



## **Agenda**

### **Regional Transportation Committee**

**Tuesday, February 20, 2024**

**8:30 a.m.**

**1001 17th St. 1st Floor, Aspen/Birch Conference Rooms  
Denver, CO**

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1. Call to Order
2. Public Comment
3. December 19, 2023 Regional Transportation Committee Meeting Summary (Attachment A)

### **Action Items**

4. Transportation Improvement Program Policy Amendments (Attachment B) Josh Schwenk, Senior Transportation Planner
5. 2024 Federal Safety Performance Measure Targets (Attachment C) Lauren Kirgis, Multimodal Transportation Planner
6. Transportation Advisory Committee Special Interest Seats (Attachment D) Jacob Riger, Manager, Multimodal Transportation Planning

### **Discussion Items**

7. Corridor Planning Pilot Program Update (Attachment E) Nora Kern, Subarea and Project Planning Program Manager
8. Federal Greenhouse Gas Performance Measure Introduction (Attachment F) Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager

## **Administrative items**

9. Member Comment/Other Matters

- Colorado Department of Transportation Report
- Regional Transportation District Report
- Regional Air Quality Council Report

10. Next Meeting – March 19, 2024

11. Adjournment



# ATTACH A

**Attachment A**  
**Meeting Summary**  
**Regional Transportation Committee**  
**Tuesday, December 19, 2023**

**\*In-person meeting with Virtual Option for Public (Via Zoom)**

**Members (or Voting Alternates) Present:**

Michael Guzman (Alternate)	Regional Transportation District
Kate Williams	Regional Transportation District
Bob Broom	Regional Transportation District
Debra Johnson	Regional Transportation District
Shelley Cook	Colorado Department of Transportation
Eula Adams	Colorado Department of Transportation
Steve Conklin (Chair)	Denver Regional Council of Governments
Wynne Shaw (Vice Chair)	Denver Regional Council of Governments
Austin Ward	Denver Regional Council of Governments
Randy Weil	Denver Regional Council of Governments
Doug Rex	Denver Regional Council of Governments
Mike Silverstein	Regional Air Quality Council
Jeff Kullman	Michael Baker International

**Additional Alternates (Or Members and Alternates Attending Virtually) Present:**

Brian Welch (Alternate)	Regional Transportation District
Deborah Mulvey (Alternate)	Denver Regional Council of Governments
Karen Stuart	Colorado Department of Transportation
Darius Pakbaz (Alternate)	Colorado Department of Transportation

**Public:** Jack Kroll, Eugene Howard, Miriam Aranoff, Allison Cutting, Classic Wagner

**DRCOG staff:** Jacob Riger, Josh Schwenk, Emily Lindsey, Cam Kennedy, Kalie Fallon, Emily Kleinfelter, Ala Alnawaiseh, Alvan-Bidal Sanchez, Lauren Kirgis, Max Monk, Sang-Gu Lee, Pavlo Krokidis, Steve Cook, Aaron Villere, Todd Cottrell, Brad Williams

**Call to Order**

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

**Public Comment**

There was no public comment.

**November 14, 2023 Regional Transportation Committee Meeting Summary**

The summary was accepted.

**Action Items**

*Transportation Improvement Program Amendments*

Josh Schwenk, Senior Planner, explained that the transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program on an as-needed basis. Typically, these amendments involve the addition or deletion of projects, or adjustments to existing projects and do not impact funding for

other projects in the Transportation Improvement Program. The proposed amendments have been found to conform with the State Implementation Plan for Air Quality.

Ms. Kate Williams moved to recommend to the Board of Directors the attached project amendments to the *Fiscal Year 2024-2027 Transportation Improvement Program*. The motion was seconded and passed unanimously.

#### *Fiscal Year 2023 Project Delays*

Brad Williams, Planner, informed the committee the *Policies for Transportation Improvement Program Development* document identifies expectations for project initiation and establishes policy for addressing delays for projects/phases with Denver Regional Council of Governments allocated federal funding. Delays tie up scarce federal funds that could have been programmed to other projects. The Transportation Improvement Program Project Delays Report for Fiscal Year 2023 summarizes the reasons for delays and the actions proposed by sponsors to get the project or phase(s) initiated. The report includes staff recommendations for committee and Board consideration.

Mr. Randy Weil moved to recommend to the Board of Directors the actions proposed by Denver Regional Council of Governments staff regarding the Transportation Improvement Program Project Delays for Fiscal Year 2023. The motion was seconded and passed unanimously.

#### *Transportation Demand Management Strategic Plan*

Kalie Fallon, Emerging Mobility and Transportation Demand Management Planner presented the final draft of the Transportation Demand Management Strategic Plan and the Transportation Demand Management Toolkit and provided an overview of public comments received during the October public comment period. The project team included Denver Regional Council of Governments staff and a consultant team led by UrbanTrans. The project team was guided by a Stakeholder Steering Committee made up of member government staff, regional and state transportation partners, as well as the region's transportation management associations.

Ms. Williams inquired about the potential for counting staff time as in-kind local match regarding recommendation #6 – remove or reduce the local match requirements for TDM Set Aside projects that benefit marginalized communities. Ms. Fallon replied that this is something staff will consider going forward.

Mr. Austin Ward mentioned that 80% of trips are non-work related and that there is an overemphasis on trips for commuters. Ms. Fallon pointed to Strategic Plan recommendation #9 – expand the focus of Way to Go to include all trips recognizing that travel behavior has changed post-COVID to include remote work, but from an equity perspective, staff also need to include commuters who do not have the privilege of remote work and must drive or take transit into the workplace.

Mr. Ward asked if the toolkit's parking management section had a table with specific parking zoning recommendations. Ms. Fallon replied the answer is no since the objective of the toolkit was to be broad enough to be useful to a variety of land

use/contexts within our 58 member local governments. Mr. Riger clarified that the 2050 Regional Transportation Plan Greenhouse Gas Mitigation Action Plan includes parking strategies and that the Denver Regional Council of Governments is a resource for any member government that would like to discuss parking strategies.

Ms. Shelley Cook inquired why transit-oriented development was not in the toolkit as several public comments were asking about it. Ms. Fallon clarified that transit-oriented development was not a standalone strategy in the draft version of the toolkit which is what the public comments are referring to, but that after public comment and a staff review, transit-oriented development was added to the most recent version of the toolkit.

Mr. Bob Broom discussed the need to reduce parking minimums for housing and made an observation about the underutilization rate of the Park and Ride lots and that if parking lots are not used, there should be a discussion regarding rezoning to make better use of the space for housing.

Ms. Wynne Shaw asked for more information regarding the Ecopass District Creation. Ms. Fallon mentioned that the toolkit has information on how to start one and the benefits of district creation and that examples shown in the toolkit are from neighborhoods in Boulder.

Mr. Michael Guzman pointed out that equity should be more clearly defined since people have different understandings and assumptions regarding what equity is and it would be beneficial to have a definition moving forward.

Ms. Kate Williams moved to recommend to the Board of Directors the draft regional Transportation Demand Management Strategic Plan. The motion was seconded and passed unanimously.

#### **Informational Item**

##### *Fiscal Year 2023 Annual Listing of Obligated Projects*

Josh Schwenk, Senior Planner, included the annual listing of obligated projects in the agenda as federal law requires metropolitan planning organizations to produce for public review an annual listing of projects that receive federal funding obligation. A net total of \$489.7 million of federal funds was obligated in fiscal year 2023 for 80 transportation projects throughout the region.

Chair Conklin encouraged members to review the agenda item on their own time.

#### **Administrative Items**

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

- Colorado Department of Transportation Report

Mr. Eula Adams stated that earlier this month a meeting was held at the governor's office exploring a mountain rail line and expanding transit statewide. There has been a \$5 million investment that will study a passenger rail service connecting Denver to Steamboat Springs and Craig. Mr. Adams stated that this will take time, but it will be worth it.

Lastly, Mr. Adams mentioned a facility tour of the Colorado Transportation Investment Office is coming up and he is eagerly looking forward to it. Ms. Cook added that tomorrow the Transportation Commission will be voting on approving a revised fee schedule for right-of-way access. One that is at a significantly lower rate than nearby states, in addition to existing public-private partnership options to boost broadband connectivity across Colorado.

- Regional Transportation District Report

Ms. Williams stated that the Regional Transportation District has been working on greater visibility campaigns to encourage more ridership, especially for people who have not used the system before. Mr. Guzman discussed the expansion of language access on the Regional Transportation District's website which now allows for the translation of materials into Spanish, Chinese, and Vietnamese, which are the three top languages identified in the Regional Transportation District service area, besides English.

General Manager/Chief Executive Officer Johnson took the opportunity to discuss the new fare structure that will go into effect in 2024 and will be simpler and more equitable for all users. General Manager/Chief Executive Officer Johnson also mentioned that Regional Transportation District services will be free starting on Sunday, December 31, 2023, at 7 p.m. through Monday, January 1, 2024, at 7 a.m.

- Regional Air Quality Council Report

Mr. Mike Silverstein stated that the Regional Air Quality Council has approved the State Implementation Plan for the less stringent of the two ozone standards the region is subject to. The Denver Metro/North Front Range nonattainment area has until 2027 to achieve compliance.

Next Meeting – February 20, 2024

*Adjournment*

There were no additional comments and the meeting adjourned at 9:22 a.m.

**ATTACH B**



## Regional Transportation Committee

Meeting date: February 20, 2024

Agenda Item #: 4 (Attachment B)

### Transportation Improvement Program Policy Amendments

Agenda item type: Action

#### Summary

Staff is proposing amendments to the *Fiscal Year 2024-2027 Transportation Improvement Program*.

#### Background

The region’s transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program on an as-needed basis. Typically, these amendments involve the addition or deletion of projects, or adjustments to existing projects and do not impact funding for other projects in the Transportation Improvement Program.

The projects proposed to be amended are shown below and listed in Attachment 1. The proposed amendments to the [Fiscal Year 2024-2027 Transportation Improvement Program](#) have been found to comply with the current Transportation Improvement Program amendment procedures, as contained within the Board-adopted [Policies for Transportation Improvement Program Development](#) and conform with the State Implementation Plan for Air Quality.

