

AGENDA
REGIONAL TRANSPORTATION COMMITTEE
Tuesday, October 18, 2022, 8:30 a.m.
1st Floor Aspen & Birch Conference Room
***In-Person Meeting with Virtual Option for Public (via Zoom)**

1. Call to Order
2. Public Comment
3. September 20, 2022 RTC Meeting Summary
(Attachment A)

INFORMATIONAL BRIEFINGS

4. DRCOG Transportation Demand Management (TDM) Strategic Plan Update
(Attachment B) Kalie Fallon, Emerging Mobility and TDM Planner
5. DRCOG Equity Analysis Project Update
(Attachment C) Matthew Helfant, Senior Transportation Planner
6. United States Department of Transportation Discretionary Grant Programs Update
(Attachment D) Ron Papsdorf, Division Director, Transportation Planning and Operations

ADMINISTRATIVE ITEMS

7. Member Comment/Other Matters
 - CDOT Report
 - RTD Report
8. Next Meeting – November 15, 2022
9. Adjournment

Attendees can request additional aids or services, such as interpretation or assistive listening devices, by calling 303-480-6701 or emailing ckennedy@drcog.org Please notify DRCOG at least 48 hours in advance so we can coordinate your request.

ATTACH A

ATTACHMENT A

MEETING SUMMARY REGIONAL TRANSPORTATION COMMITTEE

Tuesday, September 20, 2022

In-Person Meeting with Virtual Option for Public (via Zoom)

MEMBERS PRESENT:

Don Stanton	Colorado Department of Transportation
Yessica Holguin	Colorado Department of Transportation
Rebecca White (Alternate)	Colorado Department of Transportation
Karen Stuart	Colorado Department of Transportation
Doug Rex	Denver Regional Council of Governments
Ron Papsdorf (Alternate)	Denver Regional Council of Governments
Wynne Shaw	Denver Regional Council of Governments
Kevin Flynn (Chair)	Denver Regional Council of Governments
Steve Conklin (Vice-Chair)	Denver Regional Council of Governments
Shelley Cook	Regional Transportation District
Brian Welch (Alternate)	Regional Transportation District
Kate Williams	Regional Transportation District
Jeffery Kullman	Michael Baker International
Mike Silverstein	Regional Air Quality Council

Others Present:

Jessica Myklebust (Alternate)	Colorado Department of Transportation
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Public: Allison Cutting, Kathleen Bracke, Rachel Hultin, Eula Adams, Jan Rowe, Jennifer Bartlett, Roy Howard

DRCOG Staff: Emily Lindsey, Robert Spotts, Alvan-Bidal Sanchez, Cam Kennedy, Emily Kleinfelter, Andy Taylor, Sang Gu Lee, Matthew Helfant, Erik Braaten, Josh Schwenk, Steve Cook, Todd Cottrell, Ala Alnawaiseh, Nora Kern

Call to Order

Chair Kevin Flynn called the meeting to order at 8:30 a.m.

Public Comment

There was no public comment.

Summary of August 16, 2022 Meeting

The summary was accepted.

ACTION ITEMS

2050 Metro Vision Regional Transportation Plan 2022 Update, Air Quality Conformity, and State Greenhouse Gas Planning Standard Compliance

Alvan-Bidal Sanchez, Transportation Planner, reported that the 2050 RTP sets the vision for the Denver region's multimodal transportation system and guides investment in the projects and programs to achieve that vision. The 2050 RTP was adopted in April 2021. The 2022 Update revises the plan to comply with the state's new Greenhouse Gas Planning Standard (GHG Rule) and is required under SB21-260 and the GHG Rule to be

completed by October 1, 2022. The updated plan also incorporates sponsor-requested amendments to a few projects in the 2050 RTP.

Ms. Rebecca White introduced Ms. Jessica Myklebust who discussed notable CDOT project changes and key investments related to CDOT's 10-Year-Plan. Ms. Myklebust also discussed how CDOT has coordinated with DRCOG throughout the process to align both organizations' plans under the GHG Rule. Ms. White added that just like DRCOG, CDOT has been able to show full compliance with the GHG Rule.

