ 7,501	\$ 22,503	\$ 144,334	\$ 106,037	\$ 5,238	\$ 15,715	\$ 100,799	\$ 257,872					
<b>Objective 5.0 Air Quality</b>	\$ 307,782	\$ 15,205	\$ 45,615	\$ 292,577	\$ 333,235	\$ 16,462	\$ 49,387	\$ 316,773	\$ 641,017	\$ -	\$ -	\$ 660,000	\$ -	\$ -
Activity 5.1 Air Quality and Conformity	\$ 228,970	\$ 11,311	\$ 33,934	\$ 217,659	\$ 248,020	\$ 12,253	\$ 36,758	\$ 235,767	\$ 476,990					
Activity 5.2 EPA Carbon Reduction Planning Grant	\$ 78,811	\$ 3,893	\$ 11,680	\$ 74,918	\$ 85,215	\$ 4,210	\$ 12,629	\$ 81,006	\$ 164,027			\$ 660,000		
<b>Objective 6.0 Project Programming</b>	\$ 556,162	\$ 27,475	\$ 82,426	\$ 528,687	\$ 601,865	\$ 29,733	\$ 89,199	\$ 572,132	\$ 1,158,027	\$ -	\$ -	\$ -	\$ -	\$ -
Activity 6.1 Prepare Transportation Improvement Program	\$ 217,402	\$ 10,740	\$ 32,220	\$ 206,662	\$ 235,198	\$ 11,619	\$ 34,857	\$ 223,578	\$ 452,599					
Activity 6.2 Transportation Improvement Program Set-Asides	\$ 112,179	\$ 5,542	\$ 16,625	\$ 106,637	\$ 121,361	\$ 5,995	\$ 17,986	\$ 115,365	\$ 233,540					
Activity 6.3 Transportation Improvement Program Management	\$ 226,582	\$ 11,193	\$ 33,580	\$ 215,388	\$ 245,307	\$ 12,119	\$ 36,356	\$ 233,188	\$ 471,888					
<b>Objective 7.0 Transportation Systems Operations and Safety</b>	\$ 858,762	\$ 42,424	\$ 127,272	\$ 816,338	\$ 733,850	\$ 36,253	\$ 108,760	\$ 697,597	\$ 1,592,612	\$ 2,000,000	\$ 500,000	\$ -	\$ 381,100	\$ 2,217,000
Activity 7.1 Congestion Management Process	\$ 204,683	\$ 10,112	\$ 30,335	\$ 194,571	\$ 221,494	\$ 10,942	\$ 32,826	\$ 210,552	\$ 426,177					
Activity 7.2 Regional Transportation Operations & Technology	\$ 121,812	\$ 6,018	\$ 18,053	\$ 115,794	\$ 131,916	\$ 6,517	\$ 19,551	\$ 125,399	\$ 253,728					\$ 2,217,000
Activity 7.3 Transportation Security Planning	\$ 5,566	\$ 275	\$ 825	\$ 5,291	\$ 6,037	\$ 298	\$ 895	\$ 5,739	\$ 11,604					
Activity 7.4 Transportation Safety Planning	\$ 491,591	\$ 24,285	\$ 72,856	\$ 467,306	\$ 336,396	\$ 16,618	\$ 49,855	\$ 319,778	\$ 827,988				\$ 381,100	
Activity 7.5 Innovative Mobility Planning	\$ 35,110	\$ 1,734	\$ 5,203	\$ 33,375	\$ 38,007	\$ 1,878	\$ 5,633	\$ 36,130	\$ 73,117	\$ 2,000,000	\$ 500,000			
<b>Objective 8.0 Public Transportation Planning</b>	\$ 568,239	\$ 28,072	\$ 84,216	\$ 540,167	\$ 648,526	\$ 32,038	\$ 96,115	\$ 616,488	\$ 1,216,765	\$ 900,000	\$ 225,000	\$ -	\$ -	\$ -
Activity 8.1 Regional Transit/Human Service Transportation Planning	\$ 126,461	\$ 6,247	\$ 18,742	\$ 120,213	\$ 136,877	\$ 6,762	\$ 20,286	\$ 130,115	\$ 263,337					
Activity 8.2 Regional Bus Rapid Transit Planning	\$ 147,968	\$ 7,310	\$ 21,930	\$ 140,659	\$ 160,093	\$ 7,909	\$ 23,726	\$ 152,184	\$ 308,061	\$ 900,000	\$ 225,000			
Activity 8.3 FasTracks Review and Assessment	\$ 11,288	\$ 558	\$ 1,673	\$ 10,731	\$ 12,223	\$ 604	\$ 1,811	\$ 11,619	\$ 23,511					
Activity 8.4 RTD Local Government Planning Process	\$ 18,600	\$ 919	\$ 2,757	\$ 17,681	\$ 20,136	\$ 995	\$ 2,984	\$ 19,141	\$ 38,735					
Activity 8.5 RTD Financial Planning	\$ 11,288	\$ 558	\$ 1,673	\$ 10,731	\$ 12,223	\$ 604	\$ 1,811	\$ 11,619	\$ 23,511					
Activity 8.6 RTD Base System Planning	\$ 224,184	\$ 11,075	\$ 33,225	\$ 213,109	\$ 276,180	\$ 13,644	\$ 40,931	\$ 262,536	\$ 500,364					
Activity 8.7 Transit Facility Planning	\$ 28,449	\$ 1,405	\$ 4,216	\$ 27,043	\$ 30,796	\$ 1,521	\$ 4,564	\$ 29,274	\$ 59,245					
Activity 8.8 FasTracks Program Management and Planning Assistance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
<b>Objective 9.0 Support Systems for Planning</b>	\$ 1,645,841	\$ 81,307	\$ 243,921	\$ 1,564,534	\$ 1,569,281	\$ 77,525	\$ 232,574	\$ 1,491,756	\$ 3,215,122	\$ -	\$ -	\$ -	\$ -	\$ -
Activity 9.1 Develop and Maintain Geographic Information Systems	\$ 351,981	\$ 17,388	\$ 52,165	\$ 334,592	\$ 380,753	\$ 18,810	\$ 56,429	\$ 361,944	\$ 732,734					
Activity 9.2 Land Use Modeling and Forecasting	\$ 487,930	\$ 24,104	\$ 72,313	\$ 463,825	\$ 495,000	\$ 24,454	\$ 73,361	\$ 470,546	\$ 982,929					
Activity 9.3 Transportation Modeling and Forecasting	\$ 402,526	\$ 19,885	\$ 59,656	\$ 382,640	\$ 373,460	\$ 18,449	\$ 55,348	\$ 355,011	\$ 775,986					
Activity 9.4 Data Collection and Management	\$ 150,031	\$ 7,412	\$ 22,235	\$ 142,620	\$ 162,299	\$ 8,018	\$ 24,053	\$ 154,281	\$ 312,330					
Activity 9.5 Regional Mobility Platform	\$ 253,374	\$ 12,517	\$ 37,551	\$ 240,857	\$ 157,769	\$ 7,794	\$ 23,382	\$ 149,975	\$ 411,143					
<b>FY 2024/2025 Anticipated Expenditures</b>	\$ 9,305,935	\$ 459,727	\$ 1,379,181	\$ 8,846,207	\$ 9,077,432	\$ 448,439	\$ 1,345,316	\$ 8,628,993	\$ 18,383,366	\$ 6,000,000	\$ 1,500,000	\$ 660,000	\$ 381,100	\$ 2,217,000

\*Total expenditures include CPG and cash match.

Anticipated Unused FY 24/25 Contract Funds (Carryover to FY26/27) \$ 5,160,927

Note: In-kind match provided by RTD for transit-related activities is proportionately distributed among all UPWP activities.

TOTAL Funding Available \$ 23,544,293

\*\*The EPA Carbon Pollution Reduction Grant, NHTSA 405c, and Congestion Mitigation/Air Quality grants are 100% federal

# Appendix D: Acronym Glossary

Table 7 lists acronyms which appear in this document:

**TABLE 7: ACRONYM GLOSSARY**

<b>ADA</b>	Americans with Disabilities Act
<b>AMP</b>	Advanced Mobility Partnership
<b>APCD</b>	Air Pollution Control Division
<b>ATSPM</b>	Automated Traffic Signal Performance Measure
<b>AQCC</b>	Air Quality Control Commission
<b>BIL</b>	Bipartisan Infrastructure Law (see IIJA)
<b>BRT</b>	Bus Rapid Transit
<b>CAA</b>	Clean Air Act
<b>CDOT</b>	Colorado Department of Transportation
<b>CDPHE</b>	Colorado Department of Health and Environment
<b>CFR</b>	Code of Federal Regulations
<b>CMAQ</b>	Congestion Mitigation / Air Quality funding
<b>CPG</b>	Consolidated Planning Grant
<b>DOLA</b>	Colorado Department of Local Affairs
<b>DRAPP</b>	Denver Regional Aerial Photography Project
<b>DRCOG</b>	Denver Regional Council of Governments
<b>DRMAC</b>	Denver Regional Mobility and Access Council
<b>EPA</b>	Environmental Protection Agency
<b>FHWA</b>	Federal Highway Administration
<b>FLMA</b>	Federal Land Management Agency(ies)
<b>FTA</b>	Federal Transit Administration
<b>FY</b>	Federal Fiscal Year
<b>GHG</b>	Greenhouse Gas
<b>GIS</b>	Geographic Information Systems
<b>HST</b>	Human Services Transportation Set-Aside
<b>IIJA</b>	Infrastructure Investment and Jobs Act (see BIL)
<b>ITS</b>	Intelligent Transportation Systems
<b>LEP</b>	Limited English Proficiency
<b>MOA</b>	Memorandum of Agreement
<b>MPO</b>	Metropolitan Planning Organization
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NEPA</b>	National Environmental Policy Act
<b>NFRMPO</b>	North Front Range Metropolitan Planning Organization
<b>PEL</b>	Planning and Environmental Linkages study
<b>PPM</b>	Parts per Million
<b>RAQC</b>	Regional Air Quality Council
<b>RTC</b>	Regional Transportation Committee
<b>RTD</b>	Regional Transportation District
<b>RTO&amp;T</b>	Regional Transportation Operations and Technology Set-Aside
<b>RTP</b>	2050 Metro Vision Regional Transportation Plan
<b>SIP</b>	State Implementation Plan

<b>SMART</b>	Strengthening Mobility and Revolutionizing Transportation grants
<b>STRAHNET</b>	Strategic Highway Network
<b>TDM</b>	Transportation Demand Management
<b>TIP</b>	Transportation Improvement Program
<b>Title VI</b>	Title VI (Six) of the Civil Rights Act of 1964
<b>TMA</b>	Transportation Management Area
<b>TMA's</b>	Transportation Management Associations
<b>TOD</b>	Transit Oriented Development
<b>TRIPS</b>	Transportation Regional Improvement Projects and Survey database
<b>UFR TPR</b>	Upper Front Range Transportation Planning Region
<b>UPWP</b>	Unified Planning Work Program
<b>USDOT</b>	United States Department of Transportation



We make life better!

2024-2025 Unified Planning Work Program  
Denver Regional Council of Governments  
1001 17th St., Suite 700  
Denver, CO 80202

drcog.org  
303-455-1000

**ATTACHE**

## ATTACHMENT E

To: Chair and Members of the Regional Transportation Committee

From: Emily Kleinfelter, Safety/Regional Vision Zero Planner

Meeting Date	Agenda Category	Agenda Item #
August 15, 2023	Informational Briefing	7

### SUBJECT

Strategic update to DRCOG's *Taking Action on Regional Vision Zero Plan*

### PROPOSED ACTION/RECOMMENDATIONS

N/A

### ACTION BY OTHERS

N/A

### SUMMARY

When DRCOG adopted *Taking Action on Regional Vision Zero* in 2020, it committed to a target of zero fatalities and serious injuries.

DRCOG staff have been working on the strategic update to *Taking Action on Regional Vision Zero*, focused on Chapter 6, to be more in line with emerging best practices in transportation safety.

The objectives for this strategic update are to:

- Consider focused changes to the adopted *Taking Action on Regional Vision Zero*, including updates to key chapters.
- Take a wholistic approach to updating the Implementation Plan Action Initiatives to create a valuable and sustainable approach to addressing multiple aspects of safety across the region, with the goal of achieving zero fatalities and serious injuries.
- Develop an accompanying story map as a resource for staff, local government members, regional partners, safety stakeholders and the public.
- Meet upcoming state accessibility requirements (HB-1110).

Chapter 6, the Implementation Plan, sets out Action Initiatives, stakeholder responsibility, a timeline and some performance measures that are aimed to track regional progress toward a goal of zero. The plan was guided by public engagement and robust participation from the Regional Vision Zero Working Group.

The Regional Vision Zero Working Group has been meeting to conduct workshops focused on the six objectives identified in the plan. The first workshop's objective was to review the current strategies and actions and assess the amount of progress made on them and their effectiveness. The following four workshops have been structured to solicit feedback from the RVZ Working Group stakeholders on the level of impact and difficulty to implement each objective's strategies and actions. Follow-up surveys to identify priorities and stakeholder involvement in the draft strategies and action have been sent out to the Regional Vision Zero Working Group after each workshop.

The Regional Vision Zero Working Group has one more virtual workshop in September to cover Objective 5: Increase Funding and Resources, and then the group will convene in-person in October to have a prioritization workshop. This workshop will help determine how to prioritize the various strategies and actions that have been identified in the previous workshops and ultimately allow DRCOG staff to tier these actions by their priority-level, level of impact and difficulty to implement, and timeframe in which they can be accomplished. With this feedback, staff will be able to construct an updated Vision Zero Implementation Plan that is representative of the region and has actions with measurable goals, identified goal year of completion, and the appropriate stakeholders responsible for implementation, with the ultimate goal of achieving zero deaths or serious injuries on our roadways.

Staff from RPD and TPO have been developing a companion story map that explores the fatal and serious injury crash trends in the Denver region, breaking down where these crashes are occurring on the regional roadway system and the top contributing factors. Analyzing the patterns in the data shows where crashes occur, how they happen, and help determine which countermeasures will make the biggest impact. This resource will be another tool in DRCOG's Vision Zero Toolkit and help local agencies with their safety efforts.

Along with the story map and implementation update work, staff have also been ensuring the plan meets upcoming state accessibility requirements and making any necessary changes to be compliant.

Staff aim to have the update work to the implementation plan, along with the companion Vision Zero story map, to be completed and prepared for adoption in early 2024.