Identification Number	Sponsor	Title	Reason for Amendment	New/Removed Funding	Internal Funding Shifts
2020-087	CDOT Region 1	Safer Main Streets Pool	Transfer funding to existing W Colfax Safety Improvements project 2024-048	N/A	Transfer \$7,060,000 in state Legislative-Transit funds and \$2,940,000 in state Legislative funds to W Colfax Safety Improvements



Identification Number	Sponsor	Title	Reason for Amendment	New/Removed Funding	Internal Funding Shifts
2024-048	Lakewood	W Colfax Safety Improvements: Teller-Sheridan	Transfer funding from Safer Main Streets Pool 2020-087	N/A	Transfer \$7,060,000 in state Legislative-Transit funds and \$2,940,000 in state Legislative funds from Safer Main Streets Pool

**Action by others**

[January 22, 2024](#) – Transportation Advisory Committee recommended approval

**Previous discussion/action**

None

**Recommendation**

Move to recommend to the Board of Directors the attached project amendments to the *Fiscal Year 2024-2027 Transportation Improvement Program*.

**Attachment**

Proposed Transportation Improvement Program amendments

**For more information**

If you need additional information, please contact Josh Schwenk, Senior Planner, Transportation Planning and Operations Division at 303-480-6771 or [jschwenk@drcoog.org](mailto:jschwenk@drcoog.org).



# Attachment 1

## February 2024 Amendments to the Fiscal Year 2024-2027 Transportation Improvement Program

**2020-087:** Remove one pool project, \$7,060,000 in state Legislative-Transit funding, and \$2,940,000 in state Legislative funding from prior years being transferred to W Colfax Safety Improvements

### Existing Project

Title: **Safer Main Streets Pool**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2020-087**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

#### Project Scope

Urban arterial safety investments, with a focus on bicycle and pedestrian mobility. Improvements include shoulders, striping, medians, traffic signals, and safe crossings that align with DRCOG's Vision Zero elements. Pool funding contains both DRCOG and state funding sources.



Affected County(ies)

Regional

#### Performance Measures

- Bridge Condition
- Congestion
- Freight Reliability
- Pavement Condition
- Safety
- Transit Assets
- Transit Safety
- Travel Time Reliability

All pool project funding depicts federal and/or state funding only.

Agency/Project Name	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)
Arapahoe County	Arapahoe Road at Olathe St Intersection Improvements	\$450	Denver	Mississippi Avenue Vision Zero Safety Project	\$2,132	Lone Tree and Douglas County	C-470 Trail Connector to RTD/Park Meadows LRT	\$1,600
Arapahoe County	S. Federal Blvd. Sidewalk Improvements	\$464	Denver	SH-88/Federal Boulevard Median Gaps	\$3,600	Longmont	SH-119 & Sunset St Intersection Multimodal Safety Improvements (SDR5000)	\$1,200
Boulder	Safer Signals, Safer Streets	\$435	Denver	West Colfax Pedestrian and Transit Improvements + Partial E. Colfax	\$10,000	Morrison	Morrison Main Street Revitalization	\$426
Boulder	28th St. (US 36) and Colorado Ave. Protected Intersection	\$2,104	Denver	Broadway Corridor Multimodal Improvements (Elevate Project)	\$9,600	Nederland	Nederland Crosswalk Improvements	\$280
Boulder	30th Street – Separated Bike Lanes (SH-7/Arapahoe Avenue – Colorado Avenue)	\$2,300	Denver	Federal Blvd Pedestrian Improvement Project	\$3,812	Northglenn	Connect Northglenn Multimodal Improvements	\$560
Boulder County	US 36 Intersections Improvements Project (Lyons to Boulder)	\$240	Douglas County	US Highway 85 Shoulder Widening (Castle Rock Parkway to Daniels Park Road)	\$880	Superior	US 36 Bikeway Extension - Rock Creek Parkway Segment	\$320
Broomfield	US 287/ 120th Avenue Sidepath Infill & Transit Access Improvements	\$2,000	Englewood	West Dartmouth Ave Multimodal Safety	\$1,260	Denver	Evans Ave Vision Zero Safety Project	\$744
Broomfield	CO 128 / US 36 Bikeway Connection	\$298	Erie	County Line Road Telleen to Evans	\$2,380	Douglas County	C-470 Trail & University Blvd Ped Grade Separation	\$5,120

Agency/Project Name	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)
Broomfield	112th/Uptown Ave. Complete Streets and Railroad Safety Improvements	\$3,542	Lakewood	West Colfax Pedestrian Safety and Infrastructure Project	\$10,000	Parker	Parker Rd (SH-83) Multi-Use Trail/Sidewalk	\$3,200
Centennial	Arapahoe and Clarkson Traffic Signal and Bike Lane Continuation	\$400	Littleton	Mineral Station East Mobility-shed Improvements	\$1,800	RTD	Improving ADA Accessibility in Metro Denver	\$905
Centennial	S Holly St HAWK Signal and Pedestrian Improvements	\$250	Littleton	Prince Street Link Project	\$815	CDOT R1	Urban Arterials Safety Study	\$2,500
Commerce City	Colorado Boulevard Bicycle and Pedestrian Improvements	\$2,720	Lone Tree	Rapid Rectangular Flashing Beacons (RRFBs)	\$248			

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (STBG)		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Leg)		\$0	\$0	\$0	\$0		
State (Leg-T)		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$98,269	\$0	\$0	\$0	\$0	\$0	\$98,269

**Highlighted Project to be Removed**

### Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (STBG)		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Leg)		\$0	\$0	\$0	\$0		
State (Leg-T)		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$88,269	\$0	\$0	\$0	\$0	\$0	\$88,269

**2024-048:** Add \$7,060,000 in state Legislative-Transit funding and \$2,940,000 in state Legislative funding in prior years being transferred from Safer Main Streets Pool

### Existing Project

Title: **W Colfax Safety Improvements: Teller-Sheridan**

Project Type: **Other**

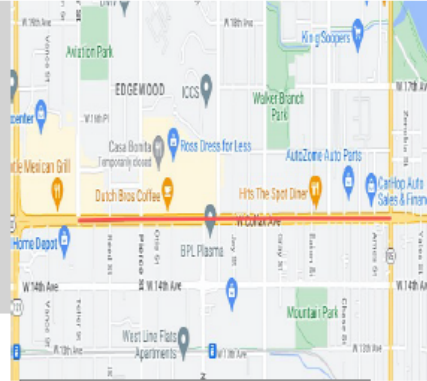
TIP-ID: **2024-048**

STIP-ID:

Open to Public: **2027**

Sponsor: **Lakewood**

**Project Scope**  
Lighting and landscaping improvements to improve pedestrian safety along the corridor.



Affected Municipality(ies)
Lakewood

Affected County(ies)
Jefferson

Project Phases	
Year	Phase
2026	Initiate Construction
2027	Initiate Construction

Performance Measures	
<input type="checkbox"/>	Bridge Condition
<input type="checkbox"/>	Congestion
<input type="checkbox"/>	Freight Reliability
<input type="checkbox"/>	Pavement Condition
<input checked="" type="checkbox"/>	Safety
<input type="checkbox"/>	Transit Assets
<input 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 (STBG)		\$0	\$0	\$3,139	\$1,046		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$1,101	\$367		
<b>Total</b>	\$0	\$0	\$0	\$4,240	\$1,413	\$0	\$5,653

### Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (STBG)		\$0	\$0	\$3,139	\$1,046		
State		\$0	\$0	\$0	\$0		
State (Leg)		\$0	\$0	\$0	\$0		
State (Leg-T)		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$1,101	\$367		
<b>Total</b>	<b>\$10,000</b>	\$0	\$0	\$4,240	\$1,413	\$0	<b>\$15,653</b>

**ATTACH C**

## Regional Transportation Committee

Meeting date: February 20, 2024

Agenda Item #: 5 (Attachment C)

### 2024 Federal Safety Performance Measure Targets

Agenda item type: Action

#### Summary

Consideration of proposed targets for the 2024 federal safety performance measures.

#### Background

Federal regulations require state departments of transportation and metropolitan planning organizations to set targets and report on progress towards achieving the targets for several performance areas in support of a performance-based approach to transportation planning and programming. These areas include safety, infrastructure condition (pavement and bridge), system performance, transit asset management, and transit safety. Federal guidance encourages targets to be realistic and achievable because they are short-term in nature.

For the safety performance measures described below, the region has the option of supporting the state's targets established by the Colorado Department of Transportation or establishing its own targets for the metropolitan planning organization area. As in previous years, staff proposes establishing targets specific to the metropolitan planning organization area.

#### *PM1: Safety performance*

The metropolitan planning organization must set the safety targets based on a 5-year rolling average. DRCOG has until February 29, 2024 to set the 2024 safety targets and then report them to the Colorado Department of Transportation. The proposed 2024 targets are:

Safety	Targets
Number of fatalities	290
Rate of fatalities per 100 million vehicle miles traveled	1.037
Number of serious injuries	1,683
Rate of serious injuries per 100 million vehicle miles traveled	6.022
Number of non-motorized fatalities and serious injuries	369

When the Board of Directors adopted Taking Action on Regional Vision Zero in 2020, the region committed to a target of zero traffic fatalities and serious injuries. Based on guidance from the Board at its December 2020 meeting, staff have tied these short-term federal targets to the long-term target of zero fatalities by 2040 and zero serious injuries by 2045. The proposed 2024 safety targets continue this practice.



DRCOG staff intends to propose adopting the update to Taking Action on Regional Vision Zero and amending the Metro Vision Plan in 2024 to reflect these long-term targets.

**Action by others**

[January 22, 2024](#) – Transportation Advisory Committee recommended approval

**Previous discussion/action**

None

**Recommendation**

Move to recommend to the Board of Directors the 2024 safety targets for the metropolitan planning organization area as part of federal performance-based planning and programming requirements and adopt the horizon years of achieving zero fatalities by 2040 and zero serious injuries by 2045.

**Attachment**

Staff Presentation

**For more information**

If you need additional information, please contact Lauren Kirgis, Multimodal Transportation Planner, at 303-480-6729 or [lkirgis@drcog.org](mailto:lkirgis@drcog.org) or Alvan-Bidal Sanchez, Program Manager, at 720-278-2341 or [asanchez@drcog.org](mailto:asanchez@drcog.org).





# Safety Performance Measures and Targets

Regional Transportation Committee

February 20, 2024

Lauren Kirgis, she/her

Alvan-Bidal Sanchez, AICP, he/him/el

# Federal performance areas



**PM1:**  
Safety  
performance



**PM2:**  
Infrastructure  
condition



**PM3:** System  
performance,  
freight, and  
CMAQ



**TAM:** Transit  
Asset  
Management



**PTASP:** Public  
Transportation  
Agency Safety  
Plan

Federal Highway Administration

Federal Transit Administration

# PM1: safety performance overview

- **Area** – Individual targets for **all public roads, developed and adopted annually** (Covers the DRCOG MPO Region only).
- **Data** – Provided by CDOT, CDOT geo-locates “on-system” data and DRCOG geo-locates “off-system” data.
- **Performance measures** –
  - Number of fatalities.
  - Rate of fatalities per 100 million vehicle miles traveled.
  - Number of serious injuries.
  - Rate of serious injuries per 100 million vehicle miles traveled.
  - Number of non-motorized fatalities and serious injuries.
- **Calculation** – 5-Year rolling average of 5 individual, consecutive points of data.
- **Federal guidance** –
  - Targets should be realistic and achievable, not aspirational.
  - DRCOG can support CDOT’s state targets or **set our own for the region**.
- **Penalty** –
  - No financial penalty or funding restriction.
  - Additional scrutiny into the planning process during the quadrennial federal certification.