Mr. Don Stanton stated his appreciation for the work done by DRCOG staff in coordinating and cooperating with CDOT to make this possible. Chair Flynn echoed Mr. Stanton's sentiment on behalf of the DRCOG Board for all the hard work.

Mr. Mike Silverstein inquired about the vision for Central I-25. Ms. Myklebust responded that CDOT is looking at reconnecting communities grant opportunities as well as bridge projects and exploring if collector-distributor roads would be appropriate.

Mr. Jeff Kullman asked about the reduction or elimination of minimum parking requirements in the proposed mitigation measures. Mr. Sanchez responded that this would apply to residential and commercial and would be scaled for the level of development. Mr. Ron Papsdorf added that this strategy is focused on places around transit stations, for example. In those developments, there might not be as much of a need for parking spots so minimum parking requirements could be reduced.

Mr. Kullman then inquired about the adoption of local complete streets standards since that strategy provides less GHG reductions than other measures. Mr. Sanchez responded that even though the local complete streets standards only reduced GHG emissions 656 metric tons, those numbers, even if they are smaller than the other measures, still matter in the overall GHG reduction strategy.

Mr. Stanton inquired if a model could be developed for individual projects and Mr. Papsdorf responded that wouldn't be possible. Since this is looking at the entire regional transportation network and the system as a whole.

Ms. Kate Williams mentioned that since plans include building more roundabouts, she wanted to state that they are a headache for bicyclists and pedestrians. Ms. Williams added that she hopes that the region will move away from roundabouts eventually.

Ms. Shelley Cook asked if the scoring system for particular projects considers proximity to transit. How embedded is the bike/ped system within the transportation system? Mr. Sanchez responded that it is embedded in the application scoring process.

Ms. White was impressed with the effort to engage Spanish speakers during the public hearing and was curious about how successful it was in terms of participation. Mr. Sanchez responded that while DRCOG didn't receive any written comments in Spanish, DRCOG plans to use that service in the future and will work internally to figure out the best methods going forward. Mr. Papsdorf concurred and said it was an important first implementation of incorporating a Spanish option into DRCOG meetings. As more people become familiar with this opportunity, more participation is expected.

Mr. Steve Conklin stated that even if not many people took advantage of the Spanish-speaking option, simply having it, alongside sign language, was a positive step in the right direction. Mr. Conklin then complimented staff for making it happen.

Mr. Mike Silverstein mentioned that from an air quality perspective, BRT is foundational since it allows different options for transit across the region. Developers also do not want the expense of having to pay for parking and want to actively take advantage of the transit networks, so it can work both ways.

Wynne Shaw MOVED to recommend to the Board the draft 2050 Metro Vision Regional Transportation Plan and associated DRCOG PM-10 Conformity Determination, Denver Southern Subarea 8-hour Ozone Conformity Determination, and Greenhouse Gas Transportation Report. The motion was seconded and passed unanimously.

FY 2022-2025 Transportation Improvement Program (TIP) Subregional Share (Call #2) Forum Recommendations

Todd Cottrell, Project and Program Delivery Manager, presented the TIP Call #2 recommendations. Call #2 was for Air Quality and Multimodal applications and funding was only available for projects that improve Air Quality or congestion. Applications were submitted to the eight subregional forums where the technical committee or forum evaluated and then recommended projects within a funding target. Among the eight forums, a total of 59 projects were submitted that requested a total of \$186.2 million in funding. Ultimately, 50 projects were recommended for funding which totaled \$166.2 million. Since there was \$173 million in funding available, the remaining \$6.8 million is available to redistribute in Calls #3 and #4.

Ms. Karen Stuart took the opportunity to applaud DRCOG for its innovative thinking to allow the subregions to cooperatively work together to fund projects in their communities.

Steve Conklin MOVED to recommend to the Board the Subregional Share projects to be included in the current FY 2022-2025 TIP. The motion was seconded and passed unanimously.