<b>PREVIOUS DISCUSSIONS/ACTIONS</b>
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<a href="#">March 14, 2023</a> RTC informational briefing
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<b>PROPOSED MOTION</b>
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N/A
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<b>ATTACHMENT</b>
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Staff presentation
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<b>ADDITIONAL INFORMATION</b>
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If you need additional information, please contact Emily Kleinfelter, Safety/Regional Vision Zero Planner, at (303) 480-5647 or <a href="mailto:ekleinfelter@drco.org">ekleinfelter@drco.org</a>
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# **DRCOG VISION ZERO IMPLEMENTATION PLAN UPDATE**

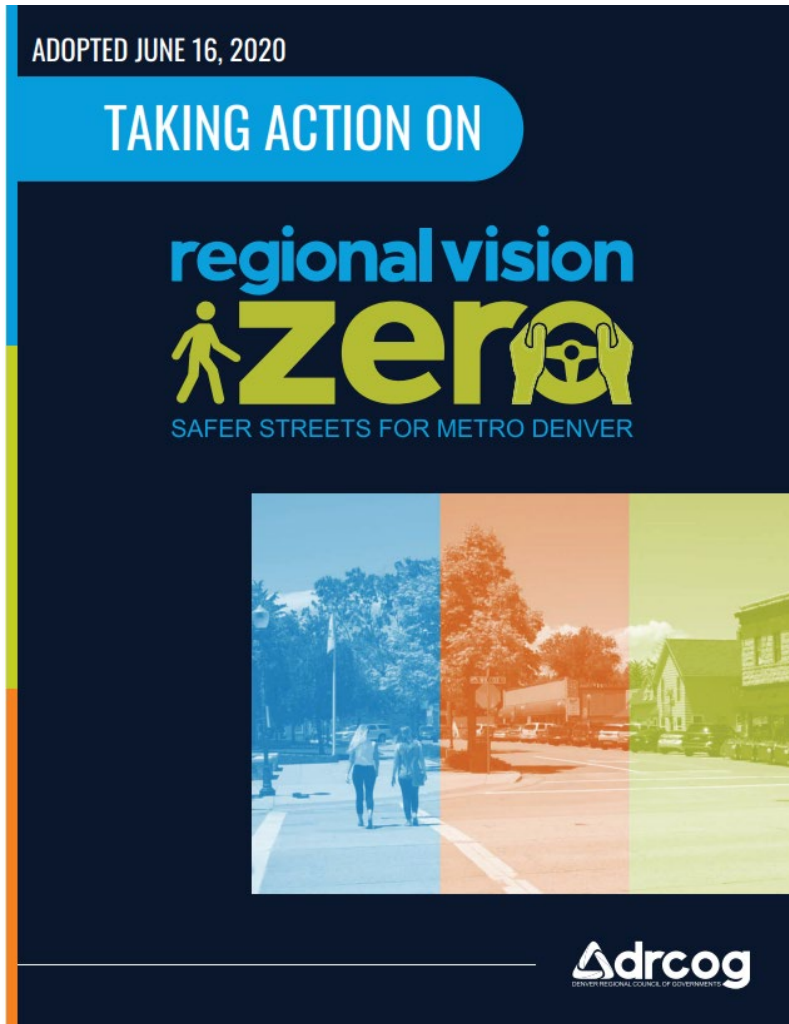
**Regional Transportation Committee**

**August 15, 2023**

**Emily Kleinfelter, Safety/Vision Zero  
Planner, Transportation Planning &  
Operations**



# TAKING ACTION ON REGIONAL VISION ZERO



Chapters 1: Background on Vision Zero

Chapter 2: Why the Region Needs Vision Zero

Chapter 3: DRCOG Vision Zero Principles

Chapter 4: Community Engagement

Chapter 5: Regional Vision Zero Toolkit

Chapter 6: Implementation Plan



Chapter 7: Additional Efforts

Chapter 7: How to Stay Engaged

New! Vision Zero Story Map

# UPDATE STRUCTURE



## Status Check

- Reviewed completion status of current strategies and actions for each Objective.

## Objective Workshops & Surveys

- Solicit feedback from RVZ Working Group on the level of impact and difficulty to implement each Objective's strategies and actions.
- Follow-up surveys to identify priorities and stakeholder involvement in the draft strategies and action are sent out to the RVZ Working Group after each workshop

## Prioritization Workshop

- Convening RVZ Working Group in person to prioritize and identify Tier 1, Tier 2, and Tier 3 actions. There are multiple criteria for tier levels, including implementation timeline of the action.

# OBJECTIVE 1: IMPROVE COLLABORATION BETWEEN ALLIED AGENCIES



- Many of the actions from the previous plan remain.

Organize a Regional Vision Zero Working Group to convene regular meetings of safety stakeholders. Use the working group as a place to share and expand on Vision Zero issues and activities.

**Strategy:** Convene Regional Working Groups with A Variety of Allied Agencies to Address Traffic Safety

**New!**

Facilitate working sessions with local governments, police departments, health providers, and other stakeholders to address dangerous behaviors on the roadway, including impairment, distracted driving, and speeding.

Expected Impact



Medium

Difficulty to Implement



Easy



Low-Medium



Easy



Medium-High



Moderate-Hard

# OBJECTIVE 2: INCREASE AWARENESS AND ADOPTION OF VISION ZERO



- Many of the actions from the previous plan remain here as well.

**Strategy:** Plan for and identify relevant policies and practices to reduce serious-injury and fatal crashes at the local government level.

Assist member governments in the development of a local Vision Zero Action Plan or similar local safety action plan, or formally adopting support for DRCOG's *Taking Action on Regional Vision Zero* plan.

Identify and promote Vision Zero training opportunities to local governments, including resources from the national Vision Zero Network, Federal Highway Administration, and others.

Expected Impact



Medium-High

Difficulty to Implement



Moderate-Hard



Medium



Moderate-Hard



Medium



Easy

# OBJECTIVE 3: DESIGN AND RETROFIT ROADWAYS TO PRIORITIZE SAFETY AND LOWER SPEEDS



- Objective 3 has a handful of revisions and new actions.

Work with member governments to help update street design guidelines, standards, and municipal codes in accordance with Safe System design principles.

Develop a Vision Zero Quick-Build Toolkit for member governments to provide guidance on the design and implementation of quick-to-deliver, reversible, and adjustable traffic measures to improve safety on the Regional High Injury Network and Critical Corridors.

Prioritize the funding, design, and implementation of at least four Complete Streets/Vision Zero projects located along the Regional High Injury Network on an annual basis. Incorporate proven safety countermeasures that have been shown to support lower speeds, protect vulnerable road users, and reduce fatal and serious-injury crashes, focusing on the Critical Corridors and Historically Disadvantaged Communities.

Expected Impact



Medium-High

Difficulty to Implement



Moderate-Hard



Medium-High



Moderate



Medium



Moderate-Hard

# OBJECTIVE 4: IMPROVE DATA COLLECTION AND REPORTING



- There were no proposed new actions to this objective, but feedback during the workshop has helped revise some of the previous actions to make them more realistic and impactful.

**Strategy:** Conduct and prepare crash analyses, including updating crash profiles and the regional High-Injury Network.

**Strategy:** Update the publicly available crash database annually and improve the timeliness of fatal and serious-injury data processing and reporting.

Perform a comprehensive crash data analysis every 3 to five years to understand high-risk actions, contributing factors, and demographics to further build out crash profiles.

Expected Impact



High

Difficulty to Implement



Moderate



Medium-High



Moderate



Medium-High



Moderate-Hard

# OBJECTIVE 4: IMPROVE DATA COLLECTION AND REPORTING



- Many of the actions for this objective were revised to reflect a more accurate role that DRCOG can play when it comes to increasing legislative support that results in safety improvements.

Support legislation to increase funding and evaluate reallocation of existing funding to safety projects to create a reliable, dedicated funding stream.

Expected Impact



High

Difficulty to Implement



Moderate

New!

Support legislation or regulatory changes to improve state driver education to improve interactions with pedestrians and bicyclists.



Medium



Moderate

New!

Support legislation that enables approaches for local agencies to lower speed limits on state-owned roadways to reduce vehicle operating speed and crash severity.



Low-Medium



Moderate-Hard

# VISION ZERO STORY MAP



- Companion resource to *Taking Action on Regional Vision Zero*.
- Story map explores the fatal and serious injury crash trends in the region, breaking down where these crashes are occurring on the regional roadway system and the top contributing factors.
- Data patterns that show us where crashes occur, how they happen, and help determine which countermeasures will make the biggest impact.

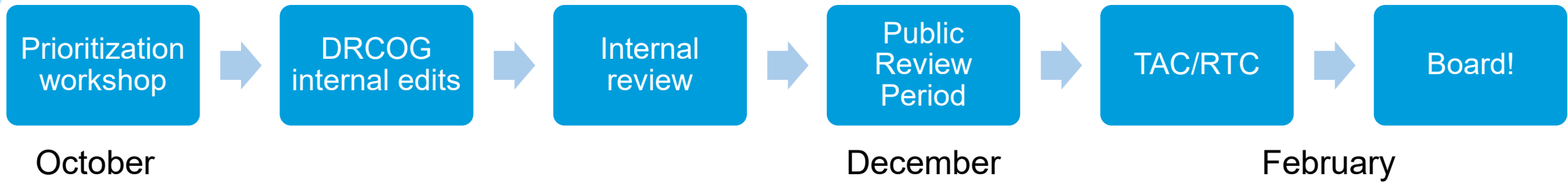


# PREVIEW OF STORY MAP



The screenshot shows a web application interface for 'Regional Vision Zero'. The top navigation bar includes a hamburger menu icon, the 'adrcog' logo, and the text 'Regional Vision Zero'. On the right side of the navigation bar are icons for a star, a list, and a user profile. Below the navigation bar is a secondary menu with several options: 'Taking Action on Regional Vision Zero', 'Urban areas crash profiles' (which is highlighted with a light blue background), 'Suburban/compact communities crash profiles', 'Rural areas crash profiles', 'Limited-access highway crash profiles', and 'Behavior profiles'. The main content area is split into two sections. The left section is a video player showing a city street scene with cars and buildings. The right section is a white area with the text 'Urban areas crash profiles' in a large, bold, blue font. A semi-transparent 'Adobe Stock' watermark is visible over the video player.

# NEXT STEPS





**THANK YOU!**  
**QUESTIONS?**

**Emily Kleinfelter**

**Safety/Vision Zero Planner, Transportation Planning & Operations**

**[ekleinfelter@drcog.org](mailto:ekleinfelter@drcog.org)**

**303-480-5647**

**ATTACH F**

## ATTACHMENT F

To: Chair and Members of the Regional Transportation Committee

From: Erik Braaten, Crash Data Consortium Senior Planner

Meeting Date	Agenda Category	Agenda Item #
August 15, 2023	Informational Briefing	8

### SUBJECT

Regional Crash Data Consortium Update

### PROPOSED ACTION/RECOMMENDATIONS

N/A

### ACTION BY OTHERS

N/A

### SUMMARY

Over the past year, DRCOG has been engaging with member governments and other regional, state, and federal stakeholders to investigate and demonstrate the value of a regional crash data consortium to inventory the needs of the region and work to identify and address common issues with crash data collection, processing, and analysis. This project is funded by a 405C traffic records improvement grant from the National Highway Traffic Safety Administration (NHTSA) and administered by CDOT.

DRCOG staff have learned from more than 30 member governments and dozens of other stakeholders about the crash data being used for analysis, their analysis objectives and some of the challenges faced by users and collectors. DRCOG staff will be publishing a written report including a regional crash data inventory and needs assessment based on stakeholder engagement that will be made available in September 2023. DRCOG will facilitate a meeting of stakeholders after the report's release to share and discuss its findings.

Work will continue with the consortium stakeholders to develop and implement solutions to improve crash data used for safety improvements and other programs and projects in the Denver region. A final report will be published in September 2024 that will include recommendations to address issues identified by the consortium and strategies for the continuation of the consortium following the expiration of original 405C grant funding.

### PREVIOUS DISCUSSIONS/ACTIONS

N/A

### PROPOSED MOTION

N/A

### ATTACHMENT

DRCOG Crash Data Consortium presentation

### ADDITIONAL INFORMATION

If you need additional information, please contact Erik Braaten, Crash Data Consortium Senior Planner, at 303-480-6711 or [ebraaten@drcog.org](mailto:ebraaten@drcog.org).

# REGIONAL CRASH DATA CONSORTIUM

Regional Transportation Committee

August 15, 2023

Erik Braaten – Crash Data  
Consortium Senior Planner

# 405C GRANT PRIMARY GOALS



Investigate and demonstrate the value of a regional crash data consortium to inventory the needs of the region

Work to identify and address common issues with crash data collection, processing, and analysis



# 405C GRANT PERFORMANCE MEASURES



## Completeness

The percentage of crash records with no missing critical data elements

## Integration

The percentage of appropriate records in the crash database that are linked to another system

## Accessibility

Identify the users of the crash database and improve accessibility



# AVERAGE ANNUAL CRASHES, 2015 – 2019



Type of Crash	Colorado*	Denver region** (~ 57% of Colorado population, 2020)	Percent share of crashes in Denver region to state
All	120,867	75,215	62.2%
Fatal	558	273	48.9%
Seriously injured	2,605	1,852	71.1%
Fatal and seriously injured	3,163	2,125	67.2%

\*Source: Colorado Department of Transportation (CDOT) Crash Data Dashboard

\*\*Source: DRCOG Regional Data Catalog, originally sourced from CDOT

# PROJECT TIMELINE



# ENGAGEMENT METHODS



## Surveys



## Conversations



## Consortium Meetings



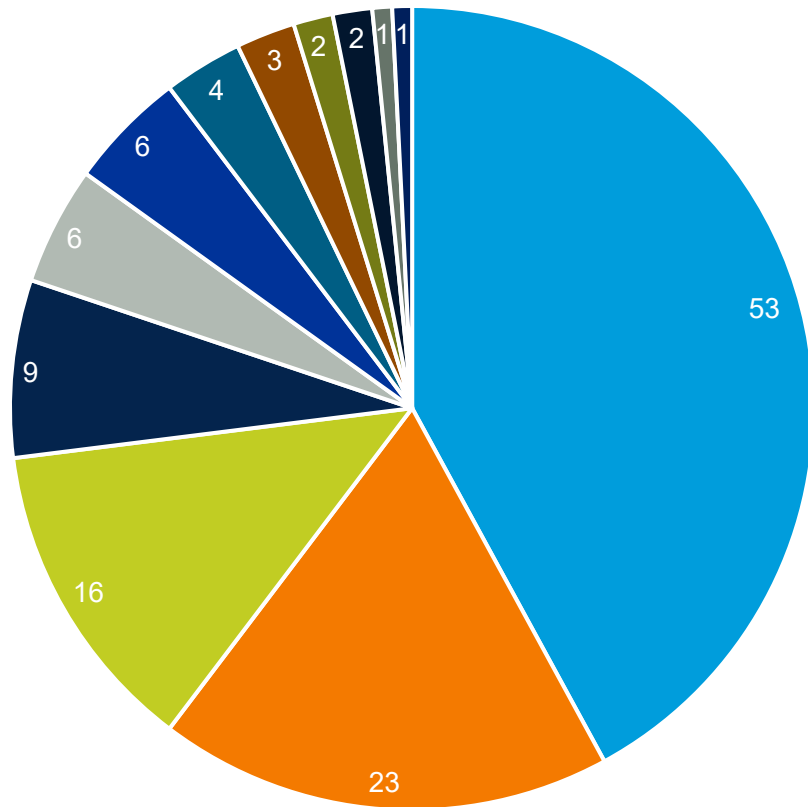
## Involvement with related groups

- DRCOG Regional Vision Zero Working Group
- State Traffic Records Advisory Committee's Crash Manual Task Force