# Status on achieving previous targets

Performance Measures	Desired Trend	2018 (2014-2018)	2019 (2015-2019)	2020 (2016-2020)	2021 (2017-2021)	2022 (2018-2022)
		Achieved	Achieved	Achieved	Achieved	Achieved
Fatalities	⏏	✓	✗	✗	✗	⌚
Fatality rate	⏏	✓	✓	✗	✗	⌚
Serious injuries	⏏	✓	✓	✓	✓	⌚
Serious injury rate	⏏	✓	✓	✓	✓	⌚
Non-motorized	⏏	✗	✗	✗	✓	⌚

# Actions towards achieving safety targets



## Improve Collaboration Between Allied Agencies

- Continuing to host monthly **Regional Vision Zero Work Group** meetings.



## Increase Awareness and Adoption of Vision Zero

- **Strategic update to *Taking Action on Regional Vision Zero*** in 2023.
- Participating in a 2-year **Vision Zero Community Peer Exchange** program with Metro, Portland's MPO
- Participating in the **Colorado Safe Routes to Schools Advisory Committee**.
- **Increased local media coverage** of DRCOG's Regional Vision Zero program efforts.

# Actions towards achieving safety targets

## Design and Retrofit Roadways to Prioritize Safety



- Developed a **Regional Complete Streets Toolkit** addressing safety-related aspects of street design, incorporating Vision Zero principles, crash profiles and countermeasures, and including further guidance for establishing safe design components.
- Conducted **Regional Complete Streets Prioritization Analysis** of the region to identify the top corridors for investing funds and resources to improve mobility and accessibility for all users.
- Supporting locals with **SS4A-funded development of local safety action plans**.
- Participating on multiple **local corridor safety studies**.

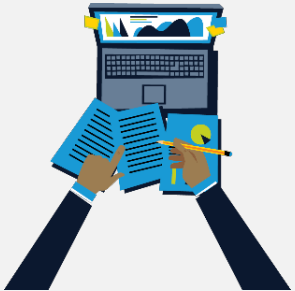


## Increase Funding and Resources

- 2024-27 TIP includes **207 TIP Projects at \$434.8 million** that will improve safety.
- Exploring opportunities to apply and leverage **Bipartisan Infrastructure Law (BIL) funding**.

# Actions towards achieving safety targets

## Improve Data Collection and Reporting



- Hired **Senior Crash Data Consortium Planner** to lead inventory of the region's needs and issues surrounding crash data, working with the Department of Revenue, STRAC, and CDOT to identify solutions to address data collection, processing, and analysis and explore the creation of a **regional crash data consortium**.
- Developed a **Regional Vision Zero story map** to enhance the Regional Vision Zero toolkit and provide local governments with easy access to quick analysis of area type crash profiles and potential countermeasures.
- Continued participation in the **Colorado Statewide Traffic Records Advisory Committee (STRAC)** meetings to help improve the quality of crash data and form completeness. Exploring becoming a voting member of STRAC.
- Released the **Active Modes Crash Report** – an assessment of regional crash and safety trends involving people bicycling and walking from 2015-2021.

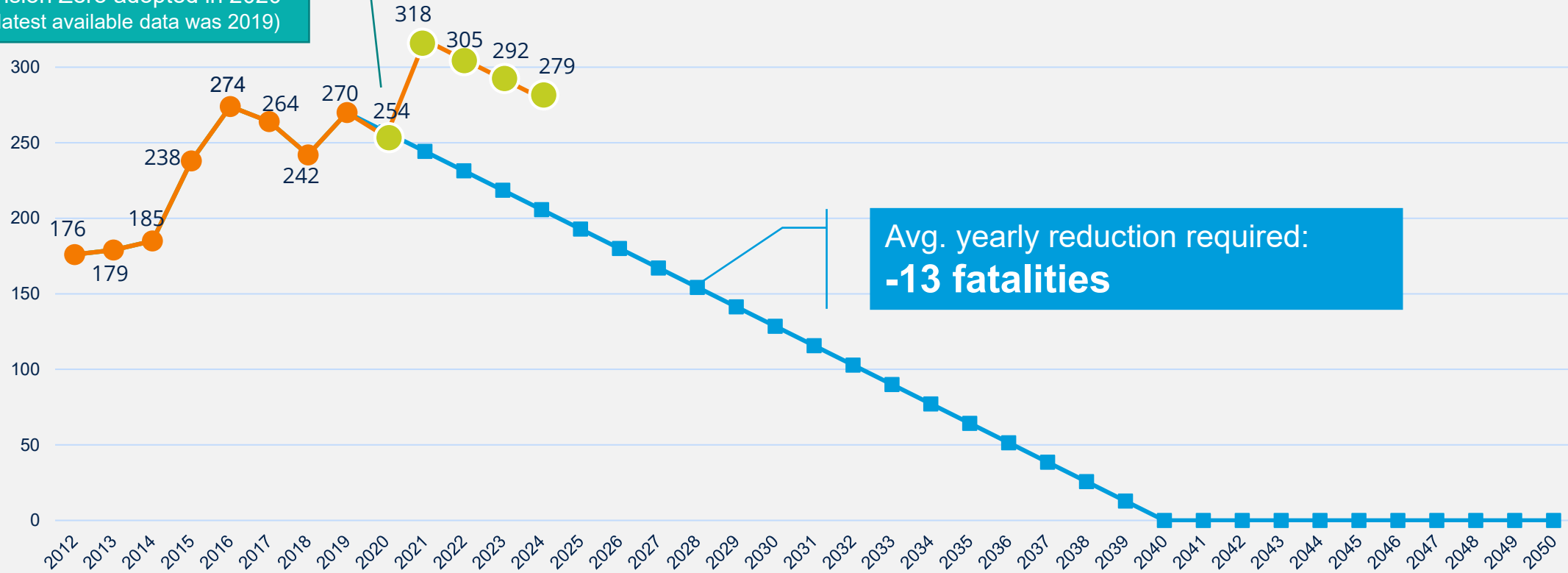
# Methodology

- Targets based on the principle outlined in Taking Action on Regional Vision Zero, adopted in 2020.
  - “Loss of life is not an acceptable price to pay for mobility.”
- Targets based on 0 fatalities and 0 serious injuries.
  - Fatality Target Year: 2040.
  - Serious Injury Target Year: 2045.
- Targets balance the aspirational goal of zero with the federal requirement that targets must be short-term and realistic.



# Achieving zero fatalities by 2040

Taking Action on Regional Vision Zero adopted in 2020 (latest available data was 2019)

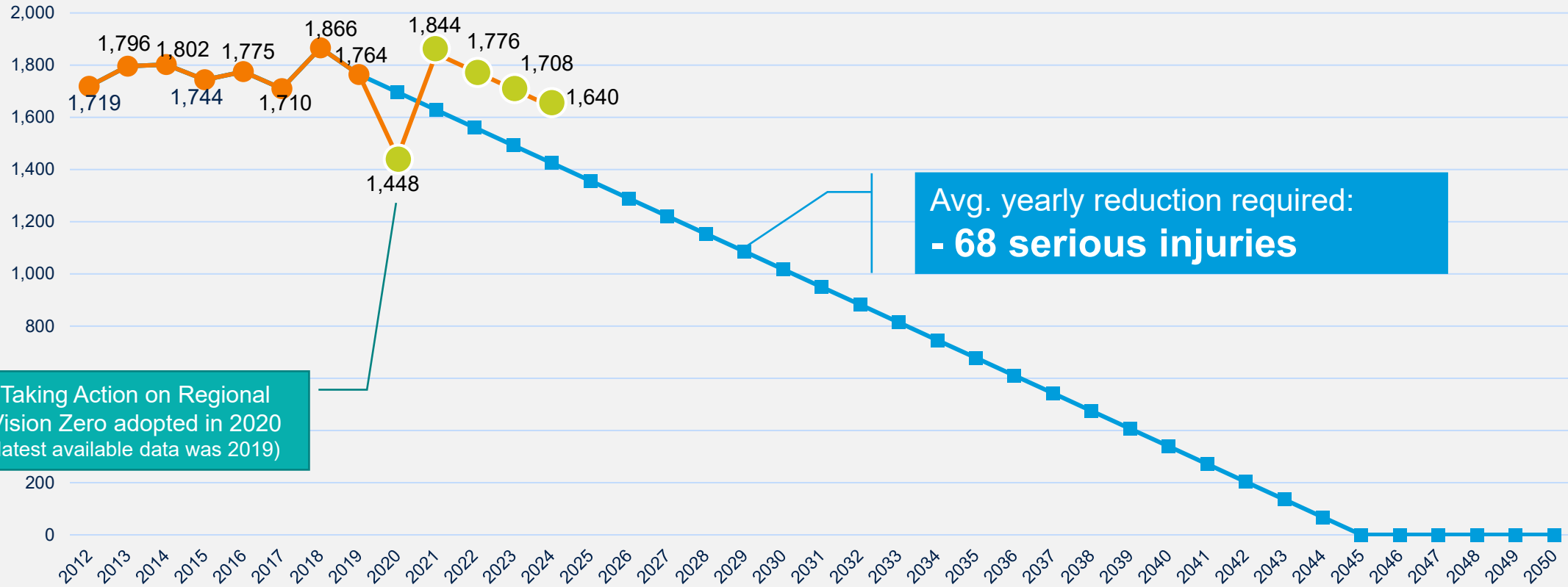


Avg. yearly reduction required:  
**-13 fatalities**

Year	2020	2021	2022	2023	2024	Calculating target
Number of fatalities	254	318	305	292	279	$(254+318+305+292+279)/5 = \mathbf{290}$