FY 2022-2025 Transportation Improvement Program (TIP) Special Policy Amendments (TIP Calls for Projects #1 and #2)

Josh Schwenk, Transportation Planner, presented the 50 projects to be amended into the TIP. The amended projects account for \$206,549,000 in new DRCOG funds being allocated to projects throughout the region. The proposed amendments to the FY 2022-

2025 Transportation Improvement Program have been found to conform with the State Implementation Plan for Air Quality.

Chair Flynn inquired about the difference between this and the prior motion. Mr. Schwenk responded that the prior motion was to approve the awards for the Call #2 projects. This action will add the project awards from Call #2 through the previous action as well as the project awards from Call #1 earlier this year to the FY 2022-2025 TIP.

Mr. Conklin MOVED to recommend to the Board the attached project amendments from the TIP Regional and Subregional Share Calls for Projects (Calls #1 and #2) to the *FY 2022-2025 Transportation Improvement Program* (TIP). The motion was seconded and passed unanimously.

Outcome of the DRCOG Non-MPO Multimodal Transportation Options Funds (MMOF) Call for Projects

Todd Cottrell, Project and Program Delivery Manager, presented the results of the non-MPO Multimodal Options Fund call for projects. Multimodal Options Funds (MMOF) are allocated under state statute to the entire DRCOG region, not just the Metropolitan Planning Organization (MPO) boundary. Therefore, DRCOG set aside \$500,000 (approximately 1% of the overall total) for a special call for projects for those areas in the non-MPO portion of DRCOG (Clear Creek County, Gilpin County, and eastern Adams and Arapahoe Counties, east of Kiowa Creek). From this allocation, one project was funded within Arapahoe County in the Town of Deer Trail, which requested \$500,000 in FY2023 state MMOF.

Kate Williams MOVED to recommend to the Board the project selected for funding from the Non-MPO MMOF Call for Projects. The motion was seconded and passed unanimously.

FY 2022-2025 Transportation Improvement Program (TIP) Policy Amendments

Josh Schwenk, Transportation Planner, explained the request to amend five TIP projects. The proposed amendments to the *FY 2022-2025 Transportation Improvement Program* have been found to conform with the State Implementation Plan for Air Quality.

Wynne Shaw MOVED to recommend to the Board the attached amendments to the *FY 2022-2025 Transportation Improvement Program* (TIP). The motion was seconded and passed unanimously. The motion was seconded and passed unanimously.

ADMINISTRATIVE ITEMS

Member Comment/Other Matters

- CDOT Report - Ms. Myklebust announced that the 10-Year Plan was adopted by the Transportation Commission. CDOT also has been awarded a \$100 million federal grant for the I-70 Floyd Hill project. CDOT is pursuing additional grant opportunities for I-270, 6th and Wadsworth interchange as well as the Central Valley part of I-25.

- Ms. Stuart stated that CDOT's former Executive Director Shailen Bhatt is under consideration for the position of FHWA Executive Director, which is exciting for the region.
- Mr. Stanton took the opportunity to discuss the transportation options of e-bikes, bicycles, e-scooters, and motorcycles since there have been 102 fatalities involving these modes so far this year in Colorado. Mr. Stanton mentioned that there should be a conversation regarding implementing more safety measures for these technologies. Chair Flynn thanked Mr. Stanton for his comment and agreed these issues should be highlighted and more awareness is needed.
- RTD Report - Ms. Williams introduced Brian Welch who is the interim replacement for Bill Van Meter, who recently retired. Mr. Welch highlighted that RTD will use the upcoming Regional Share TIP Call #3 to apply for funding to help conduct a maintenance facility study that will help RTD identify where its next operating facility should be. Mr. Welch mentioned RTD is also interested in converting its light rail system to level boarding.
- RTD's Board of Directors recently analyzed its midterm financial plan, which includes efforts to make all 9,000+ bus stops ADA compatible and funding to support bus rapid transit environmental and preliminary engineering work. In August, RTD submitted its Colfax Small Starts rating application and is hoping to be included in the President's budget next year.

Next Meeting – October 18, 2022

Adjournment

The meeting adjourned at 9:41 a.m.