# ENGAGEMENT BREAKDOWN

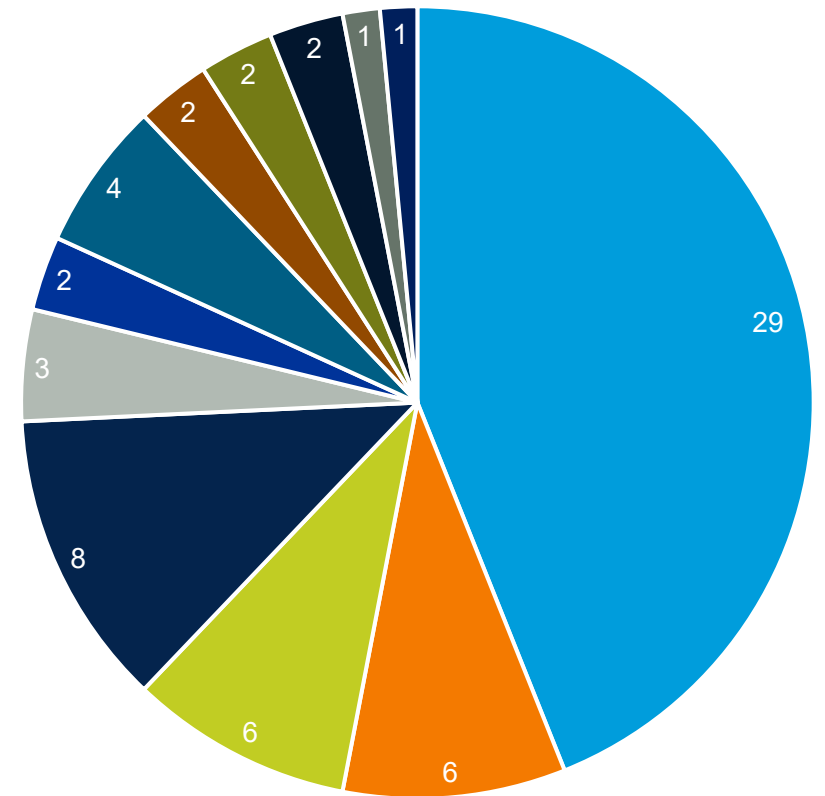


Individual Responses  
by Type of Organization

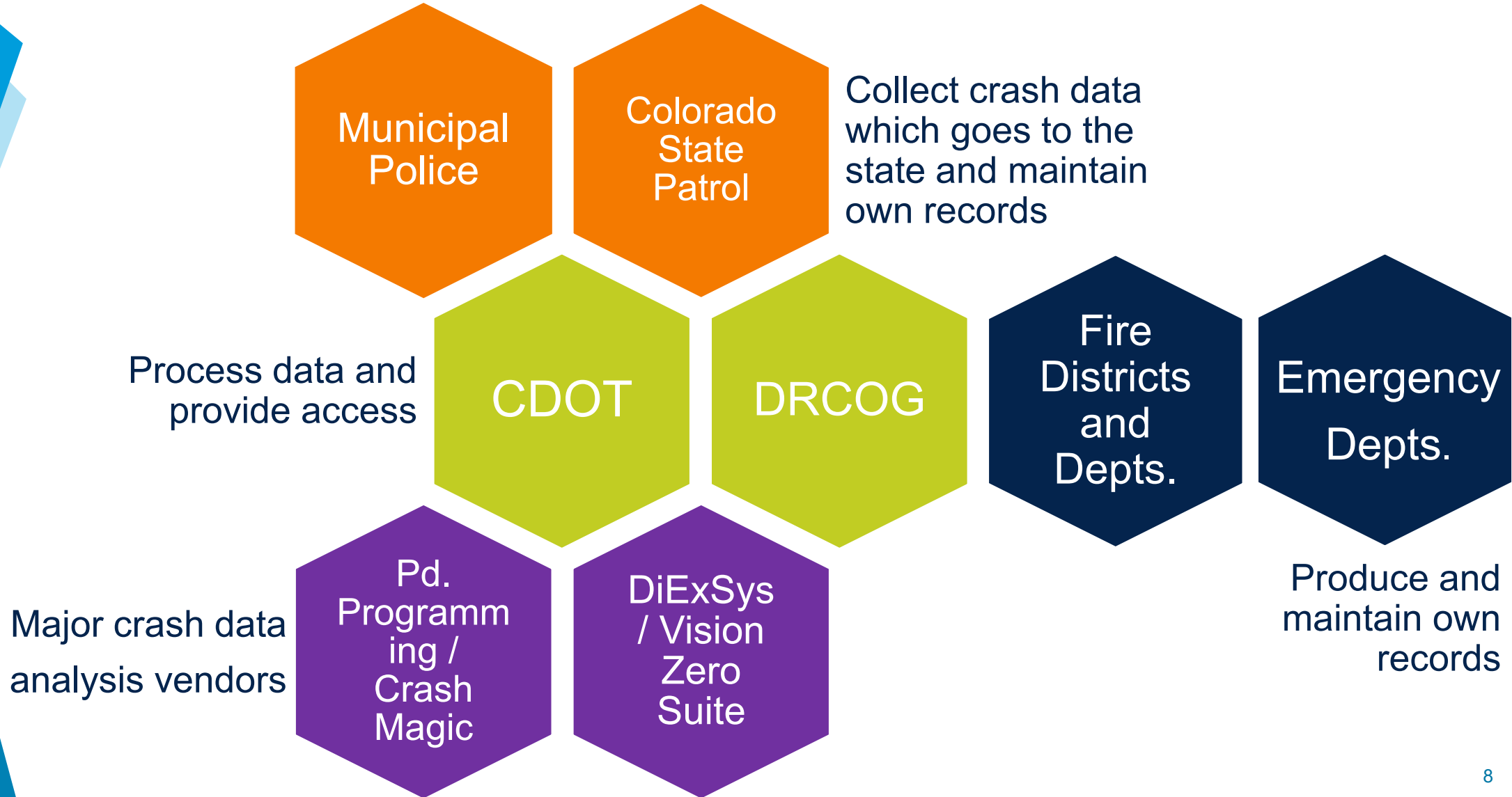


- Municipality
- State
- County
- Consultant
- Federal
- Fire District
- Advocacy
- Vendor
- Higher Education
- MPO
- Airport
- Regional Transportation

Organizations  
by Organization Type



# DATA SOURCES



# STAKEHOLDERS OFTEN USE MULTIPLE DATA SOURCES



## Local

Many local governments can access local law enforcement records

Do not go through same quality control as state and regional data

Can often be accessed more quickly than state or regional data

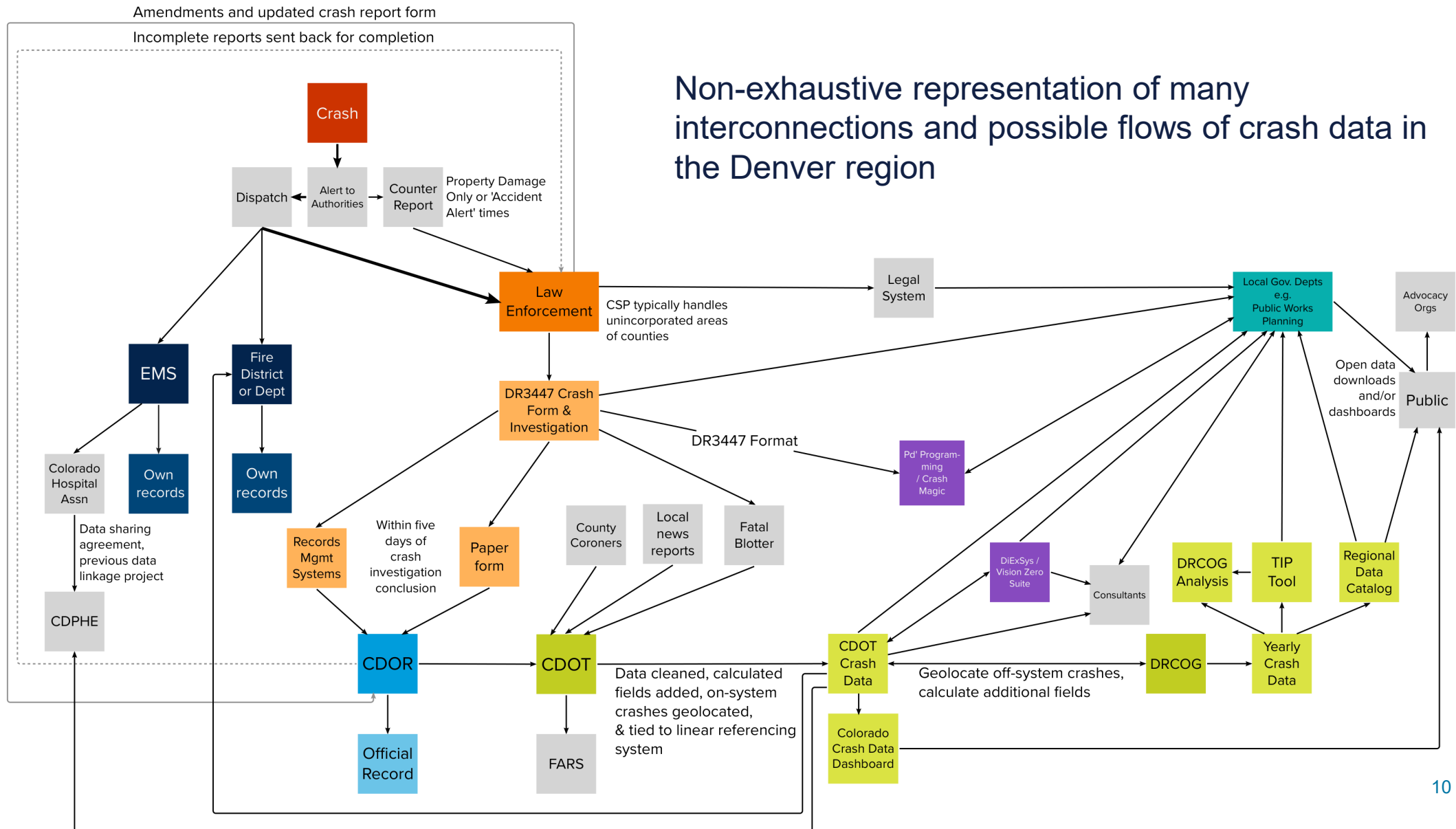
## State and Regional

Useful to identify trends and how communities compare

Detailed information with extensive quality checks

Not always recent enough when making decisions

# DATA PROCESS MODEL



Non-exhaustive representation of many interconnections and possible flows of crash data in the Denver region

# ISSUES AND PROBLEMS ENCOUNTERED



## Location accuracy and availability

- Many local governments do not have consistently geolocated data
- Most off-system data from CDOT is not geolocated, requiring extra processing



## Timeliness

- State crash data considered quickly out of date by many stakeholders
- Local decision makers often expect information that is more recent than is provided by CDOT and DRCOG



## Consistency of police reports

- Crash location accuracy, spelling and street naming conventions vary
- Crash narratives not always present or detailed
- 'Impairment suspected' inconsistent



## Accessibility

- Relationships between data users and law enforcement vary greatly
- 'Unsure where to get data and what is currently available'



# NEXT STEPS



**Complete  
Needs  
Assessment**

**Develop and  
implement  
solutions**

**Additional  
Law  
Enforcement  
engagement**

**Peer  
Analysis**

# NEXT CONSORTIUM MEETING



- September 28, 2023
- 10:00 – 11:30 A.M.
- Zoom; link available on DRCOG Event Calendar online





**THANK YOU!**  
**QUESTIONS?**

**ERIK BRAATEN**  
**[EBRAATEN@DRCOG.ORG](mailto:EBRAATEN@DRCOG.ORG)**

**ATTACH G**

## ATTACHMENT G

To: Chair and Members of the Regional Transportation Committee

From: Ron Papsdorf, Transportation Planning and Operations Division Director

Meeting Date	Agenda Category	Agenda Item #
August 15, 2023	Informational Briefing	9

### SUBJECT

Update on the statewide transportation program distribution process.

### PROPOSED ACTION/RECOMMENDATIONS

N/A

### ACTION BY OTHERS

N/A

### SUMMARY

Program Distribution provides a long-term view of estimated state and federal transportation revenues and how they will be allocated among programs and regions. Funding is broken into program areas and includes existing federal and state sources. The Program Distribution process is led by CDOT every four years in collaboration with Colorado's 15 Transportation Planning Regions (TPRs), including the five metropolitan planning organizations.

CDOT has begun a series of conversations with the Statewide Transportation Advisory Committee (STAC) to discuss various programs and their distribution formulas. CDOT plans to complete this work by the end of 2023.

DRCOG strives to ensure fair distribution of resources throughout the state, including to the DRCOG region. Staff have been reviewing different data points and factors to help inform conversations about program distribution. By many measures, the DRCOG region is half the state or more – including population, employment, total trips, and traffic fatalities.

In July, the STAC recommended unanimously keeping the current distribution formula for the Transportation Alternatives Program.

At its August meeting the STAC voted 11-5 to recommend a formula for the distribution of Regional Priority Program (RPP) funding based on 25% vehicle miles traveled, 20% population, 40% lane miles, and 15% truck vehicle miles traveled. This is a change from the Transportation Commission-adopted formula from 2019 based on 50% population, 35% lane miles, and 15% truck vehicle miles traveled. The change reduces the estimated allocation of RPP funds to CDOT Region 1 from 35.93% to 32.50% or about \$1.7 million per year less than the current formula.

DRCOG staff will provide an update on data comparisons and activities related to Program Distribution.

**PREVIOUS DISCUSSIONS/ACTIONS**

[June 20, 2023](#) – RTC Discussion of the Program Distribution Process

**PROPOSED MOTION**

N/A

**ATTACHMENTS**

1. Staff presentation
2. Map of Transportation Planning Regions, CDOT, August 2022
3. Region and TPR Summary Data, CDOT, 7/27/2023
4. CDOT On-System Lane Miles and VMT Summaries by TPR, OTIS
5. Lane Miles Comparison
6. OTIS Lanes Comparison
7. CDOT Revenue Overview, June 2023

**ADDITIONAL INFORMATION**

If you need additional information, please contact Ron Papsdorf, Transportation Planning and Operations Division Director, at 303-480-6747 or [rpapsdorf@drcog.org](mailto:rpapsdorf@drcog.org).