Observed      Projection

# Achieving zero serious injuries by 2045

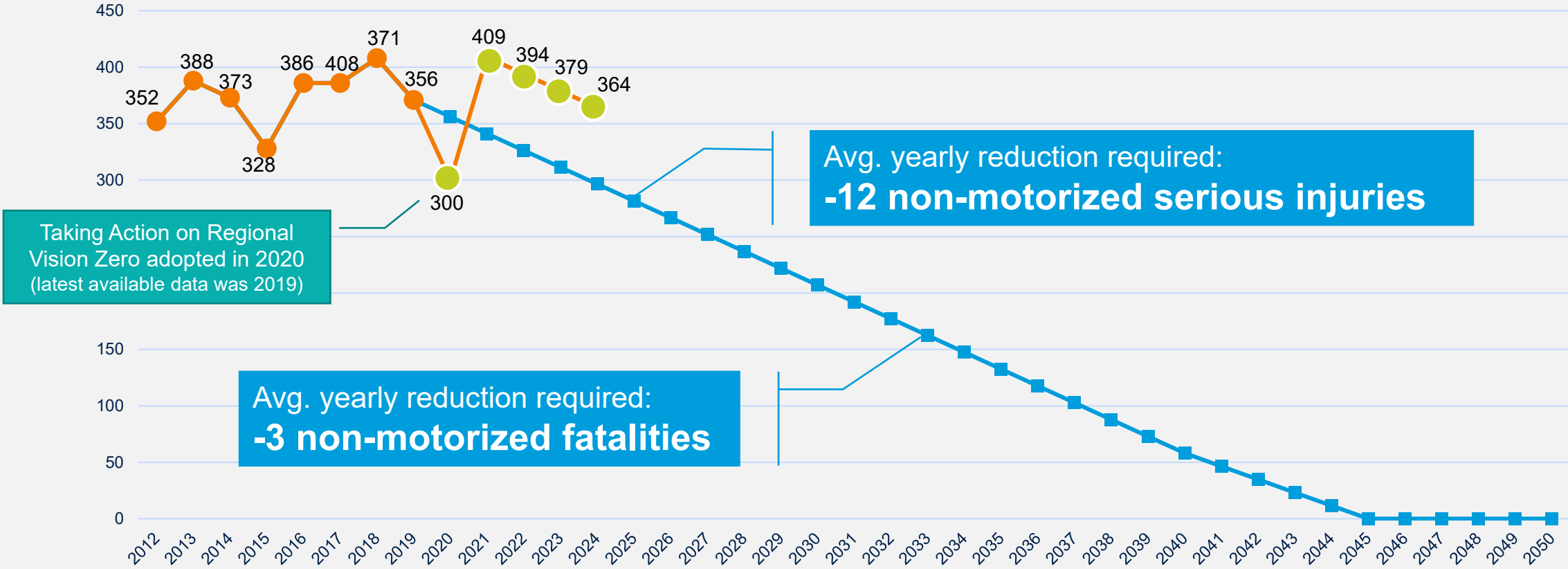


Year	2020	2021	2022	2023	2024	Calculating target
Number of serious injuries	1,448	1,844	1,844	1,708	1,640	$(1,448+1,844+1,776+1,708+1,640)/5 = \mathbf{1,683}$

Observed

Projection

# Achieving zero non-motorized fatalities and serious injuries



Year	2020	2021	2022	2023	2024	Calculating target
Number of non-motorized fatalities & serious injuries	300	409	394	379	364	$(300+409+394+379+364)/5 = \mathbf{369}$

Observed
Projection

# Proposed 2024 safety targets

Safety	Desired Trend	Baseline	2024 targets (2019-2023)
Number of fatalities	⇓	TBD	290
Rate of fatalities per 100 million vehicle miles traveled	⇓	TBD	1.037
Number of serious injuries	⇓	TBD	1,683
Rate of serious injuries per 100 million vehicle miles traveled	⇓	TBD	6.022
Number of non-motorized fatalities and serious injuries	⇓	TBD	369

# Next steps

- Taking Action on Regional Vision Zero update.
- SS4A grant exploration.
- Crash data dashboard kick-off and implementation.
- Active Transportation Plan update.

# Requested motion

Move to recommend to the Board of Directors the 2024 safety targets for the metropolitan planning organization area as part of federal performance-based planning and programming requirements and adopt the horizon years of achieving zero fatalities by 2040 and zero serious-injuries by 2045.

# Thank you!

# Questions?

**Lauren Kirgis**

Multimodal Transportation Planner

303-480-6729

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



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**ATTACH D**



## Regional Transportation Committee

Meeting date: February 20, 2024

Agenda Item #: 6 (Attachment D)

### Transportation Advisory Committee Special Interest Seats

Agenda item type: Action

#### Summary

Approving two special interest seat members on the Transportation Advisory Committee representing equity interests and non-motorized transportation interests.

#### Background

The Transportation Advisory Committee (TAC) assists the Board of Directors and the Regional Transportation Committee (RTC) by reviewing the work of the transportation planning process, advising on methods of planning and implementation, and working with staff to develop policy options and, as appropriate, recommendations to the RTC.

The committee's membership, responsibilities, and procedures are described in the [Transportation Planning Framework](#) and documented in DRCOG's [Committee Policy, Guidelines and Descriptions](#). Per the Committee Guidelines, the RTC approves the TAC's "special interest seat" representatives as needed. Two new special interest seats were added as part of recent updates to DRCOG's committee guidelines – an equity seat, and a non-motorized transportation seat.

DRCOG staff conducted a competitive candidate solicitation for both seats (two rounds for the equity seat). One candidate application was received for the equity seat, and several were received for the non-motorized transportation seat, for which DRCOG staff conducted informal interviews with the two top-ranked candidates to select a preferred candidate. The preferred candidate for each seat is formally nominated by the DRCOG Board Chair and approved by the RTC. Board Chair Steve Conklin is nominating:

- Equity seat: Angie Rivera-Malpiede
- Non-motorized transportation seat: Brad Revare

Candidate applications are attached for both recommended candidates (Attachment 1). If approved, both candidates would begin serving at the February 26, 2024 TAC meeting.

#### Action by others

None

#### Previous discussion/action

None



**Recommendation**

Move to approve the equity and non-motorized transportation special interest seat member appointments to the Transportation Advisory Committee.

**Attachment**

Transportation Advisory Committee special interest seats recommended candidate applications

**For more information**

If you need additional information, please contact Jacob Riger, Multimodal Transportation Planning Manager, at 303-480-6751 or [jriger@drcog.org](mailto:jriger@drcog.org).



#1

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Monday, November 20, 2023 1:48:51 PM  
**Last Modified:** Monday, November 20, 2023 1:54:58 PM  
**Time Spent:** 00:06:06  
**IP Address:** 73.153.24.228

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Page 1

**Q1**

Contact information

Name	Angie Rivera-Malpiede
Company	Northeast Transportation Connections (NETC)
Address	[REDACTED]
City/Town	Denver
State/Province	CO
ZIP/Postal Code	80238
Email Address	[REDACTED]
Phone Number	[REDACTED]

---

**Q2**

Tell us about your experience/qualifications and your interest in serving on DRCOG's Transportation Advisory Committee (TAC)

Having served in transportation for over two decades, I have found equity to be sorely lacking in the planning process of many projects. I believe I can offer an informed perspective based in real experience bringing solutions to diverse communities. My work has focused on low-income communities with a variety of cultural backgrounds, often composed of essential workers living in food deserts. My team and I have designed programs to help these residents and employees get to work, school, shopping districts, medical facilities, and outdoor spaces. We spent the last five years working to mitigate transportation barriers created by the Central 70 construction project, and we've also developed innovative ideas such as the NETC Bike Libraries to help people get around their neighborhoods. In my time on the board of directors for RTD, I saw firsthand the challenges so many Denverites face just getting to work or job training. Without reliable transportation, there can be no equity. Transportation is inextricably tied to physical health and economic well-being, and I've dedicated myself to ensuring that as many of our neighbors as possible have access to it.

---

**Q3**

You can upload your bio here (optional)

**Angie%20Rivera-Malpiede%20bio.docx (17KB)**

---

**Q4**

The DRCOG TAC usually meets in-person on the 4th Monday of each month at 1:30 p.m. for 1.5 to 2 hours. Are you able to regularly attend and participate in TAC meetings? Any potential conflicts?

Yes, I am available.

---

#2

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Tuesday, November 14, 2023 12:09:20 PM  
**Last Modified:** Tuesday, November 14, 2023 2:15:47 PM  
**Time Spent:** 02:06:26  
**IP Address:** 73.95.132.155

---

Page 1

### Q1

Contact information

Name	Brad Revare
Address	[REDACTED]
City/Town	Denver
State/Province	Colorado
ZIP/Postal Code	80238
Email Address	[REDACTED]
Phone Number	[REDACTED]

---

### Q2

Tell us about your experience/qualifications and your interest in serving on DRCOG's Transportation Advisory Committee (TAC)

I've served on the Denver Mayor's Pedestrian and Bicycle Advisory Boards to encourage better infrastructure for active non-motorized transportation. I co-chaired and started the Safe Streets Committee (RNO) in my own neighborhood of Central Park, as well as authored pieces like this in the Denver Streets Partnership: <https://denverstreetspartnership.org/community-voices-cpb-pbl/>

---

### Q3

You can upload your bio here (optional)

**Brad%20Revare%20Resume.pdf (57.7KB)**

---

### Q4

The DRCOG TAC usually meets in-person on the 4th Monday of each month at 1:30 p.m. for 1.5 to 2 hours. Are you able to regularly attend and participate in TAC meetings? Any potential conflicts?

Yes. I'm in the midst of a job transition but I will make this a priority to attend, you have my commitment.

---

**ATTACHE**

## Regional Transportation Committee

Meeting date: February 20, 2024

Agenda Item #: 7 (Attachment E)

### Corridor Planning Pilot Program Update

Agenda item type: Discussion

#### Summary

Update on the regional corridor planning pilot program activities.

#### Background

In fall 2022, DRCOG piloted the corridor planning program to support the region in advancing projects and priorities identified in the 2050 Metro Vision Regional Transportation Plan. The corridor planning program focuses on advancing infrastructure investments on key regional corridors identified in the Plan. As part of this program, DRCOG is leading initial planning efforts on two corridors starting in 2023: Alameda Avenue and South Boulder Road. Each planning effort is conducted in partnership with local governments, RTD and CDOT.

The corridor planning program was piloted in 2022 but has now been formalized as a 2024-2027 Transportation Improvement Program Set Aside.

#### *Alameda Avenue Corridor Study*

DRCOG is partnering with Lakewood, Denver, Glendale, Aurora, RTD and CDOT on the Alameda Corridor Study, which began in summer 2023. The goal of this study is to develop a shared vision for Alameda Avenue from Wadsworth to the R-Line by identifying short term safety and mobility challenges on the corridor, and future opportunities to make the corridor safer and more accessible for all road users. The corridor is identified as a regional bus rapid transit corridor in the Regional Transportation Plan.