ATTACH B

ATTACHMENT B

To: Chair and Members of the Regional Transportation Committee

From: Kalie Fallon, Emerging Mobility and TDM Planner

Meeting Date	Agenda Category	Agenda Item #
October 18, 2022	Informational Briefing	4

SUBJECT

DRCOG Transportation Demand Management (TDM) Strategic Plan Update

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

DRCOG's [FY 2022-2023 Unified Planning Work Program](#) identifies developing a regional transportation demand management (TDM) strategic plan as part of ongoing efforts to support TDM and mobility services in the Denver region. DRCOG's most recent TDM planning work occurred about a decade ago and culminated in the development of a [TDM Short Range Plan](#).

The purpose of the regional TDM Strategic Plan is to evaluate existing TDM programs, practices, partnerships and policies, and to identify desired actions to support transportation demand management in the Denver region. This plan will support Metro Vision outcomes and build from the region's 2050 Metro Vision Regional Transportation Plan and other related regional and modal plans. The DRCOG staff and consultant team, led by UrbanTrans, kicked off the project in late July 2022 and work will continue through 2023.

This summer, the project team developed a Stakeholder and Public Engagement plan to guide the outreach component of the project. This plan will be guided by a stakeholder steering committee which will be engaged through a total of six workshops. Additionally, a broader stakeholder group outside of the steering committee will be engaged through two workshops, interviews and focus groups. Public outreach methods include creation of an informational webpage, online comment card, social media content, and press and media. In addition to initial stakeholder engagement, the project team is currently working to assess existing conditions and understand the state of TDM in the Denver region.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. Staff Presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Kalie Fallon, Emerging Mobility and TDM Planner at (303) 480-6740 or kfallon@drcog.org.

TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGIC PLAN UPDATE

Kalie Fallon

Emerging Mobility and TDM Planner

THE TDM LANDSCAPE



Effective TDM requires the use of a **suite of strategies**:

Marketing

Education

Outreach

Infrastructure

Mobility
Services

Parking/
Pricing

Land Use

Incentives/
Subsidies

TDM STRATEGIC PLAN



- Identified in DRCOG's FY 2022-2023 UPWP
- Supports **TDM and mobility services** in the Denver region
- Relates to DRCOG's **internal programs/projects** and **work with TDM partners** throughout the region
- Influenced by **recent changes** in travel behavior, demographics, new technologies/emerging modes

TDM STRATEGIC PLAN PURPOSE



- **Evaluate** existing TDM programs, practices, partnerships and policies
- **Engage** stakeholders and partner agencies
- **Identify** desired actions and activities to support TDM in the Denver region
- **Develop** a regional TDM toolkit for DRCOG and partners to use in implementation of actions and activities

☐ **Task 1: Agency, Partner, and Stakeholder Outreach and Engagement**

☐ **Task 2: Existing Conditions** and Needs Assessment/Evaluation

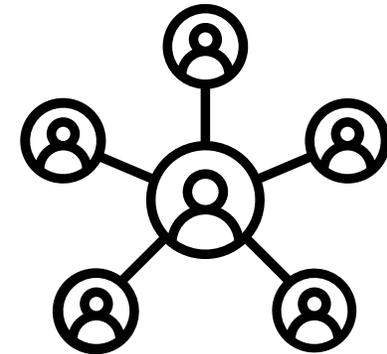
- Task 2.A Existing Conditions
- Task 2.B Equity Analysis
- Task 2.C Case Studies
- Task 2.D ROI Assessment and SWOT

☐ **Task 3: Planning Framework**

☐ **Task 4: TDM Toolbox**

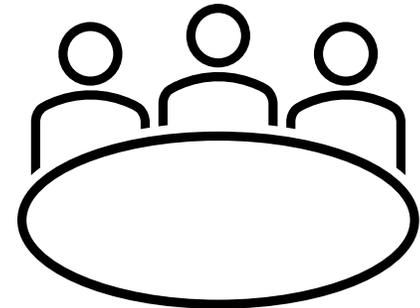
☐ **Task 5: Next Steps, Recommendations, and Plan Preparation**