# Program Distribution

Regional Transportation Committee  
August 15, 2023

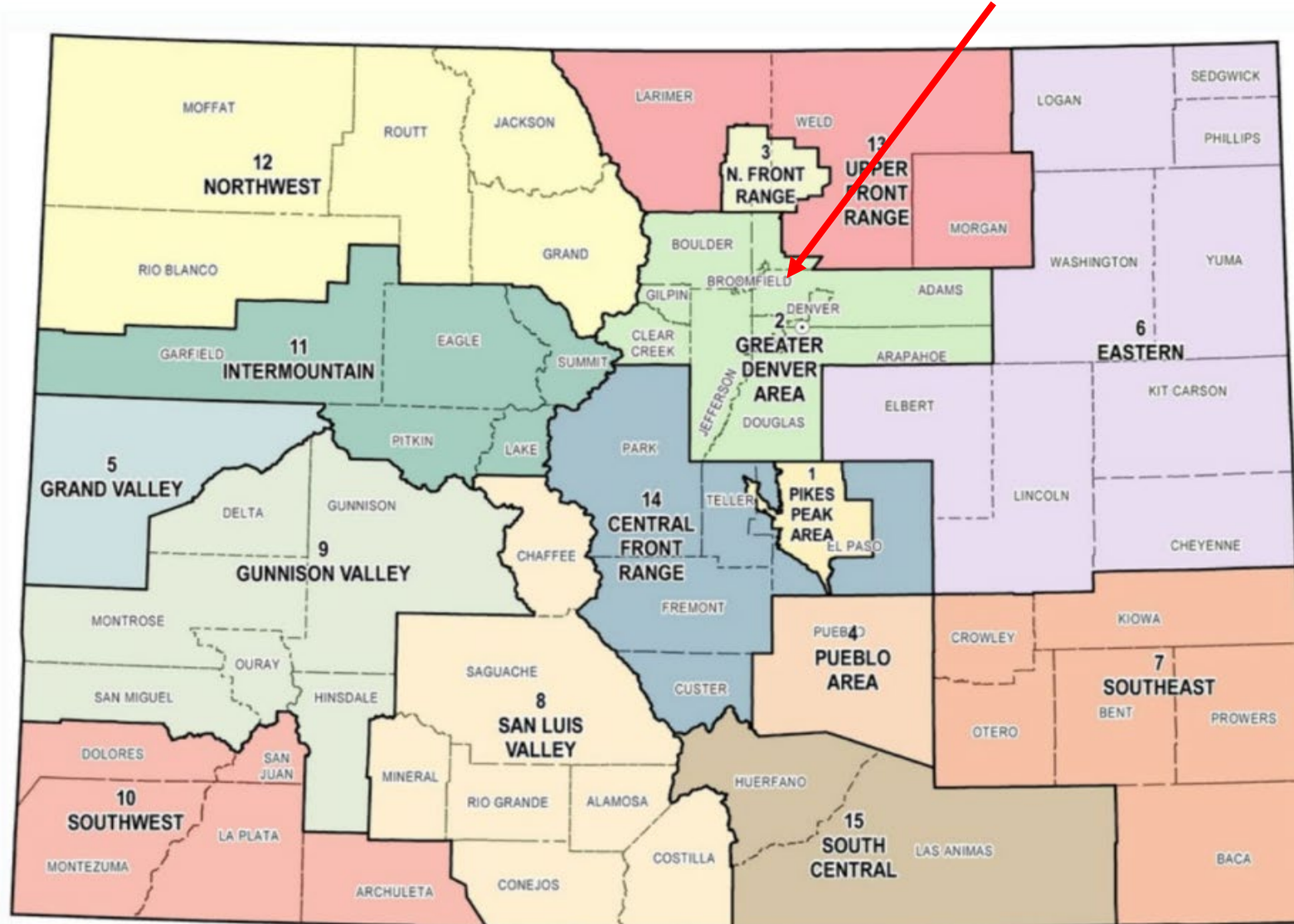
Ron Papsdorf

# Program Distribution reminders

- Part of the Statewide Transportation Plan and outlines the assignment of **projected revenues to various program areas** for the time period of the plan.
- Provides a **long-term view of estimated transportation revenues**, and how they will **be allocated** among programs and regions.
- **Funding is broken into program areas** and includes existing federal and state sources. Only funding that can be **generated under current law and average economic conditions** into the future is included.
- DRCOG develops revenue forecasts based on Program Distribution for funds DRCOG includes in the **Regional Transportation Plan** and administers through the **Transportation Improvement Program**.

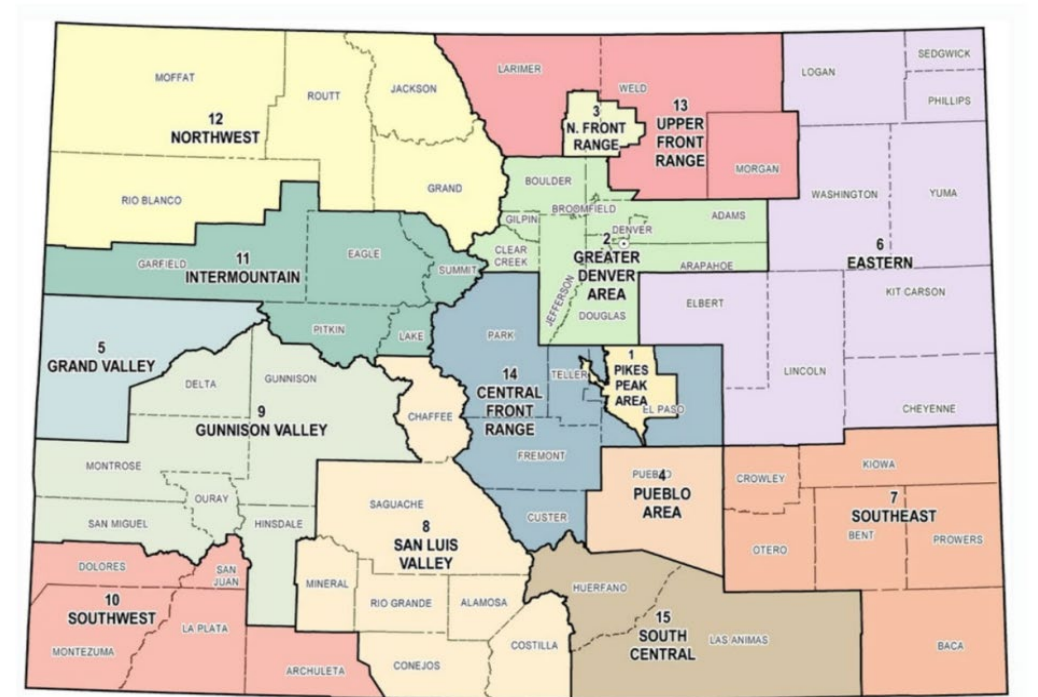


# DRCOG – Greater Denver Area “TPR”



# DRCOG share of the state – demographics/economy

- Population – 58%
- Employment – 64%
- Income / Wages – 71%



- Total trips per day: 15 million out of 30 million
- Vehicle Miles Traveled:
  - On CDOT System: 50% (I-25 + I-70 in DRCOG = 20% of CDOT VMT)
  - Total system: 54%
- CDOT System Lane Miles: 19%+
  - 39% of Interstate, freeway, expressway lane miles (CDOT System)
- Federal-Aid Highway System Lane Miles: 25%
- Traffic Fatalities: 46%
- Transit Trips: 70%

SB 260 established new priorities for considering disproportionately impacted communities in Colorado's transportation planning and programming processes.

## **DRCOG has the greatest number of designated DICs and people identified under the DIC definition:**

- 56% of all DIC Census block groups are located within our TPR. The next closest TPR is Pikes Peak with 12%
- 50% of all low-income Coloradans reside in DRCOG, triple that of the next closest TPR
- 62% of all people of color in the state reside in DRCOG, 5 times that of the next closest TPR
- 59% of all housing cost-burdened households in the state are located in DRCOG, more than 4 times that of the next closest TPR

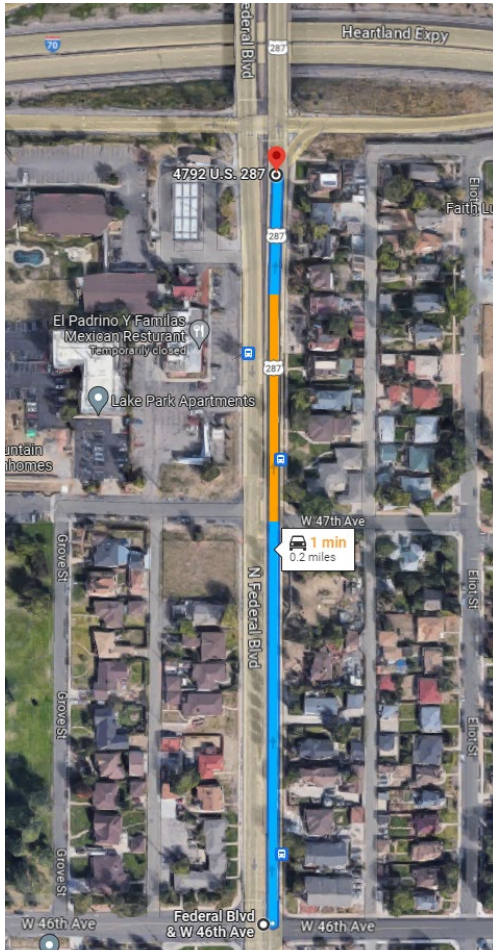
# Principles for Program Distribution

- Formulas should be based on the purpose and uses of the program
- Formulas should include some consideration of where revenue is raised along with system need
- The definition of system need should consider the purpose and desired outcomes of the program
- Data points used in distribution formulas should be complete and accurate

- As reported by the CDOT Online Transportation Information System (OTIS), the on-system lane miles represent only through lanes
- Does not include freeway ramps, freeway to freeway connections, frontage roads, or auxiliary lanes
- Total lane miles does not distinguish between facility types (interstate, freeways, expressways, principal arterial, collector, local) – although the data is available by “functional classification”
- These different facility types have significantly different levels of complexity and need

# Lane Miles – Functional Classification

## Federal Blvd, South of I-70, Denver



0.2 miles x 4 lanes = 0.8 lane miles  
Principal Arterial - Other

## SH318 – West of Maybell, Moffat County



0.6 miles x 2 lanes = 1.2 lane miles  
Major Collector

# OTIS vs. "Real World"

**OTIS Online Transportation Information System**

Highway Data Traffic Data Data Catalog Reports Map View Help

from the drop down list or click the pencil icon then click the map. You can enter the ref points into the text boxes or click the pencil icon then click the map.

Zoom to County (optional):  
 select a county

CDOT Route Number:  
 Find by Name

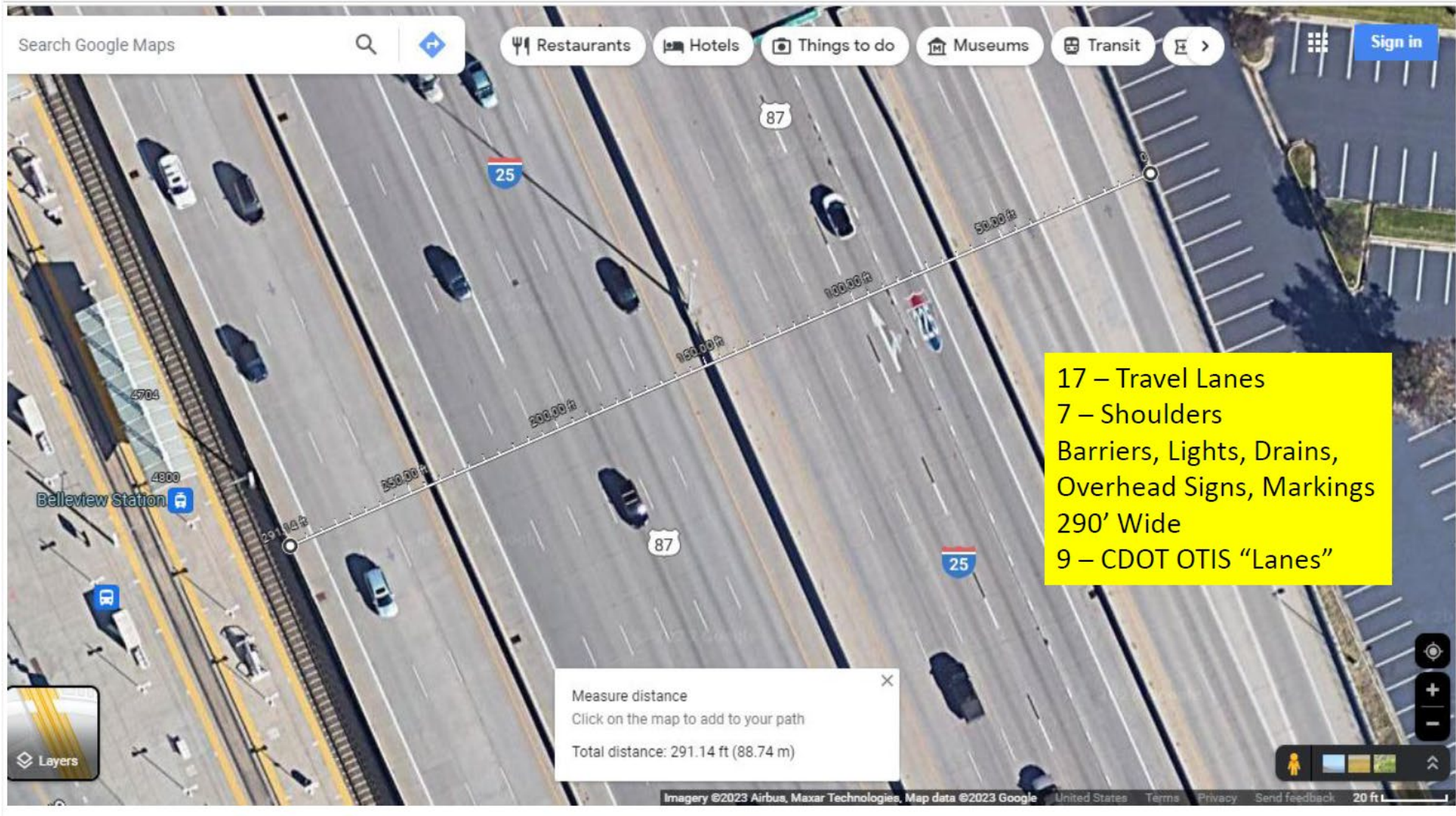
Begin Reference: Min(0)

End Reference: Max(298,879)

Search by traffic station  
 Search by structure  
 Section between intersections