The project team has completed an existing conditions report and an initial phase of engagement with communities along the corridor to understand immediate concerns with the corridor and ideas for improvement. In the next phase of the project the team will focus on identifying and then prioritizing proposed improvements, before developing a final corridor plan. A second engagement phase is planned in the spring to provide feedback on the proposed improvements. Additional information about the study can be found on the study's [engagement website](#). The study is scheduled to be completed in summer 2024.

#### *South Boulder Road Corridor Study*

DRCOG is partnering with RTD, Boulder County and the cities of Boulder, Lafayette, and Louisville on the South Boulder Road Corridor Study, which looks at the corridor between Broadway and 120<sup>th</sup> Street. The goal of this study is to develop a shared vision for the corridor by identifying current safety and mobility challenges on the corridor and future opportunities to make the corridor more accessible for all road users.



The project also began in summer 2023 and is wrapping up its existing conditions and background report. The first phase of public engagement is underway through mid-February. The project team is now pivoting to develop a conceptual vision for the corridor with character area mapping and potential future cross sections. A second engagement phase is planned for March through April to review the proposed vision. Additional information, including registration for the upcoming public meeting, is available on the study's [project website](#).

Phase two of the planning work on South Boulder Road, focused in more detail on enhanced transit, has been funded through the 2024-2027 Transportation Improvement Program.

[Additional information about this funded project is available here.](#)

#### *Initial lessons learned from pilot program*

DRCOG chose to pilot the corridor planning program to develop processes and lessons learned before the program was established as a set-aside in the 2024-2027 Transportation Improvement Program. A few notable lessons learned thus far are:

- DRCOG is in a unique position to bring together multiple agencies and jurisdictions on regional corridor studies that may be challenging for any one city or county to lead.
- Additional resources and coordination are required for multi-jurisdictional studies, particularly for public engagement and developing implementation-orientated action items.
- DRCOG staff have improved their understanding of procurement for this type of corridor study, which will facilitate future projects in the set-aside program.

#### *Set Aside Program*

The corridor planning program is now a 2024-2027 Transportation Improvement Program set-aside. A Sheridan Boulevard safety study and East Colfax Avenue Bus Rapid Transit extension study (from I-225 to E-470) were selected for funding in 2024-2025. An additional call for proposals for 2026-2027 funds is anticipated in summer 2025.

#### **Action by others**

None

#### **Previous discussion/action**

[May 16, 2023](#) – update and discussion of the corridor planning pilot program

#### **Recommendation**

None

#### **Attachment**

Pilot Corridor Planning Program Update Presentation

#### **For more information**

If you need additional information, please contact Nora Kern, Subarea and Project Planning Program Manager, at 303-480-5622 or [nkern@drcog.org](mailto:nkern@drcog.org).



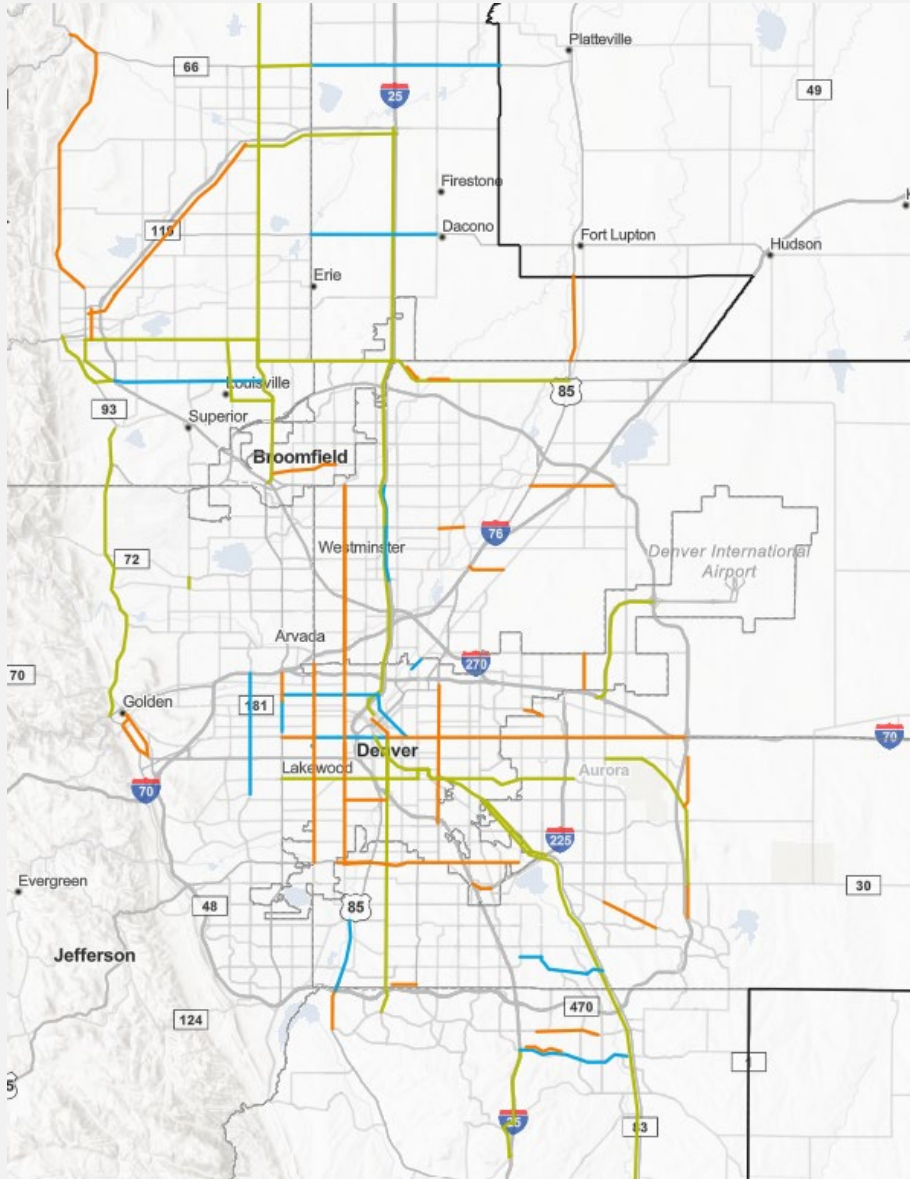




# Corridor Planning Pilot Program Update

Regional Transportation Committee, February 20, 2024  
Nora Kern, Subarea and Project Planning Program Manager





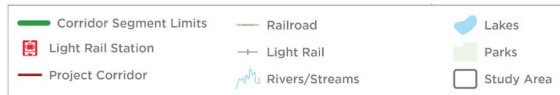
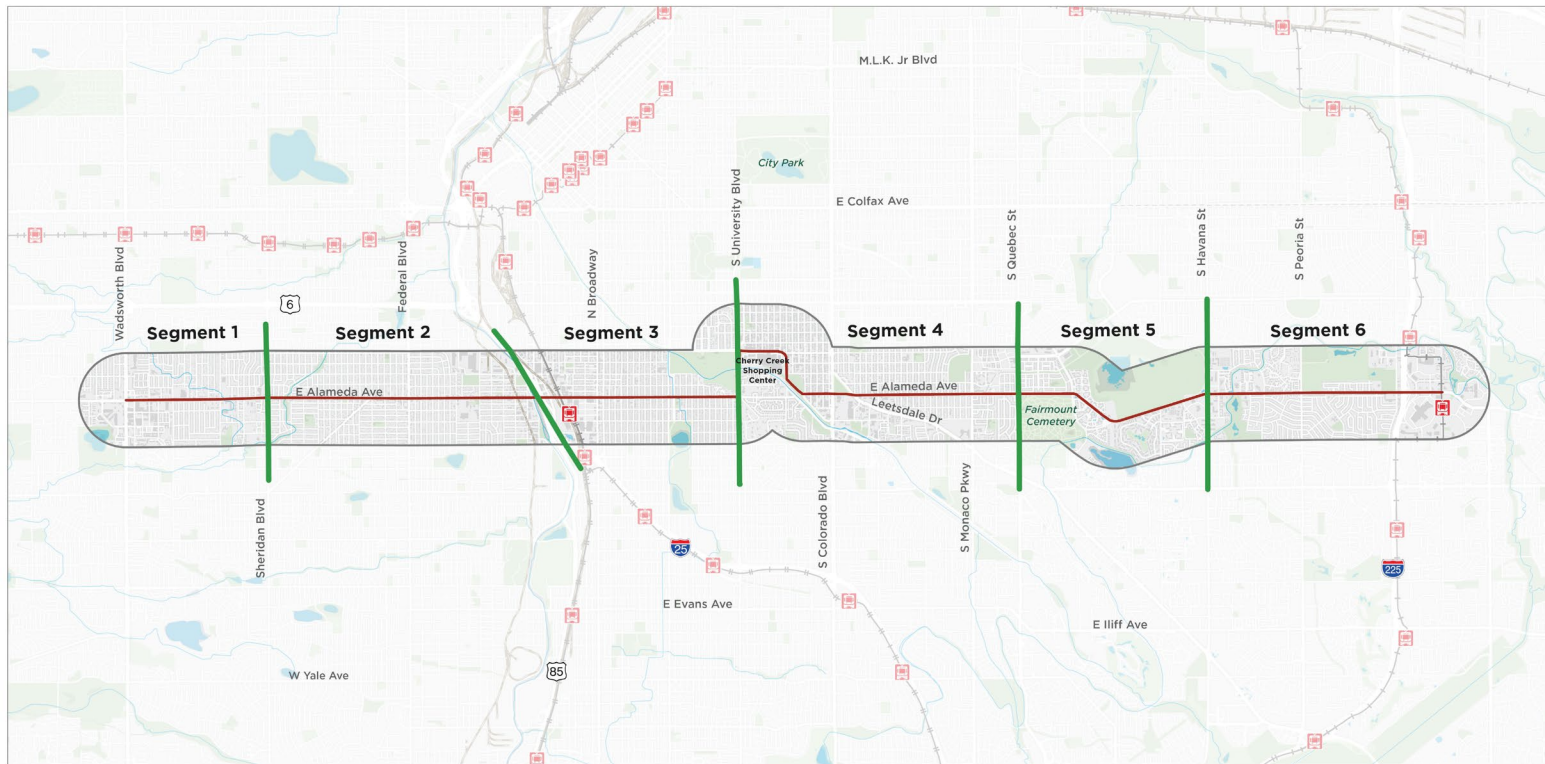
2050 Metro Vision Regional Transportation Plan

# Corridor planning program

- Advancing RTP Projects and Priorities
- Focus on corridors identified in the 2050 RTP
- Pilot started in 2022 with Alameda Corridor Study and South Boulder Road Study

# Alameda corridor study

## Alameda Corridor Segments



DRCOG makes no claims, representations or warranties, express or implied, concerning the validity (express or implied), the reliability or the accuracy of the data herein, including the implied validity of any uses of such data. DRCOG shall have no liability for the data or lack thereof, or any decisions made or action not taken in reliance upon any of the data.



## Study Project Team:

- Lakewood
- Denver
- Aurora
- Glendale
- CDOT
- RTD



# Alameda corridor study: Schedule



# Alameda corridor plan goals



Connectivity



Safety



Improved Transit



Accessibility



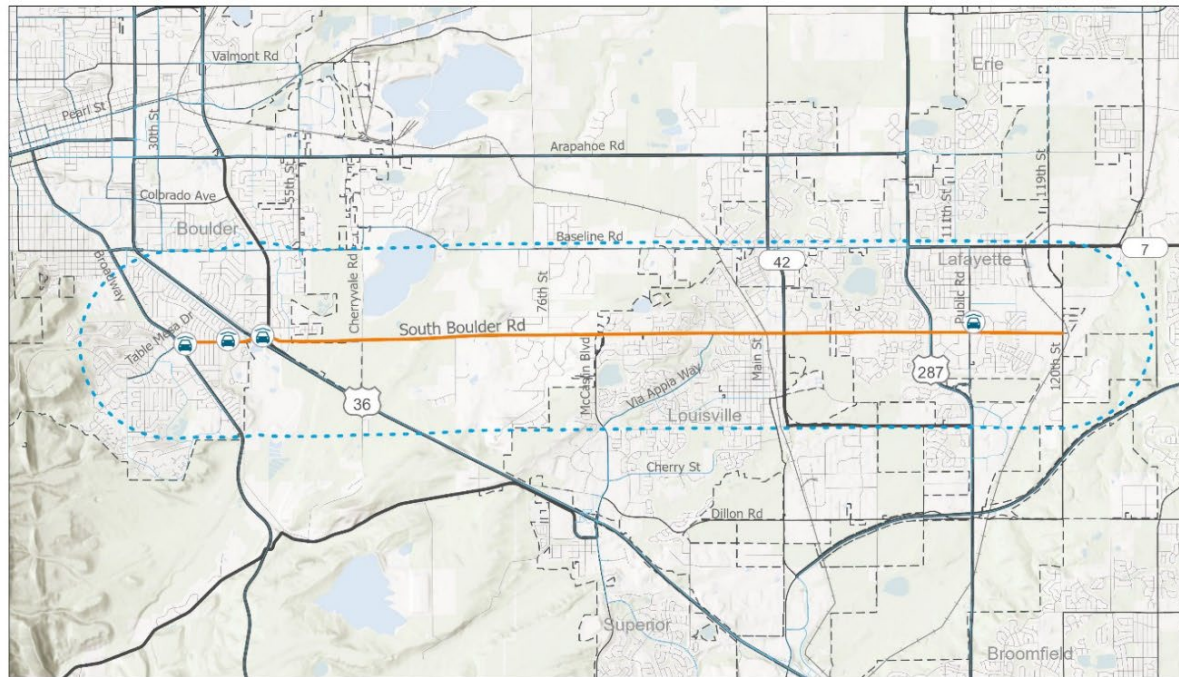
Mobility



Vibrancy

# South Boulder Road corridor study

## South Boulder Rd Study Area



DRCOG makes no claims, representations or warranties, express or implied, concerning the validity (express or implied), the reliability or the accuracy of the data herein, including the implied validity of any uses of such data. DRCOG shall have no liability for the data or lack thereof, or any decisions made or action not taken in reliance upon any of the data.

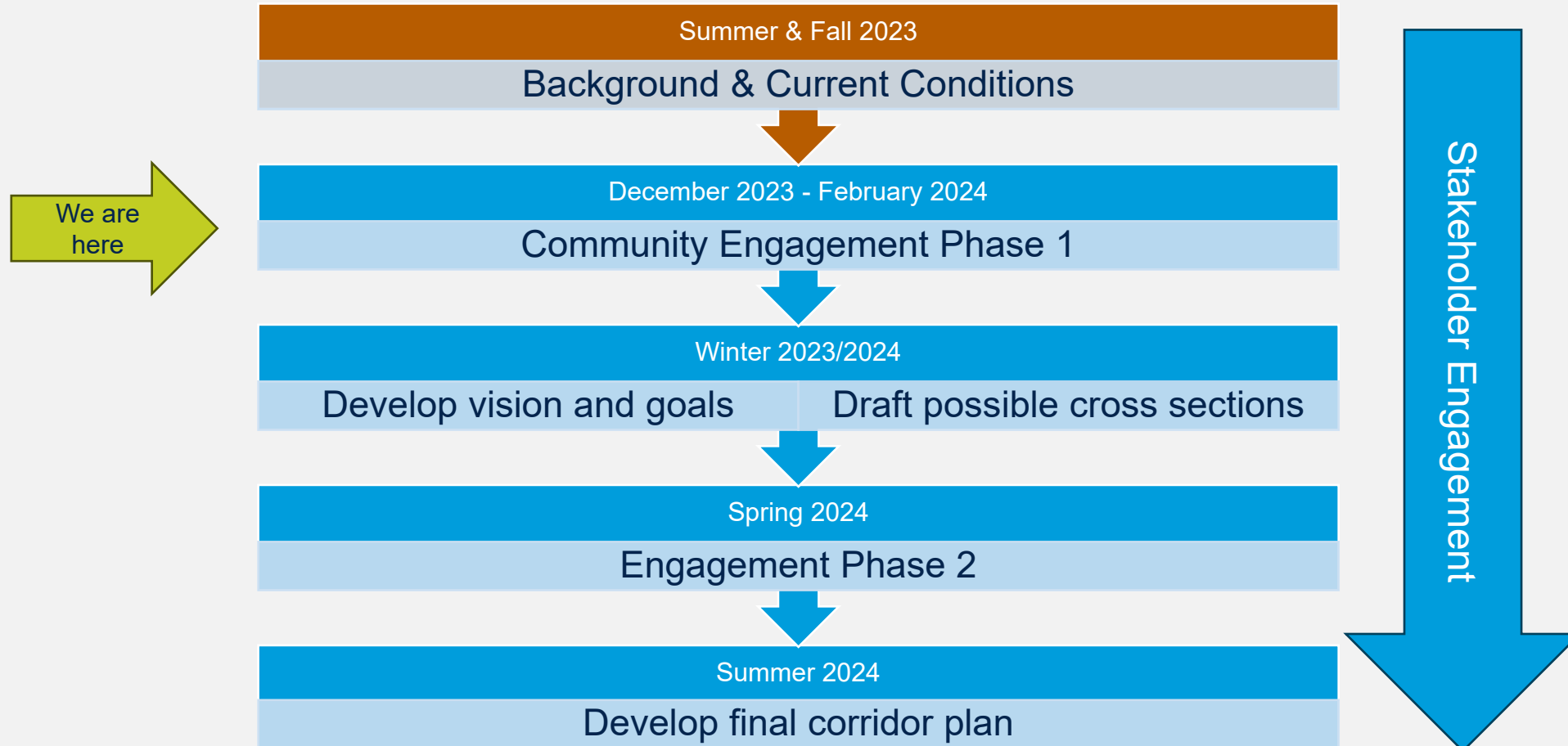
SOURCE DATA: DRCOG, RTD, CDOT, Boulder County, City of Boulder  
Mapbox Basemap; SR 6428  
Creator: Danielle Furutachi, 8/21/2023  
Location: Fehr & Peers GIS Server

## Study Project Team:

- City of Boulder
- City of Lafayette
- City of Louisville
- Boulder County
- RTD



# South Boulder Road corridor study: Schedule



# Lessons learned from pilot program

- DRCOG's role as a convener lends itself to regional corridor planning.
- Coordination and engagement across multiple jurisdictions takes time and resources.
- Improved internal procurement and project management processes.
- Importance of considering “what's next” after a DRCOG led study.



# 2024 – 2027 Transportation Improvement Program corridor planning set aside

- \$3,000,000 over fiscal years 2024-2027
- Funding split into 2-year cycles
- Sheridan Boulevard safety study and East Colfax BRT Extension (from I-225 to E-470) funded for next two years
  - Working on scope for both, pending intergovernmental agreement with CDOT
- Next call for projects in 2025

# Questions?

Nora Kern

Program Manager

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

**ATTACH F**

## Regional Transportation Committee

Meeting date: February 20, 2024

Agenda Item #: 8 (Attachment F)

### Federal Greenhouse Gas Performance Measure Introduction

Agenda item type: Discussion

#### Summary

Introduction to the new federal greenhouse gas performance measure.

#### Background

Federal regulations require state departments of transportation and metropolitan planning organizations to set targets and report on progress towards achieving the targets for several performance areas in support of a performance-based approach to transportation planning and programming. These areas include safety, infrastructure condition (pavement and bridge), system performance, transit asset management, and transit safety.

In December 2023, the Federal Highway Administration issued a final rule that establishes a new greenhouse gas performance measure. The measure is part of the National Highway Performance Program and assesses the percent change in carbon dioxide (CO<sub>2</sub>) emissions on the National Highway System relative to 2022 levels. State departments of transportation and metropolitan planning organizations will be required to establish declining targets and report on progress. There are no penalties for not achieving the established targets.

As with previous federal performance measures, DRCOG will have the flexibility to support the state's targets or establish targets specific to their area. DRCOG staff, with support from CDOT, will provide an overview of the new performance measure, including data requirements, methodologies, and next steps.