# OTIS vs. "Real World"



# Upcoming impacts on RTP and TIPs

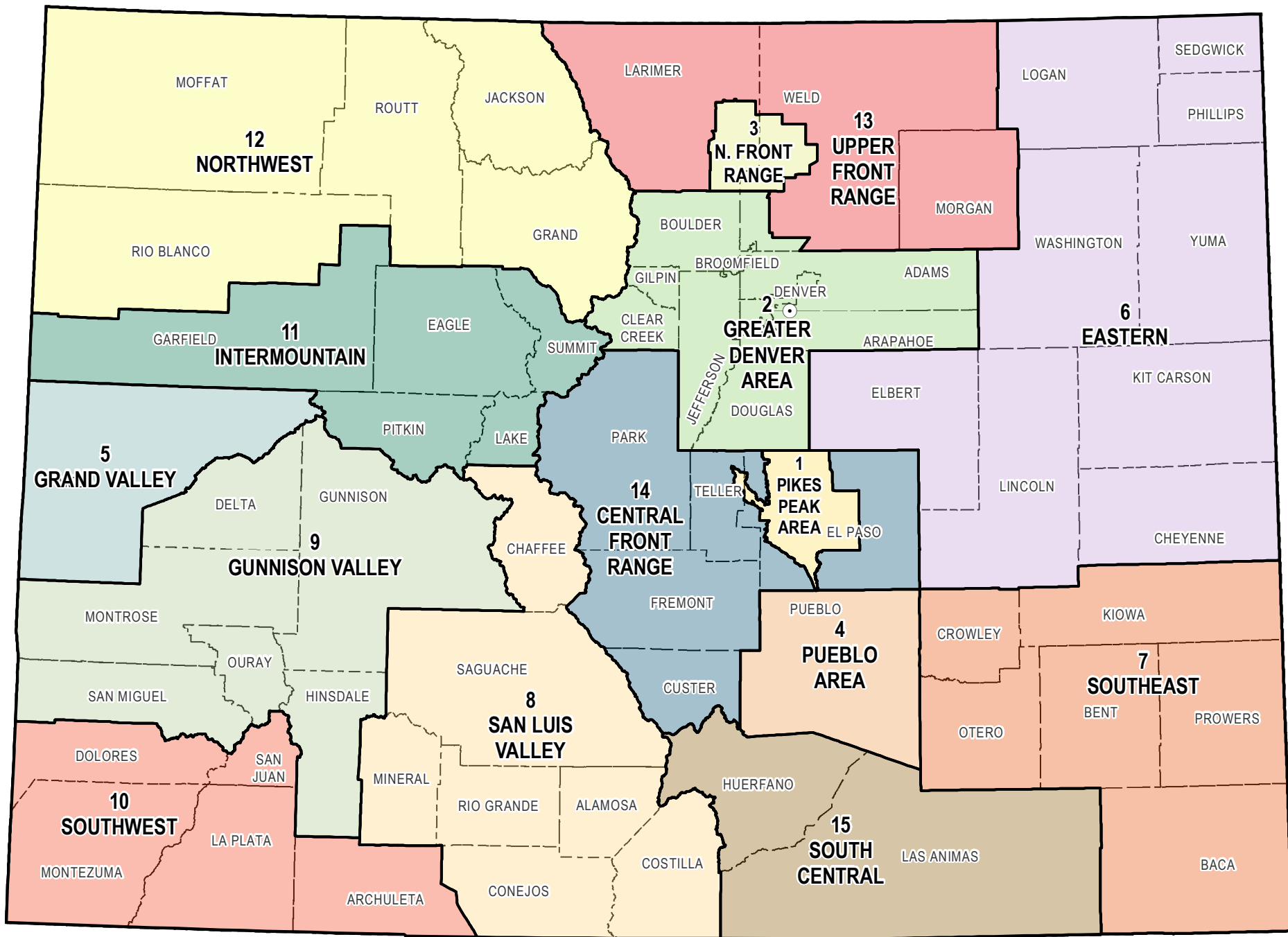
	2023	2024				2025				2026				2027			
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
<b>Program Distribution</b>																	
<b>RTP Update</b>																	
<b>TIP Update</b>																	

- Recommendation from STAC and consideration by the TC
  - Early 2024
- 2050 Regional Transportation Plan major update
  - Due winter of 2026 (will address all federal/state requirements, including GHG)
- Two new TIP documents
  - FY26-29 (Fall 2024 to Spring 2025) – no new calls for projects
  - FY28-31 (Fall 2025 to Summer 2027) – Regional/Subregional Calls for Projects



**THANK YOU!**  
**QUESTIONS?**

**Ron Papsdorf**  
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303-480-6747



1" = 40 Miles

Data Source: CDOT 2021  
 Published: August 2022  
[www.codot.gov](http://www.codot.gov)

# Transportation Planning Regions



**Region and TPR Summary Data**  
7/27/2023

Region	Population	%	Lane Miles	%	CL Miles	%	DVMT	%	DVMT Truck	%
1	2,935,641	50.8%	3,740	16.2%	973.0	10.7%	40,012,778	44.1%	2,516,402	32.3%
2	1,063,123	18.4%	5,017	21.7%	2,079.00	22.9%	14,615,140	16.1%	1,408,201	18.0%
3	480,112	8.3%	4,924	21.3%	2,046.00	22.5%	12,367,560	13.6%	1,127,725	14.5%
4	1,116,242	19.3%	6,322	27.4%	2,541.00	28.0%	18,706,713	20.6%	2,319,327	29.7%
5	178,585	3.1%	3,076	13.3%	1,436.00	15.8%	5,137,457	5.7%	430,705	5.5%
<b>TOTAL</b>	<b>5,773,705</b>	<b>100.0%</b>	<b>23,079</b>	<b>100.0%</b>	<b>9,074.00</b>	<b>100.0%</b>	<b>90,839,647</b>	<b>100.0%</b>	<b>7,802,359</b>	<b>100.0%</b>

TPR	Population	%	Lane Miles	%	CL Miles	%	VMT	%	DVMT Truck	%
Central Front Range	99,336	1.7%	1,067	4.6%	489	5.4%	2,175,656	2.4%	159,402	2.0%
Denver	3,331,594	57.7%	4,434	19.2%	1,211	13.3%	45,091,639	49.6%	2,833,580	36.3%
Eastern	83,840	1.5%	3,287	14.2%	1,415	15.6%	3,929,560	4.3%	1,010,930	13.0%
Grand Valley	155,702	2.7%	751	3.3%	265	2.9%	2,276,219	2.5%	253,713	3.3%
Gunnison Valley	104,527	1.8%	1,507	6.5%	688	7.6%	2,291,995	2.5%	161,521	2.1%
Intermountain	173,266	3.0%	1,520	6.6%	541	6.0%	6,517,755	7.2%	587,426	7.5%
North Front Range	530,837	9.2%	689	3.0%	216	2.4%	5,402,698	5.9%	385,324	4.9%
Northwest	61,747	1.1%	1,665	7.2%	806	8.9%	1,859,260	2.0%	168,405	2.2%
Pikes Peak	726,795	12.6%	641	2.8%	169	1.9%	7,014,085	7.7%	469,920	6.0%
Pueblo	168,161	2.9%	722	3.1%	247	2.7%	2,810,737	3.1%	236,867	3.0%
San Luis Valley	65,581	1.1%	1,448	6.3%	685	7.5%	2,091,261	2.3%	182,750	2.3%
South Central	21,374	0.4%	970	4.2%	411	4.5%	1,314,491	1.4%	209,521	2.7%
Southeast	47,213	0.8%	1,591	6.9%	750	8.3%	1,282,980	1.4%	331,596	4.2%
Southwest	97,875	1.7%	1,109	4.8%	496	5.5%	2,468,527	2.7%	204,615	2.6%
Upper Front Range	105,856	1.8%	1,677	7.3%	685	7.5%	4,312,785	4.7%	606,791	7.8%
<b>TOTAL</b>	<b>5,773,705</b>	<b>100.0%</b>	<b>23,079</b>	<b>100.0%</b>	<b>9,074</b>	<b>100.0%</b>	<b>90,839,647</b>	<b>100.0%</b>	<b>7,802,359</b>	<b>100.0%</b>

Region/TPR	Population	%	Lane Miles	%	CL Miles	%	DVMT	%	DVMT Truck	%
<b>Region 1</b>	<b>2,935,641</b>	<b>50.8%</b>	<b>3,740</b>	<b>16.2%</b>	<b>973</b>	<b>10.7%</b>	<b>40,012,778</b>	<b>44.0%</b>	<b>2,516,402</b>	<b>32.3%</b>
Denver	2,935,638	50.8%	3,740	16.2%	973	10.7%	40,012,778	44.0%	2,516,402	32.3%
<b>Region 2</b>	<b>1,063,123</b>	<b>18.4%</b>	<b>5,017</b>	<b>21.7%</b>	<b>2,079</b>	<b>22.9%</b>	<b>14,615,140</b>	<b>16.1%</b>	<b>1,408,201</b>	<b>18.0%</b>
Central Front Range	99,336	1.7%	1,067	4.6%	489	5.4%	2,175,656	2.4%	159,402	2.0%
Pikes Peak	726,808	12.6%	641	2.8%	169	1.9%	7,014,085	7.7%	469,920	6.0%
Pueblo	168,161	2.9%	722	3.1%	247	2.7%	2,810,737	3.1%	236,867	3.0%
South Central	21,374	0.4%	970	4.2%	411	4.5%	1,314,491	1.4%	209,521	2.7%
Southeast	47,213	0.8%	1,591	6.9%	750	8.3%	1,282,980	1.4%	331,596	4.2%
<b>Region 3</b>	<b>480,112</b>	<b>8.3%</b>	<b>4,924</b>	<b>21.3%</b>	<b>2,046</b>	<b>22.5%</b>	<b>12,367,560</b>	<b>13.6%</b>	<b>1,127,725</b>	<b>14.5%</b>
Grand Valley	155,702	2.7%	751	3.3%	265	2.9%	2,276,219	2.5%	253,713	3.3%
Gunnison Valley	89,397	1.5%	987	4.3%	434	4.8%	1,714,326	1.9%	118,181	1.5%
Intermountain	173,266	3.0%	1,520	6.6%	541	6.0%	6,517,755	7.2%	587,426	7.5%
Northwest	61,747	1.1%	1,665	7.2%	806	8.9%	1,859,260	2.0%	168,405	2.2%
<b>Region 4</b>	<b>1,116,242</b>	<b>19.3%</b>	<b>6,322</b>	<b>27.4%</b>	<b>2,541</b>	<b>28.0%</b>	<b>18,706,713</b>	<b>20.6%</b>	<b>2,319,328</b>	<b>29.7%</b>
Denver	395,709	6.9%	669	2.9%	225	2.5%	5,061,670	5.6%	316,283	4.1%
Eastern	83,840	1.5%	3,287	14.2%	1,415	15.6%	3,929,560	4.3%	1,010,930	13.0%
North Front Range	530,837	9.2%	689	3.0%	216	2.4%	5,402,698	5.9%	385,324	4.9%
Upper Front Range	105,856	1.8%	1,677	7.3%	658	7.3%	4,312,785	4.7%	606,791	7.8%
<b>Region 5</b>	<b>178,585</b>	<b>3.1%</b>	<b>3,076</b>	<b>13.3%</b>	<b>1,436</b>	<b>15.8%</b>	<b>5,137,457</b>	<b>5.7%</b>	<b>430,705</b>	<b>5.5%</b>
Gunnison Valley	15,130	0.3%	520	2.3%	254	2.8%	577,670	0.6%	43,340	0.6%
San Luis Valley	65,581	1.1%	1,448	6.3%	685	7.5%	2,091,261	2.3%	182,750	2.3%
Southwest	97,874	1.7%	1,109	4.8%	496	5.5%	2,468,527	2.7%	204,615	2.6%
<b>TOTAL</b>	<b>5,773,705</b>	<b>100.0%</b>	<b>23,079</b>	<b>100.0%</b>	<b>9,074</b>	<b>100.0%</b>	<b>90,839,647</b>	<b>100.0%</b>	<b>7,802,359</b>	<b>100.0%</b>

MPO	Population	%	Lane Miles	%	CL Miles	%	DVMT	%	DVMT Truck	%
DRCOG	3,304,992	57.2%	3,885	16.8%	1,007	11.1%	42,869,684	47.2%	2,574,026	33.0%
R1 DRCOG MPO	2,909,276	50.4%	3,217	13.9%	783	8.6%	37,808,007	41.6%	2,257,743	28.9%
R4 DRCOG MPO	395,716	6.9%	669	2.9%	225	2.5%	5,061,677	5.6%	316,283	4.1%
PPACG	726,795	12.6%	647	2.8%	171	1.9%	7,048,182	7.8%	471,158	6.0%
PACOG	157,188	2.7%	337	1.5%	91	1.0%	1,928,853	2.1%	134,022	1.7%
GVMPO	140,839	2.4%	280	1.2%	85	0.9%	1,274,163	1.4%	106,950	1.4%
NFRMPO	530,837	9.2%	689	3.0%	216	2.4%	5,402,698	5.9%	385,324	4.9%

Urbanized Areas with Population over 50K	Population	%	MPO
Boulder, CO Urbanized Area	120,825	2.1%	DRCOG
Castle Rock, CO Urbanized Area	85,346	1.5%	DRCOG
Denver--Aurora, CO Urbanized Area	2,686,132	46.5%	DRCOG
Lafayette--Louisville--Erie, CO Urbanized Area	96,485	1.7%	DRCOG
Longmont, CO Urbanized Area	100,776	1.7%	DRCOG
Grand Junction, CO Urbanized Area	135,973	2.4%	GV MPO
Fort Collins, CO Urbanized Area	326,328	5.7%	NFR MPO
Greeley, CO Urbanized Area	137,220	2.4%	NFR MPO
Pueblo, CO Urbanized Area	120,611	2.1%	PACOG
Colorado Springs, CO Urbanized Area	632,467	11.0%	PPACG

### CDOT On-System Lane Miles by Functional Classification

TPRID	LM_TOTAL	%	Interstate, Principal Arterial, Freeway, Expressway		Principal Arterial-Other		Minor Arterial, Collector, Local	
				%		%		%
Central Front Range	1,067	4.62%	25	0.44%	381	4.72%	662	7.03%
Intermountain	1,527	6.61%	614	10.87%	236	2.93%	677	7.20%
Eastern	3,286	14.21%	810	14.35%	894	11.09%	1,582	16.81%
South Central	970	4.20%	276	4.88%	72	0.89%	623	6.62%
Grand Valley	751	3.25%	262	4.64%	169	2.10%	320	3.40%
Denver Area	4,463	19.30%	2,200	38.97%	1,476	18.31%	786	8.35%
Gunnison Valley	1,507	6.52%	14	0.25%	591	7.33%	902	9.58%
Pikes Peak Area	647	2.80%	413	7.32%	182	2.26%	52	0.55%
Northwest	1,665	7.20%	-	0.00%	790	9.79%	876	9.31%
Upper Front Range	1,677	7.26%	458	8.11%	665	8.25%	554	5.89%
North Front Range	689	2.98%	247	4.38%	284	3.52%	158	1.68%
San Luis Valley	1,447	6.26%	-	0.00%	787	9.76%	660	7.02%
Southeast	1,591	6.88%	-	0.00%	564	7.00%	1,027	10.91%
Pueblo Area	722	3.12%	326	5.77%	170	2.11%	226	2.40%
Southwest	1,109	4.80%	-	0.00%	802	9.94%	307	3.26%
<b>Total</b>	<b>23,120</b>	<b>100.00%</b>	<b>5,645</b>	<b>100.00%</b>	<b>8,064</b>	<b>100.00%</b>	<b>9,412</b>	<b>100.00%</b>