#### Action by others

None

#### Previous discussion/action

None

#### Recommendation

None

#### Attachments

1. Staff Presentation
2. CDOT Presentation (for information only)

#### For more information

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





# Federal GHG Performance Measure

Regional Transportation Committee: February 20, 2024

# Federal performance areas



**PM1:**  
Safety  
performance



**PM2:**  
Infrastructure  
condition



**PM3:** System  
performance,  
freight, and  
CMAQ



**TAM:** Transit  
Asset  
Management



**PTASP:** Public  
Transportation  
Agency Safety  
Plan

Federal Highway Administration

Federal Transit Administration

# System performance, freight, and CMAAQ



## Traffic congestion reduction

- Annual hours of peak hour excessive delay per capita
- % of non single occupancy vehicle travel



## On-road mobile source emissions

- Total emissions reduction (kg/day)
  - NOx
  - VOC
  - CO
  - PM10



## Travel time reliability

- % of PMT on the interstate that are reliable
- % of PMT on the non-interstate NHS that are reliable
- % change in tailpipe CO2 emissions on the NHS



## Freight reliability

- Truck travel time reliability index

# PM3: GHG performance overview

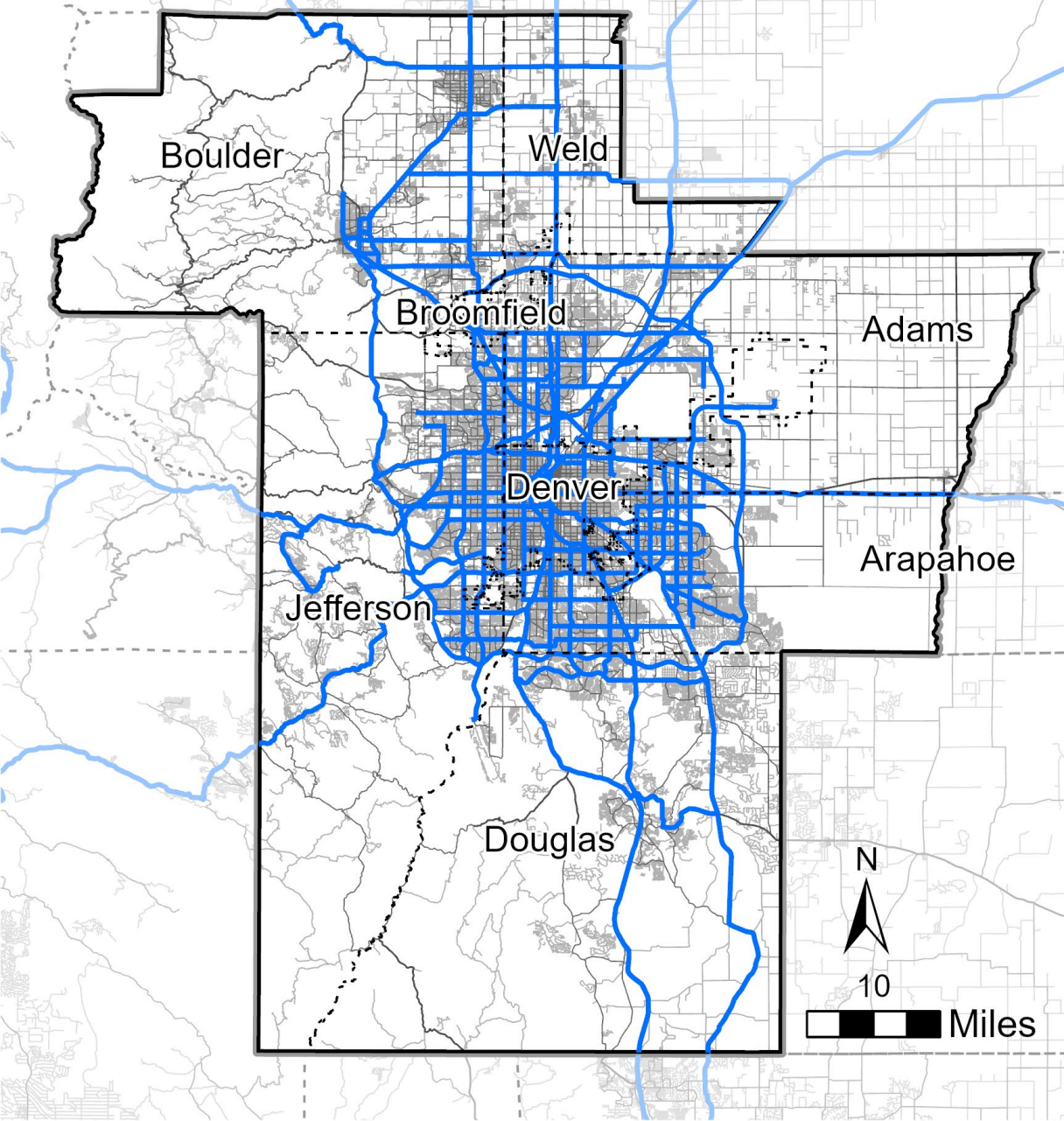
- **Area** – All mainline highways on the **Interstate and non-Interstate National Highway System (NHS)**
- **Data** –
  - CO2 emissions factors and fuel sales data to be provided by FHWA.
  - VMT data from the best available data representing the prior calendar year.
- **Performance measures** –
  - Percent change in on-road tailpipe CO2 emissions on the NHS relative to 2022.

- **Calculation** –

$$\frac{(\text{Tailpipe CO}_2\text{Emissions on NHS})_{CY} - (\text{Tailpipe CO}_2\text{Emissions on NHS})_{\text{reference year}}}{(\text{Tailpipe CO}_2\text{Emissions on NHS})_{\text{reference year}}} \times 100$$

- **Federal guidance** –
  - Targets must be declining targets.
  - DRCOG can support CDOT's state targets or set our own for the region.
- **Penalty** –
  - No financial penalty or funding restriction.
  - Additional scrutiny into the planning process during the quadrennial federal certification.





# National Highway System

- Interstate
- Non-Interstate NHS

— National Highway System    **▭** MPO Boundary  
— Roadway Network        - - - County Boundaries

# DRCOG requirements

- MPOs are required to establish targets no later than 180 days after the State DOT establishes their targets. (by September 25, 2024)
- Targets to be established through resolution. (DRCOG standard practice)
- Option to commit to support the State DOT target or establish a unique quantifiable target.
  - MPOs may use the MPO share of the State's vehicle miles traveled (VMT) as a proxy for the MPO share of CO2 emissions in the State.
- Coordination with CDOT encouraged.
- No significant progress determinations.

# DRCOG considerations

- Metro Vision's Surface Transportation Greenhouse Gas performance measure
  - Pounds of carbon dioxide equivalent GHG emissions per capita per day.
- State GHG Planning Standard
  - Reduction levels of annual greenhouse gas in million metric tons for four future analysis years: 2025, 2030, 2040 and 2050

# Next steps

- **February:** Briefings to the Board of Directors and Transportation Advisory Committee
- **March 29:** CDOT deadline to establish and report targets
- **March-September:** Continued coordination with CDOT and the Board on target-setting
- **September 25:** DRCOG deadline to establish targets

# Thank you!

# Questions?

**Alvan-Bidal Sanchez**

Program Manager

720-278-2341

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



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**COLORADO**

Department of Transportation

# New Greenhouse Gas (GHG) Rule National Performance Measures



# Contents

- Overview of GHG Rulemaking
- New GHG Performance Measure
- Target Setting Requirements
  - Colorado Department of Transportation (CDOT)
  - Metropolitan Planning Organizations (MPOs)
- Reporting Requirements Timeline
  - CDOT
  - MPOs
- Data Sources
- Resources and Questions



# Overview of GHG Rulemaking

- To help address the climate crisis the new GHG rule establishes a method for the measurement and reporting of greenhouse gas (GHG) emissions associated with transportation.
- The new rule requires State departments of transportation (State DOTs) and metropolitan planning organizations (MPOs) to establish **declining** carbon dioxide (CO<sub>2</sub>) targets and report on progress toward the achievement of those targets.
- The rule does not mandate how low targets must be, only that the targets are **declining**.
- State DOTs and MPOs have flexibility to set targets that are appropriate for their communities and that work for their respective climate change and other policy priorities, provided the targets aim to **reduce** emissions over time.





# Overview of GHG Rulemaking

## Transportation Performance Management (TPM) Performance Measures

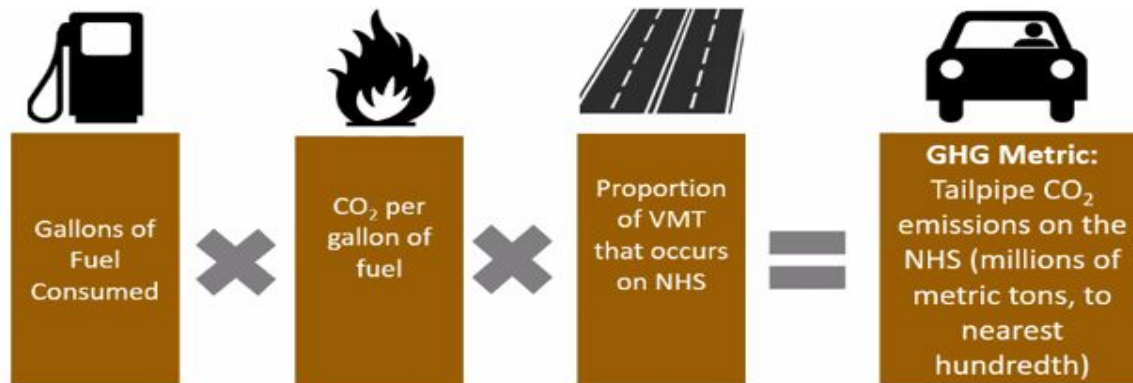


Performance Area	Performance Measure
Safety	<ul style="list-style-type: none"> <li>• Number of fatalities.</li> <li>• Rate of fatalities per 100 million vehicle miles traveled.</li> <li>• Number of serious injuries.</li> <li>• Rate of serious injuries per 100 million vehicle miles traveled.</li> <li>• Number of non-motorized fatalities and non-motorized serious injuries.</li> </ul>
Pavement Condition	<ul style="list-style-type: none"> <li>• Percentage of pavements of the Interstate System in Good condition.</li> <li>• Percentage of pavements of the Interstate System in Poor condition.</li> <li>• Percentage of pavements of the non-Interstate National Highway System (NHS) in Good condition.</li> <li>• Percentage of pavements of the non-Interstate NHS in Poor condition.</li> </ul>
Bridge Condition	<ul style="list-style-type: none"> <li>• Percentage of NHS bridges classified as in Good condition.</li> <li>• Percentage of NHS bridges classified as in Poor condition.</li> </ul>
System Performance	<ul style="list-style-type: none"> <li>• Percent of person-miles traveled on the Interstate that are reliable.</li> <li>• Percent of person-miles on the non-Interstate NHS that are reliable.</li> <li>• <b>NEW: Percent change in tailpipe carbon dioxide (CO<sub>2</sub>) emissions on the NHS compared to the reference year (calendar year 2022).</b></li> </ul>
Freight Movement	<ul style="list-style-type: none"> <li>• Truck Travel Time Reliability (TTTR) index.</li> </ul>
Traffic Congestion	<ul style="list-style-type: none"> <li>• Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita.</li> <li>• Percent of Non-Single Occupancy Vehicle (SOV) Travel.</li> </ul>
On-Road Mobile Source Emissions	<ul style="list-style-type: none"> <li>• Total Emission Reductions for applicable criteria pollutants.</li> </ul>