### CDOT On-System Lane Miles by Access Category

TPRID	LM_TOTAL	%	Freeway & Expressway		Rural Regional Hwy & Rural Hwy		Non-Rural Hwy & Arterial	
				%		%		%
Central Front Range	1,067	4.62%	98	1.54%	904	6.63%	66	2.10%
Intermountain	1,527	6.61%	766	12.04%	634	4.65%	127	4.06%
Eastern	3,286	14.21%	810	12.74%	2,337	17.14%	140	4.46%
South Central	970	4.20%	278	4.37%	663	4.86%	30	0.95%
Grand Valley	751	3.25%	348	5.48%	296	2.17%	106	3.40%
Denver Area	4,463	19.30%	1,997	31.39%	1,024	7.51%	1,442	46.09%
Gunnison Valley	1,507	6.52%	94	1.47%	1,239	9.09%	174	5.57%
Pikes Peak Area	647	2.80%	522	8.21%	28	0.21%	97	3.09%
Northwest	1,665	7.20%	-	0.00%	1,577	11.57%	89	2.83%
Upper Front Range	1,677	7.26%	618	9.72%	957	7.02%	103	3.28%
North Front Range	689	2.98%	280	4.40%	120	0.88%	289	9.24%
San Luis Valley	1,447	6.26%	26	0.41%	1,291	9.47%	131	4.18%
Southeast	1,591	6.88%	-	0.00%	1,488	10.92%	103	3.28%
Pueblo Area	722	3.12%	347	5.45%	266	1.95%	109	3.47%
Southwest	1,109	4.80%	178	2.81%	806	5.91%	125	3.99%
<b>Total</b>	<b>23,120</b>	<b>100.00%</b>	<b>6,362</b>	<b>100.00%</b>	<b>13,630</b>	<b>100.00%</b>	<b>3,129</b>	<b>100.00%</b>

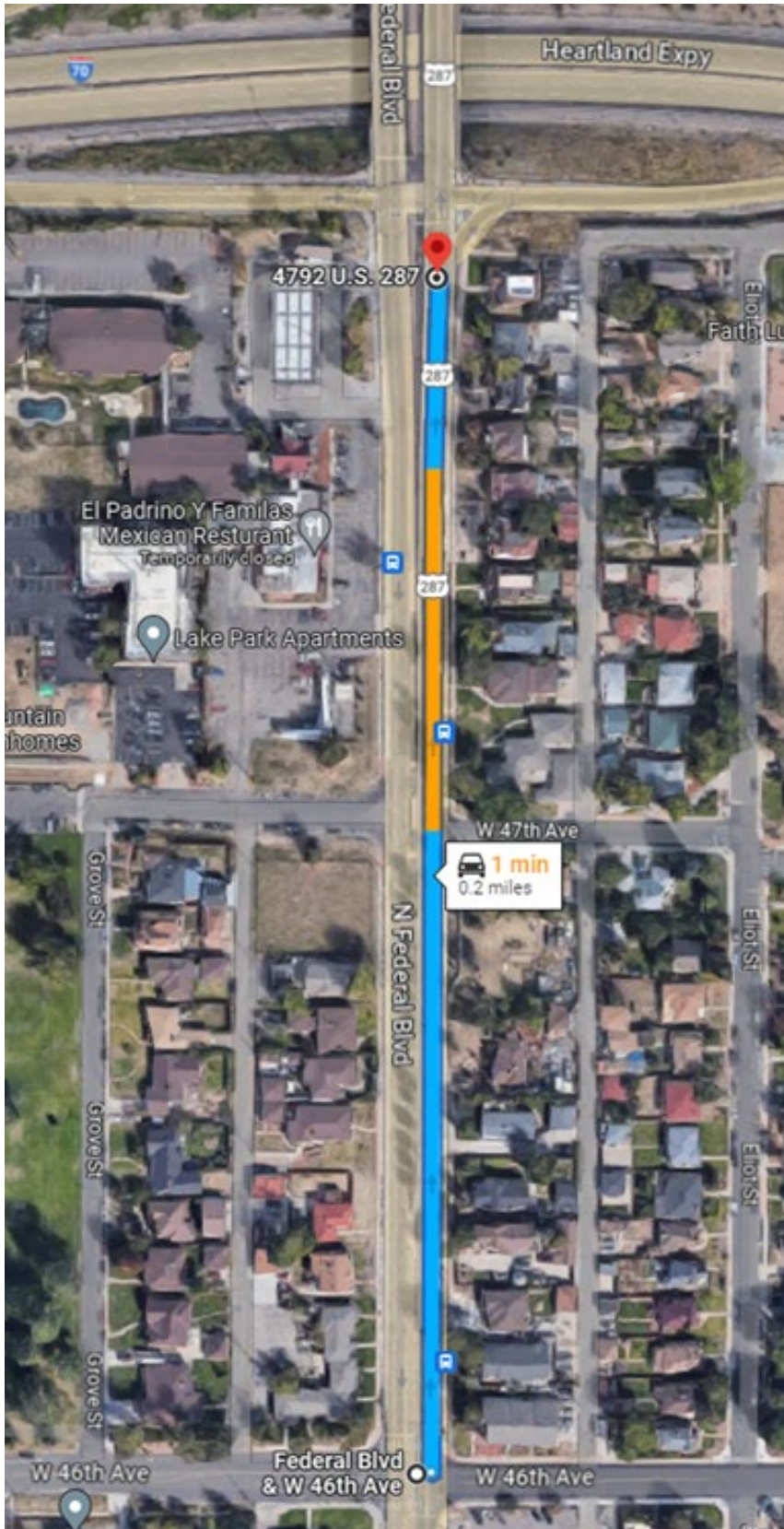
## CDOT On-System VMT by Functional Classification

TPRID	VMT_TOTAL	%	Interstate, Principal Arterial, Freeway, Expressway		Principal Arterial-Other		Minor Arterial, Collector, Local	
				%		%		%
Central Front Range	2,175,656	2.40%	103,155	0.19%	1,126,059	4.17%	946,442	10.32%
Intermountain	6,517,755	7.18%	4,102,745	7.50%	1,294,933	4.80%	1,120,077	12.21%
Eastern	3,924,428	4.32%	2,134,737	3.90%	1,013,149	3.76%	776,542	8.47%
South Central	1,314,491	1.45%	938,381	1.72%	157,915	0.59%	218,195	2.38%
Grand Valley	2,276,219	2.51%	1,207,336	2.21%	682,964	2.53%	385,919	4.21%
Denver Area	45,091,639	49.64%	33,208,740	60.72%	10,152,451	37.64%	1,730,448	18.87%
Gunnison Valley	2,291,995	2.52%	43,218	0.08%	1,575,698	5.84%	673,079	7.34%
Pikes Peak Area	7,014,085	7.72%	5,690,161	10.40%	1,145,271	4.25%	178,653	1.95%
Northwest	1,859,260	2.05%	-	0.00%	1,356,760	5.03%	502,500	5.48%
Upper Front Range	4,312,785	4.75%	2,298,691	4.20%	1,359,985	5.04%	654,109	7.13%
North Front Range	5,402,698	5.95%	2,862,086	5.23%	1,779,244	6.60%	761,368	8.30%
San Luis Valley	2,091,261	2.30%	-	0.00%	1,681,575	6.23%	409,685	4.47%
Southeast	1,282,895	1.41%	-	0.00%	977,787	3.63%	305,108	3.33%
Pueblo Area	2,810,737	3.09%	2,103,117	3.85%	511,711	1.90%	195,910	2.14%
Southwest	2,468,527	2.72%	-	0.00%	2,156,089	7.99%	312,438	3.41%
<b>Total</b>	<b>90,834,429</b>	<b>100.00%</b>	<b>54,692,366</b>	<b>100.00%</b>	<b>26,971,591</b>	<b>100.00%</b>	<b>9,170,473</b>	<b>100.00%</b>

## CDOT On-System VMT by Access Category

TPRID	VMT_TOTAL	%	Freeway & Expressway		Rural Regional Hwy & Rural Hwy		Non-Rural Hwy & Arterial	
				%		%		%
Central Front Range	2,175,656	2.40%	356,242	0.63%	1,627,465	9.22%	191,950	1.18%
Intermountain	6,517,755	7.18%	5,029,355	8.83%	975,658	5.53%	512,742	3.16%
Eastern	3,924,428	4.32%	2,134,737	3.75%	1,604,139	9.09%	185,552	1.14%
South Central	1,314,491	1.45%	942,571	1.65%	321,724	1.82%	50,195	0.31%
Grand Valley	2,276,219	2.51%	1,528,466	2.68%	308,663	1.75%	439,089	2.71%
Denver Area	45,091,639	49.64%	31,767,814	55.76%	3,303,817	18.72%	10,020,007	61.82%
Gunnison Valley	2,291,995	2.52%	305,215	0.54%	1,470,577	8.33%	516,204	3.18%
Pikes Peak Area	7,014,085	7.72%	6,387,088	11.21%	156,612	0.89%	470,385	2.90%
Northwest	1,859,260	2.05%	-	0.00%	1,539,968	8.72%	319,293	1.97%
Upper Front Range	4,312,785	4.75%	2,656,819	4.66%	1,368,061	7.75%	287,905	1.78%
North Front Range	5,402,698	5.95%	3,095,686	5.43%	530,743	3.01%	1,776,270	10.96%
San Luis Valley	2,091,261	2.30%	78,177	0.14%	1,689,092	9.57%	323,992	2.00%
Southeast	1,282,895	1.41%	-	0.00%	1,109,277	6.28%	173,618	1.07%
Pueblo Area	2,810,737	3.09%	2,091,486	3.67%	277,086	1.57%	442,164	2.73%
Southwest	2,468,527	2.72%	600,147	1.05%	1,369,184	7.76%	499,195	3.08%
<b>Total</b>	<b>90,834,429</b>	<b>100.00%</b>	<b>56,973,803</b>	<b>100.00%</b>	<b>17,652,065</b>	<b>100.00%</b>	<b>16,208,561</b>	<b>100.00%</b>

## Federal Blvd, South of I-70, Denver

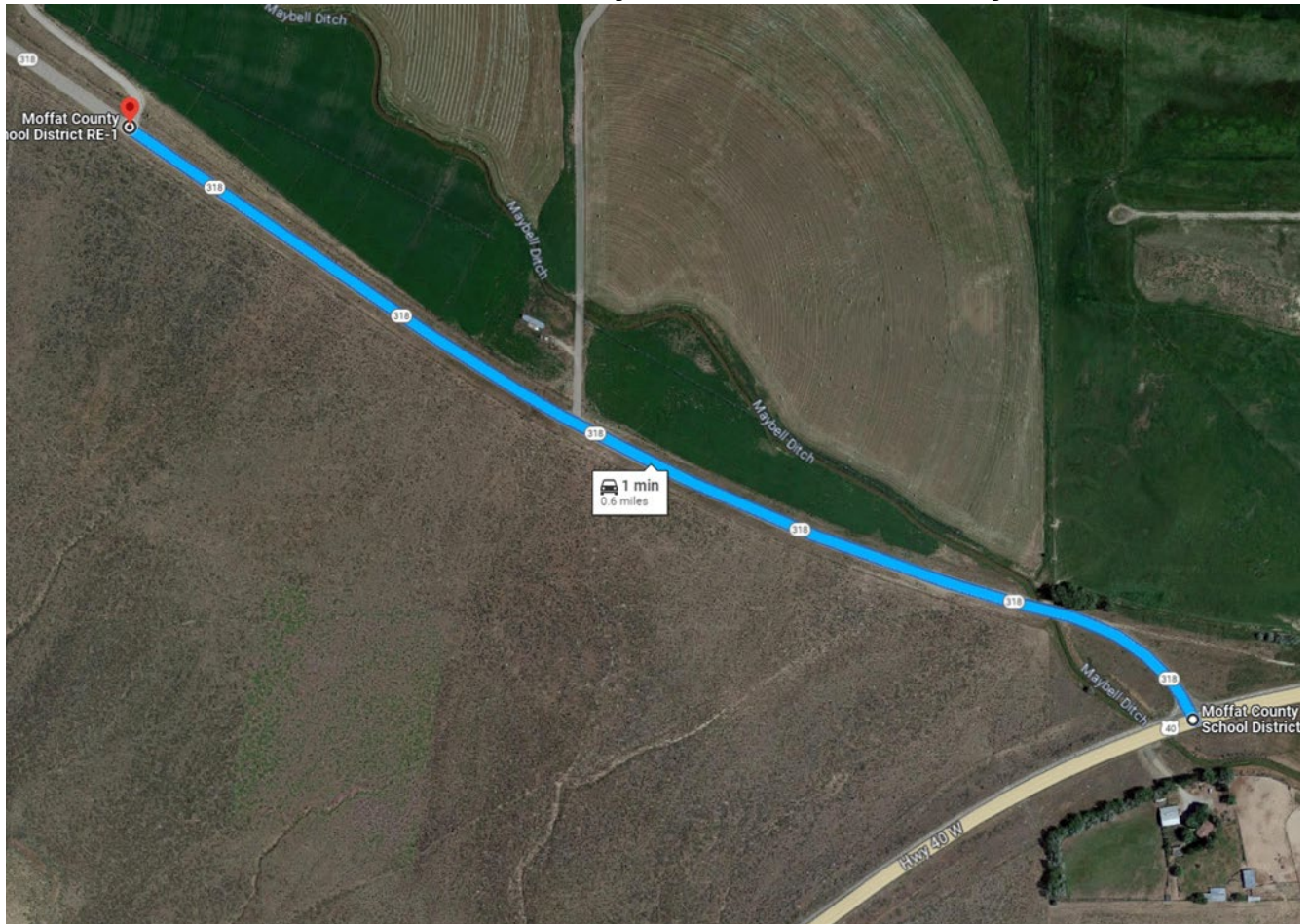


Principal Arterial

0.2 miles x 4 lanes = 0.8  
lane miles

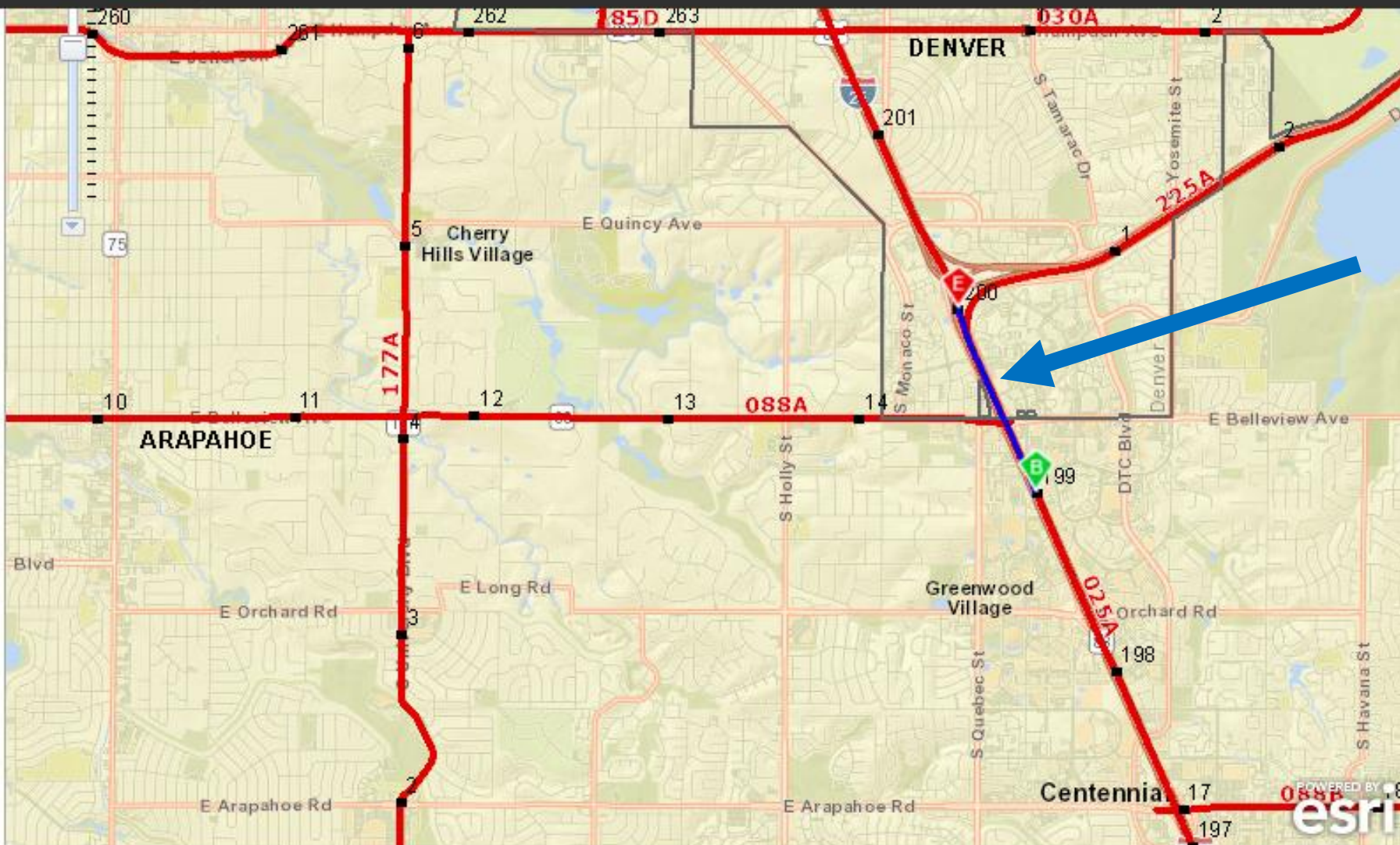


## SH318 – West of Maybell, Moffat County



Major Collector

0.6 miles x 2 lanes = 1.2 lane miles



from the drop down list or click the pencil icon then click the map. You can enter the ref points into the text boxes or click the pencil icon then click the map.

Zoom to County (optional):

select a county

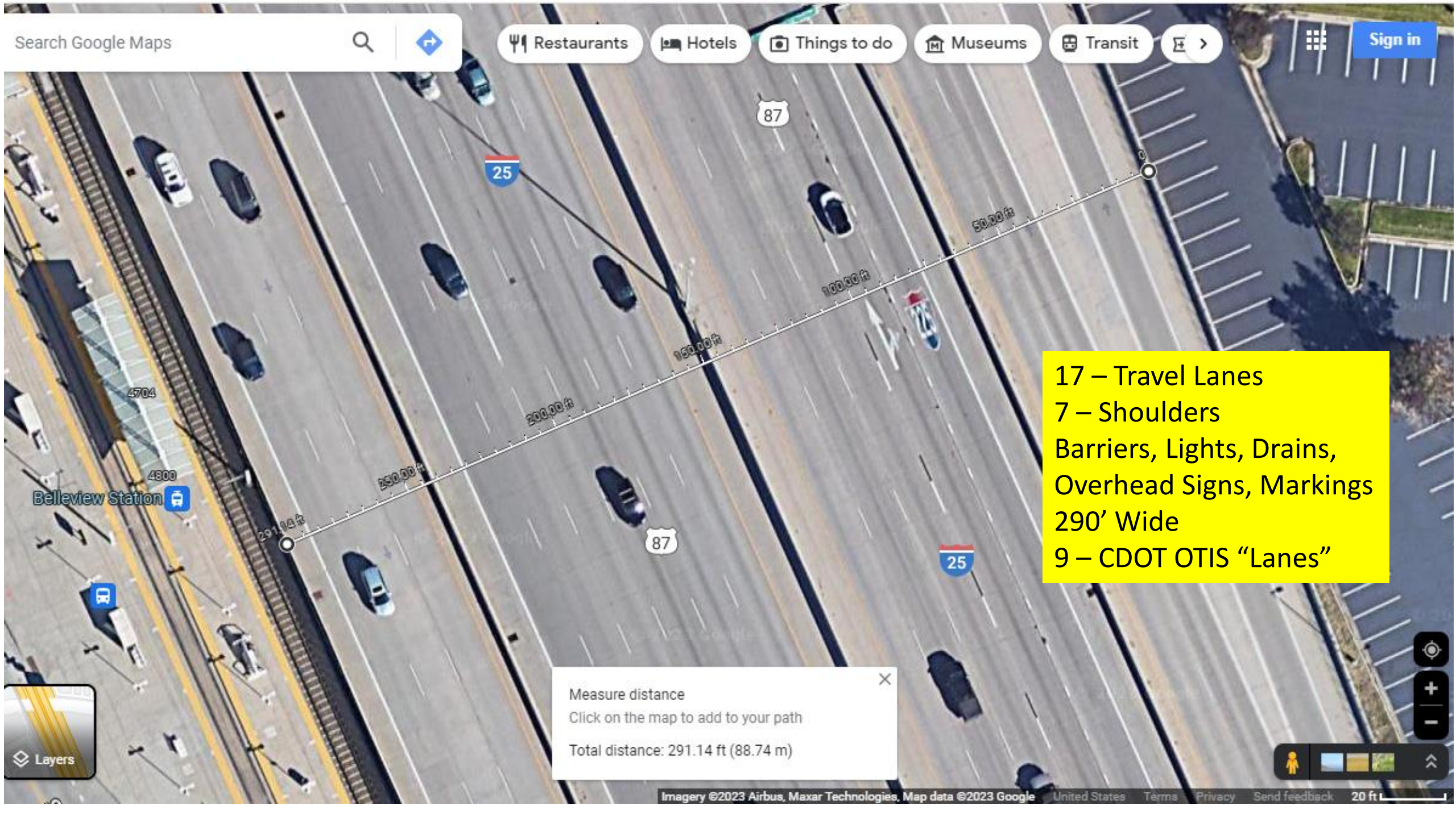
CDOT Route Number:

Begin Reference: Min(0)

End Reference: Max(298.879)

- 
- 
- 



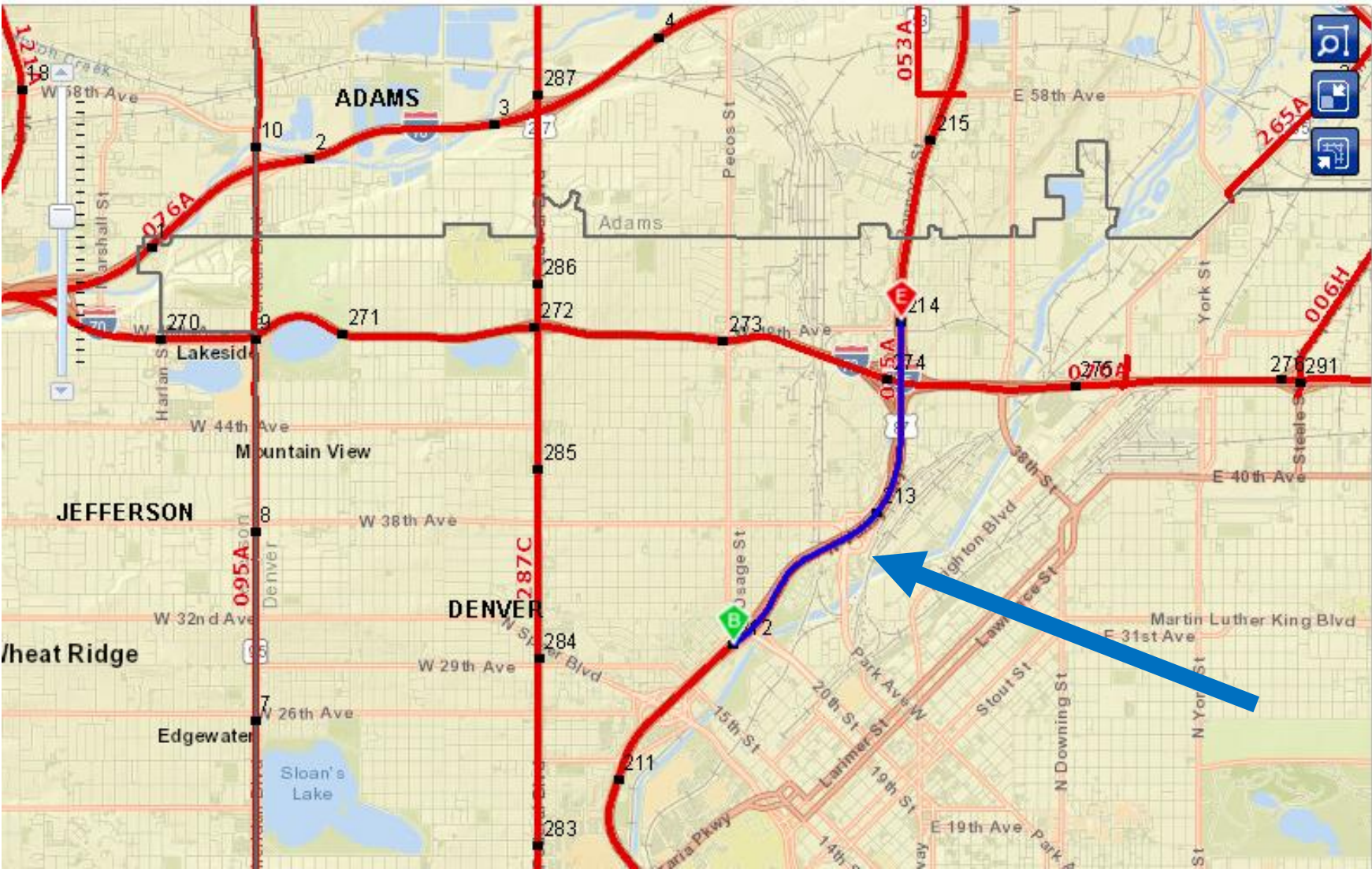


17 – Travel Lanes  
7 – Shoulders  
Barriers, Lights, Drains,  
Overhead Signs, Markings  
290' Wide  
9 – CDOT OTIS "Lanes"

Measure distance ✕  
Click on the map to add to your path  
Total distance: 291.14 ft (88.74 m)

# Highway Data Explorer

- Search
- Highway Details
- Traffic Statistics
- Video Log
- Documents
- Structures



▾ Search by highway segment

Select a route and begin and end ref points. You can select a route from the drop down list or click the pencil icon then click the map. You can enter the ref points into the text boxes or click the pencil icon then click the map.

**Zoom to County (optional):**  
 ▾

**CDOT Route Number:**  
 ▾ Find by Name

**Begin Reference:** Min(0)  
 B

**End Reference:** Max(298.879)  
 E

▸ Search by traffic station



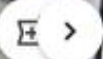
Restaurants

Hotels

Things to do

Museums

Transit



Sign in

17 – Travel Lanes  
 10 – Shoulders  
 Barriers, Lights, Drains,  
 Overhead Signs, Markings  
 386' Wide  
 8 – CDOT OTIS “Lanes”  
 ?? Express Lanes ??

387.35 ft

300.00 ft

200.00 ft

100.00 ft

S Valley Hwy

Interstate 25 HOV (Toll road)

87

25

87

Interstate 25 HOV (Toll road)

E & J Cabinets

Globeville rd

Measure distance ✕  
 Click on the map to add to your path  
 Total distance: 387.35 ft (118.06 m)





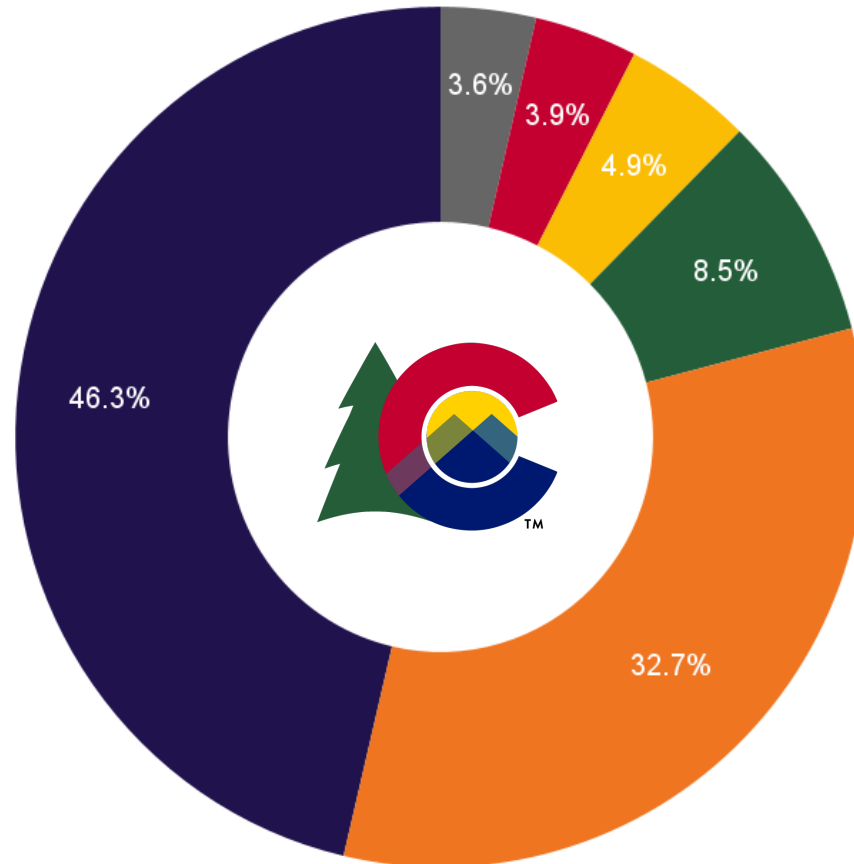
## WHERE DO FUNDS COME FROM?

FY2024

**Federal Programs**  
\$832.9 million  
18.4 cents per gallon paid at the pump

**Highway Users Tax Fund**  
\$588.3 million  
Fuel Taxes and Fees, vehicle registrations, traffic penalty revenue, FASTER, Retail Delivery Fee

**Bridge & Tunnel Enterprise**  
\$152.9 million  
FASTER fees, Bridge Impact Fee, Retail Delivery Fees



**Aeronautics**  
\$65.0 million  
State aviation fuel tax

**Other State Funds**  
\$70.4 million  
Multimodal, State Safety Education, Capital Construction Fund, State Infrastructure Bank, miscellaneous revenue from permits, interest, etc.