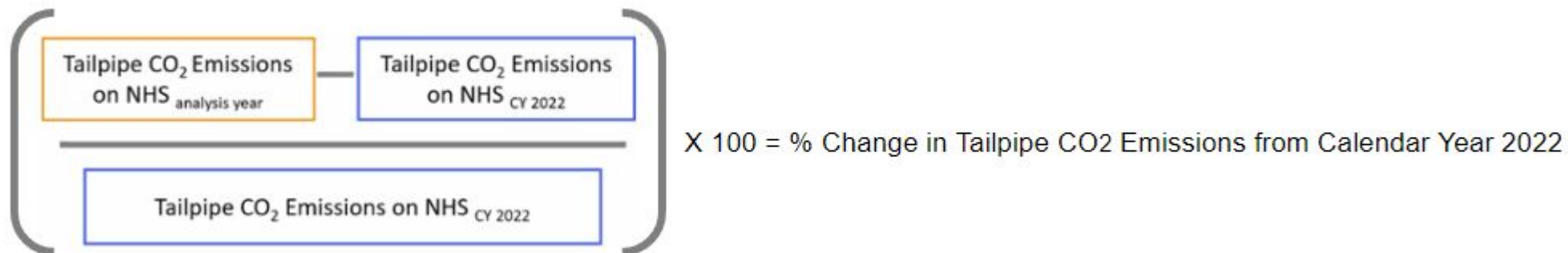


# New GHG Performance Measure

- Performance Measure Language
  - The percent change in on-road tailpipe CO<sub>2</sub> emissions on the NHS relative to 2022.
- Calculating the GHG Metric - Annual Tailpipe CO<sub>2</sub> Emissions on the NHS:



- Calculating the GHG Measure





# FHWA Deadline Extension

- Twenty-two States have challenged the GHG rule in federal court.
  - See State of Texas, et al. v. USDOT, et al. (N.D. Tex., Civil Action No. 5:23-cv-304) and Commonwealth of Kentucky, et al. v. FHWA, et al. (W.D. Ky., Civil Action No. 5:23-cv-162).
- Pursuant to negotiations in these cases, the FHWA has agreed that it will not seek to enforce the February 1, 2024, deadline for States to submit initial targets and reports, until March 29, 2024.
- The MPOs are due to establish targets no later than 180 days after the State DOT establishes their targets.



# Target Setting Requirements - CDOT

- State DOTs will establish 2- and 4-year statewide emissions reduction targets
- State DOTs will first establish targets and report those targets by March 25, 2024. Subsequent targets will be established and reported no later than October 1, 2026, in line with other transportation performance management (TPM) measures.
- **For this current performance period (2022-2025), State DOTs only need to develop a four-year target (2025).**
- Biennial reporting related to the GHG measure will begin with the 2026 Full Performance Period Progress Report and the 2026 Baseline Performance Period Report.
- If targets are not met, CDOT must document the actions it will take to meet the targets.



# Target Setting Requirements - MPO's

- MPOs will establish 4-year (2025) emissions reduction targets
  - MPOs are required to establish targets no later than 180 days after the State DOT establishes their targets (by September 25, 2024).
  - Targets to be established through resolution.
  - Option to commit to support the State DOT target or establish a unique quantifiable target.
  - MPOs may use the MPO share of the State's vehicle miles traveled (VMT) as a proxy for the MPO share of CO<sub>2</sub> emissions in the State.
  - Coordination with CDOT encouraged.
  - No significant progress determinations.



# Data Sources

Data Input	Data Source	Description
<b>Annual Fuel Sales Information</b>	Fuels and Financial Analysis System-Highways (Fuels and FASH)	Total gallons of fuel consumed by fuel type, based on fuel sales data as of August 15th of the year in which the significant progress determination is made.
<b>CO2 emission factor</b>	FHWA-supplied emission factors	Posted on FHWA website no later than August 15th of each reporting year.
<b>Annual vehicle miles traveled (VMT)</b>	Highway Performance Monitoring System (HPMS)	Estimates of VMT on NHS and all public roads as of November 30 of the year in which the significant progress determination is made. The reference year shall use HPMS data as of November 30, 2023.

\* MPOs have the flexibility to use additional data sources to calculate the measure



# 2022 Baseline Emissions

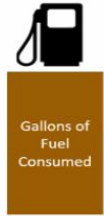


Table 1: Fuel Consumption

Gasoline & Gasohol Fuels	Special Fuels
2,383,076	787,608

Table 1 displays the quantity of fuel consumed, rounded to the nearest thousand gallons in 2022, and expressed in 1,000 gallons.

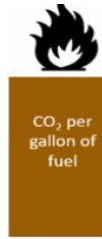


Table 2: CO<sub>2</sub> Factor

Gasoline & Gasohol Fuels	Special Fuels
0.00000810	0.00001019

Table 2 displays the CO<sub>2</sub> Factor for CY 2022, as provided by FHWA. (million metric tons (mmt) / 1,000 gal).

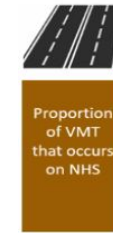


Table 3: 2022 Vehicle Miles Traveled (VMT)

Statewide VMT	National Highway System VMT
53,935,000,000	34,286,000,000



**GHG Metric:**  
Tailpipe CO<sub>2</sub> emissions on the NHS (millions of metric tons, to nearest hundredth)

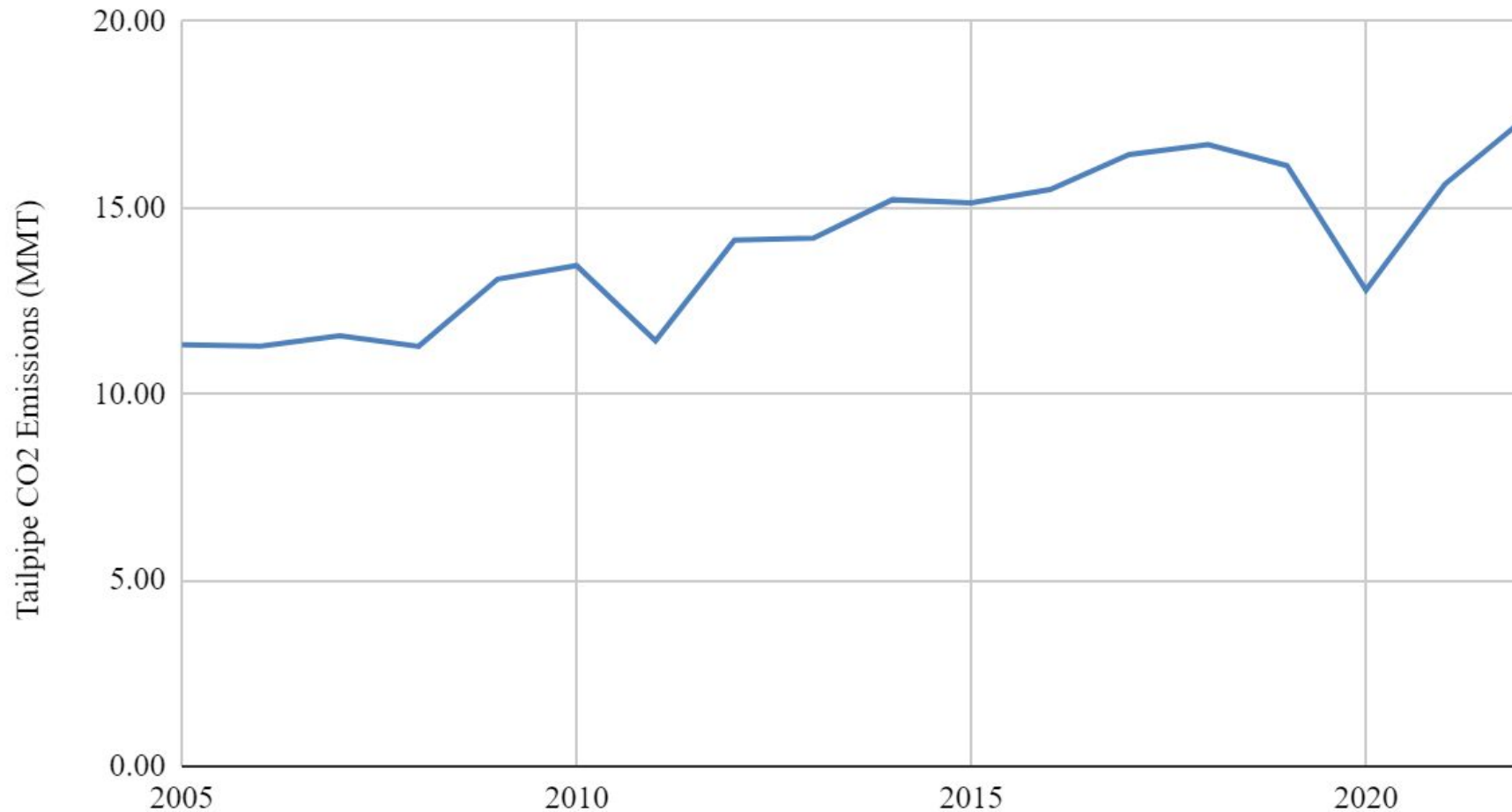
## Calculation for 2022 Baseline Tailpipe CO<sub>2</sub> Emissions Million Metric Tons (MMT)

$$((2,383,076 * 0.00000810) + (787,608 * 0.00001019)) * (34,286,000,000 / 53,935,000,000) = 17.37 \text{ Million Metric Tons of Tailpipe CO}_2 \text{ Emissions}$$



# Tailpipe CO2 Emissions on NHS

## Tailpipe CO2 Emissions (MMT) on NHS







## Next Steps

- **March 29, 2024** - CDOT to establish and report 2025 target to FHWA
- **March to September** - CDOT/MPOs coordinate to establish MPO targets
- **September 25, 2024** - MPOs to establish target by resolution



# Questions and Resources

- **Resources:**
  - [GHG Rulemaking Docket](#)
  - [GHG Final Rule](#)
  - [Greenhouse Gas Emissions Performance Measure Notice of Proposed Rulemaking \(NPRM\) - Webinar](#)
  - [GHG analysis tools and resources](#) - used to evaluate the impact of GHG reduction strategies and help set targets.
- **For questions or comments on this presentation, please contact:**

**William Johnson**

Performance and Asset Management Branch Manager  
Colorado Department of Transportation  
Division of Transportation Development  
[will.johnson@state.co.us](mailto:will.johnson@state.co.us)

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[jacob.kershner@state.co.us](mailto:jacob.kershner@state.co.us)

**Christopher Laplante**

Air Quality and Climate Section Manager  
Colorado Department of Transportation  
Division of Transportation Development  
[christopher.laplante@state.co.us](mailto:christopher.laplante@state.co.us)