**Other CDOT Enterprises**  
\$87.8 million  
Colorado Transportation Investment Office, Clean Transit Enterprise, Nonattainment Area Air Pollution Mitigation Enterprise



# Distribution of HUTF Funding

- Funding at the state level is collected and distributed through the Highway Users Tax Fund (HUTF)
- HUTF is a shared pool of funds
- Collected from: Motor fuel taxes and fees, vehicle registration fees, penalty assessments, Retail Delivery Fee, FASTER fees, etc...
- HUTF is not only for CDOT, 35%-40% of dollars collected are distributed directly to counties and municipalities to fund projects:
  - First \$0.07 of gas tax/certain registration fees - 65% CDOT/35% locals
  - Gas Tax above \$0.07, vehicle registration fees, & FASTER fees - 60% CDOT/ 40% locals
  - Retail Delivery Fee - 40% CDOT / 60% locals
- New SB260 Fees:
  - Road Usage Charge - additional \$0.02 cent charge per gallon of gas / diesel in FY23
  - Electric Vehicle Registration Fees - Annual EV fees on personal/commercial vehicles
  - Retail Delivery Fee - Fee on retail deliveries, paid by purchaser



# Key Acronyms

<b>HUTF</b>	Highway Users Tax Fund
<b>FASTER</b>	The Funding Advancements for Surface Transportation and Economic Recovery Act of 2009.
<b>IJA</b>	Infrastructure Investment and Jobs Act. Also known as the “federal infrastructure bill” or the bipartisan infrastructure bill.
<b>BTE</b>	Formerly the BE or Bridge Enterprise. Now the Bridge and Tunnel Enterprise.
<b>CTIO</b>	Formerly the HPTE; Colorado Transportation Investment Office.
<b>Urbanized Area</b>	An urbanized area with a population greater than 50,000

<b>VMT and DVMT</b>	Traffic volume of the roadway segment multiplied by the length of the roadway segment. DVMT stands for Daily Vehicle Miles of Travel.
<b>Truck VMT</b>	Traffic volume multiplied by truck traffic percentage multiplied by total segment length.
<b>Lane Miles</b>	The total number of miles of through lanes in a roadway segment is determined by multiplying the roadway segment length by the number of through lanes. Lane mileage provides a total amount of mileage covered by lanes belonging to a specific roadway.
<b>Central Lane Miles (CL Miles)</b>	Centerline miles represent the total length of a given roadway from its starting point to its end point. The number and size of the lanes on that roadway are ignored when calculating its centerline mileage.





# Notable Funding Programs: Federal

Funding Program	Program Distribution Formula Program	Strategic Funding Source for 10-Yr Plan
Consolidated Planning Grant (CPG)	✓	
Surface Transportation Block Grant (STBG)	✓* (STBG-Metro)	✓
Transportation Alternatives Program (TA)	✓	
Congestion Mitigation and Air Quality (CMAQ)	✓	
Highway Safety Improvement Program (HSIP)		✓
National Highway Freight Program (NHFP)		
National Highway Performance Program (NHPP)		✓
Federal Transit Grant Programs		
NEW! Carbon Reduction Program	✓*	✓
NEW! Bridge Formula Program		✓
NEW! Risk/Resiliency Formula Program		✓

*\*Formula program set by FHWA based on share of urban area population.*



# Consolidated Planning Grant (CPG)

- **Program Purpose:** CPG provides funding to support the operations for each Colorado Metropolitan Planning Organization (MPO).
- **Program Funding:** ~\$8.1 M forecasted for FY24 (federal dollars)\*
  - Consolidated planning grant funds combine both FTA and FHWA sources to support multimodal planning for the MPOs.
- **Program Overview:**
  - Funding provided by FHWA and FTA to support work activities necessary to conduct the federally required metropolitan planning process.
  - Funding is distributed using a formula that is based on MPO population, with a minimum amount going to the small MPOs.

\*Based on FY 24 Transportation Commission Budget



# Surface Transportation Block Grant (STBG)

- **Program Purpose:** STBG provides flexible funding to best address State and local transportation needs.
- **Program Funding:** ~\$159.8 M forecasted for FY24 (federal dollars)\*
  - STBG increased under IIJA. Incremental revenue will be used to fund 10-Year Plan projects.
- **Program Overview:**
  - 10% of STBG funds are set aside for the Transportation Alternatives (TA) program. TA is described on next slide.
  - 55% of STBG (after the set-aside for TA) is obligated based on population.
    - Federal regulations require a portion of this to be allocated directly to the large MPOs with populations greater than 200,000. This portion (STBG-Metro) is currently distributed based on urban area population in the large MPOs.
  - The remaining 45% may be obligated in any area of the state.

\*Based on FY 24 Transportation Commission Budget



# Transportation Alternatives (TA)

- **Program Purpose:** Implement non-motorized transportation projects and environmental mitigation.
- **Program Funding:** ~\$21.6 M forecasted for FY24 (federal dollars)\*
- **Program Overview:**
  - 59% of funding allocated based on population (increase from 50% under the FAST Act)
    - This funding is split between the CDOT Regions by population, and the Transportation Management Areas (i.e. the large MPOs) by urban area population.
  - Remaining funding can be spent anywhere in the state and is currently distributed to the CDOT Regions based on 45% VMT, 40% lane miles, and 15% truck VMT.

\*Based on FY 24 Transportation Commission Budget



# Congestion Mitigation and Air Quality (CMAQ)

- **Program Purpose:** Support activities with air quality benefits.
- **Program Funding:** ~\$52.7M forecasted for FY24 (federal dollars)\*
- **Program Overview:**
  - Required to go to air quality nonattainment or maintenance areas, with a few exceptions.
  - Most of this funding is distributed to the ozone nonattainment areas (DRCOG, NFRMPO, and UFR TPR) on the basis of 75% population and 25% VMT.

\*Based on FY 24 Transportation Commission Budget



# Highway Safety Improvement Program (HSIP)

- **Program Purpose:** Reduce traffic fatalities and serious injuries on all public roads.
- **Program Funding:** ~\$37.2M forecasted for FY24 (federal dollars)\*
- **Program Overview:**
  - HSIP is distributed by formula to the CDOT regions, according to the number of crashes historically occurring within each respective region.
  - Local agencies within each respective region are allocated half of what the CDOT region received for off-system (non state highway) safety improvement projects.
  - HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.
  - Incremental HSIP funding provided by the IIJA was added to existing 10-Year Plan projects to fund qualifying safety elements of those projects.

\*Based on FY 24 Transportation Commission Budget



# National Highway Freight Program (NHFP)

- **Program Purpose:** To improve the efficient movement of freight on the National Highway Freight Network (NHFN).
- **Program Funding:** \$22.7M forecasted for FY24 (federal dollars)\*
  - One of the only programs forecasted to have lower annual funding estimates from IIJA.
- **Program Overview:**
  - To receive funding through the NHFP, potential projects must be incorporated within a state Freight Investment Plan (FIP) and contribute to efficient goods movement on the NHFN. FHWA grants final approval for the FIP.
  - Funding is distributed to projects with consultation from the Freight Advisory Council.

\*Based on FY 24 Transportation Commission Budget



# National Highway Performance Program (NHPP)

- **Program Purpose:** To provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters.
- **Program Funding:** \$361M forecasted for FY24 (federal dollars)\*
  - NHPP increased under IIJA. Incremental revenue will be used to fund 10-Year Plan projects.
- **Program Overview:**
  - Flexible federal funding.

\*Based on FY 24 Transportation Commission Budget





# Carbon Reduction Program

- **Program Purpose:** To support the reduction of transportation emissions.
- **Program Funding:** \$17.5M forecasted for FY24 (federal dollars)\*
- **Program Overview:**
  - New federal funding program from the IIJA.
- **Program Overview:**
  - Population driven. Requires 65% of the funding to be obligated on the basis of population. About \$7.8 million is required to be suballocated to the MPOs who have the authority to direct these funds for their areas. The remaining funds are CDOT directed and will go to funding 10-Year Plan projects.

\*Based on FY 24 Transportation Commission Budget



# Bridge Formula Program

- **Program Purpose:** To replace, rehabilitate, preserve, protect, and construct highway bridges.
- **Program Funding:** \$45M annually (federal dollars)\*
- **Program Overview:**
  - New federal funding program from the IIJA. Incremental revenue will be used to fund 10-Year Plan projects.
  - Sets aside 15% (\$6.75M) for use on “off-system” bridges (highway bridges located on public roads, other than bridges located on Federal-aid highways).
  - The off-system funds are in addition to the existing off-system funding

\*Based on FY 24 Transportation Commission Budget



# PROTECT Formula & Discretionary Program (NEW)

- **Program Purpose:** Provide formula and grant funding for resilience improvements
- **Program Funding:** \$18M forecasted for FY24 (federal dollars)\* (formula funding)
  - \$1.4 Billion available nationally via competitive, discretionary grant funding available (non formula funding)
- **Program Overview:**
  - The full name of the program is Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program.
  - Formula funding is available for highway, transit, and certain port projects, higher Federal share if the State develops a resilience improvement plan and incorporates it into its long-range transportation plan, of the amounts apportioned to a State for a fiscal year, the State may use: not more than 40% for construction of new capacity, or not more than 10% for development phase activities.
  - Competitive, discretionary grant funding covers highway, transit, intercity passenger rail, and port facilities, resilience planning activities, including resilience improvement plans, evacuation planning and preparation, and capacity-building, construction activities (oriented toward resilience), construction of (or improvement to) evacuation routes.



# Notable Funding Programs:

## State

Funding Program	Program Distribution Formula Program	Strategic Funding Source for 10-Year Plan
SB 267		✓
SB 260 HUTF		✓
SB 260 State MMOF		
SB 260 Local MMOF	✓	
FASTER	✓ (FASTER Safety)	



- **Program Purpose:** Strategic funding from the state legislature. Came in the form of Certificates of Participation (COPs).
- **Program Funding:** \$500M / yr on average for over four years (FY19-22)
- **Program Overview:**
  - 25% of the funding must be spent in rural areas
  - 10% minimum to transit projects



- **Program Purpose:** Strategic funding from the state legislature.
- **Program Funding:** \$106.7M forecasted for FY24
  - \$60.4 million for CDOT, \$25.5 million for counties, and \$20.8 million for municipalities
- **Program Overview:**
  - Distributions from multiple fee revenue streams, including the Road Usage Fee and Retail Delivery Fee, to the Highway User Trust Fund for allocation to CDOT, cities and counties for a range of transportation purposes.



- **Program Purpose:** The Multimodal Transportation & Mitigation Options Fund (MMOF), created by Senate Bill 18-001, and seeks to promote a complete and integrated multimodal system
- **Program Funding:** \$7.3M forecasted for FY24\*
  - \$2.6M allocated to CDOT, and \$14.9M to local entities
- **Program Overview:**
  - MMOF funds are split 15% to CDOT and 85% to TPRs to distribute to local entities
  - All MMOF funding awards and projects will be administered and overseen by CDOT



- **Program Purpose:** FASTER allows the state of Colorado to improve roadway safety, repair deteriorating bridges, and support and expand transit.
- **Program Funding:** \$165.5M forecasted for FY24, for state transportation projects\*
  - \$40 million of the forecasted state share goes to asset management, \$15 million goes to transit purposes, and the remaining \$49.3 goes to the FASTER Safety Program.
  - \$33M forecasted for FY24, for cities\*
  - \$28M forecasted for FY24, for counties\*
- **Program Overview:**
  - Senate Bill 09-108, also known as the Funding Advancements for Surface Transportation and Economic Recovery Act of 2009 (FASTER), was signed into law on March 2, 2009.
  - FASTER revenue is generated through several vehicle registration fees and fines
  - FASTER Safety allocations are recalculated during each program distribution process based on updated on and off system crash data.





# Enterprise Funding

Funding Program	Program Distribution Formula Program	Strategic Funding Source for 10-Year Plan?
Bridge and Tunnel Enterprise		
Colorado Transportation Investment Office		
SB 260 Clean Transit Enterprise		
SB 260 Non-Attainment Enterprise		

\*Check marks indicate a “strategic” source of funding for the 10-Year Plan. However, all types of funding programs may be leveraged to deliver projects in the 10-Year Plan.



# Bridge and Tunnel Enterprise

- **Program Purpose:** To finance, repair, reconstruct and replace designated bridges (as defined by SB 09-108) and repair, maintain, and more safely operate tunnels
- **Program Funding:** \$133M forecasted for FY24\*
- **Program Overview:**
  - Eligibility criteria is established by the Bridge and Tunnel Enterprise Board of Directors.

\*Based on FY 24 Transportation Commission Budget



# High Performance Transportation Enterprise NOW the Colorado Transportation Investment Office

- **Program Purpose:** HPTE (now CTIO) has the statutory power to impose tolls and other user fees, to issue bonds, and to enter into contracts with public and private entities to facilitate Public-Private Partnerships.
- **Program Funding:** \$70.2M forecasted for FY24\*
- **Program Overview:**
  - Since the creation of the Enterprise, nine out of ten HPTE projects have used some form of innovative financing.
  - Innovative financing enabled by HPTE, through Express Lanes, helped deliver more than \$3 billion in projects in the last five years.

\*Based on FY 24 Transportation Commission Budget



# SB260 Clean Transit Enterprise

- **Program Purpose:** The Clean Transit Enterprise supports public transit electrification planning efforts, facility upgrades, fleet motor vehicle replacement, as well as construction and development of electric motor vehicle charging and fueling infrastructure.
- **Program Funding:** \$9.1M forecasted for FY24\*
- **Program Overview:**
  - The bill allows the enterprise to impose a Clean Transit Retail Delivery Fee to fund its operations, issue grants, loans or rebates to support electrification of public transit
  - The Clean Transit Enterprise Board includes six members appointed by the governor, and executive directors or their designees from CDOT, Colorado Department of Public Health and Environment (CDPHE) and the Colorado Energy Office (CEO).
  - Appointed board members will serve terms of three or four year.

\*Based on FY 24 Transportation Commission Budget



# SB 260 Non-Attainment Enterprise

- **Program Purpose:** Created within CDOT to mitigate transportation-related emissions in ozone nonattainment areas.
- **Program Funding:**
  - Total fee revenue is \$8.5M forecasted for FY24\*
  - Revenue ramps up over time with lower revenues in earlier years.
  - Enterprise can impose an air pollution mitigation fee on retail deliveries and rides provided by Transportation Network Companies (TNCs) or ridesharing companies to fund its operations.
- **Program Overview:**
  - Enterprise funding is for eligible projects that reduce traffic, including demand management projects that encourage alternatives to driving alone or that directly reduce air pollution, such as retrofitting of construction equipment, construction of roadside vegetation barriers, etc.
  - Full name is the Nonattainment Area Air Pollution Mitigation Enterprise.



# Other TC Directed Funding: Regional Priority Program

- **Program Purpose:** RPP is a flexible funding program for regional priority projects.
- **Program Funding:** This program receives approximately \$50 million annually.
- **Program Overview:**
  - The current RPP formula, adopted by TC in October 2020, distributes the ~\$50 M annual funding to the CDOT regions based on 50% population / 35% lane miles / 15% truck VMT.
    - This funding is separate from the 10-Year Plan funding and remains a flexible funding program for regional priority projects.
  - Prior to this formula, the RPP formula distributed funding to the CDOT regions based on 45% VMT / 40% lane miles / 15% truck VMT.
  - The "RPP midpoint" formula that is used to determine equity for the 10-Year Plan splits the difference between the current and previous RPP formula (listed above) distributions to each CDOT Region.