- **Stakeholder Steering Committee (SSC)**
 - Six workshops through October 2023
- **Broader Stakeholder Engagement**
 - Workshops, interviews, and focus groups
- **Public outreach**
 - Informational webpage
 - Online comment card
 - Social media guide
 - Press and media



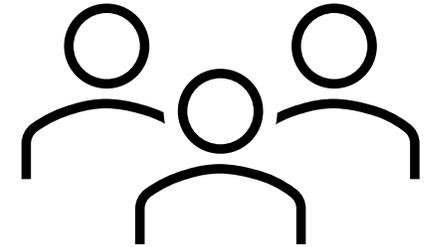
Steering Committee makeup:

- Regional **transportation** stakeholders
- Regional **air quality** partners
- **Educational** and research partners
- Community **advocacy** partners
- **Environmental justice** groups
- Public agency and **member government** partners



Additional stakeholders will include:

- Chambers of **commerce**
- Employers and **unions**
- **Land use** stakeholders
- Entities serving travel needs of **elderly and low-income** groups
- **Public agency partners** in DRCOG region



What is currently being done and how it is working?

- Review of **TDM activities** and **funding**
- **Regional TDM** analysis:
 - How do people move around the region?
 - What services/infrastructure exists to support TDM goals in the region?
 - How are our investments impacting TDM goals?



THANK YOU!
QUESTIONS?

Kalie Fallon
Emerging Mobility and TDM Planner
Transportation Planning and Operations
kfallon@drcog.org

ATTACH C

ATTACHMENT C

To: Chair and Members of the Regional Transportation Committee

From: Matthew Helfant, Senior Transportation Planner

Meeting Date	Agenda Category	Agenda Item #
October 18, 2022	Informational Briefing	5

SUBJECT

DRCOG Equity Analysis Project Update

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

As a recipient of federal funds, DRCOG is required to comply with various nondiscrimination laws and regulations, including Title VI of the Civil Rights Act of 1964 which forbids discrimination against anyone in the U.S. because of race, color or national origin by any agency receiving federal funds. Further, DRCOG adheres to other federal nondiscrimination statutes that afford legal protection.

It is also a federal requirement to evaluate the benefits and consider the impacts of DRCOG's transportation plans and programs on marginalized communities. Executive Order 12898 specifically requires analysis of the potential benefits and burdens to "Minority and Low-Income" populations. While the geography has varied (census tracts, census block groups, transportation analysis zones), DRCOG has historically used a regional average approach in identifying geographic concentrations of marginalized communities. Under this approach, if a geography's percentage of that community exceeds the regional average, it is identified as having an Environmental Justice concentration. While this approach is common and reasonable, it has resulted in identifying Environmental Justice areas that include over half the region's population. This outcome makes it more difficult to meaningfully focus on Environmental Justice communities.

Recognizing the limitations of this regional average approach, DRCOG staff have spent the past several months conducting research on best practices, current guidance, and recommendations for equity and environmental justice data projects. Staff have also been exploring how to apply equity tools and methods across the agency, not just as part of DRCOG's Metropolitan Planning Organization federal requirements. The project's objectives include:

- Create ways to make equity analysis more meaningful in DRCOG's various planning processes, products, and decisions.
- Continue to evolve stakeholder and public engagement methods to increase input from traditionally underserved communities and populations that meaningfully shape our planning processes and outcomes.
- Enhance equity analysis as part of project funding and investment decisions for the Transportation Improvement Program and Regional Transportation Plan.

- Tie improved equity approaches to other applicable DRCOG planning processes and products.

This regional-scale analysis is – by design – not as detailed as analyses conducted for project-level environmental assessments through NEPA. And as with any methodology in which areas are being defined, there are marginalized communities throughout the region and in non-identified areas.

DRCOG staff will provide an overview of equity requirements as they pertain to DRCOG, introduce the ongoing Environmental Justice and Equity Project, and present concentration change [alternatives](#) at the October RTC meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Matthew Helfant, Senior Transportation Planner, at 720-278-6731 or mhelfant@drcog.org and Byron Schuldt, GIS Specialist, at 303-480-6790 or bschuldt@drcog.org.

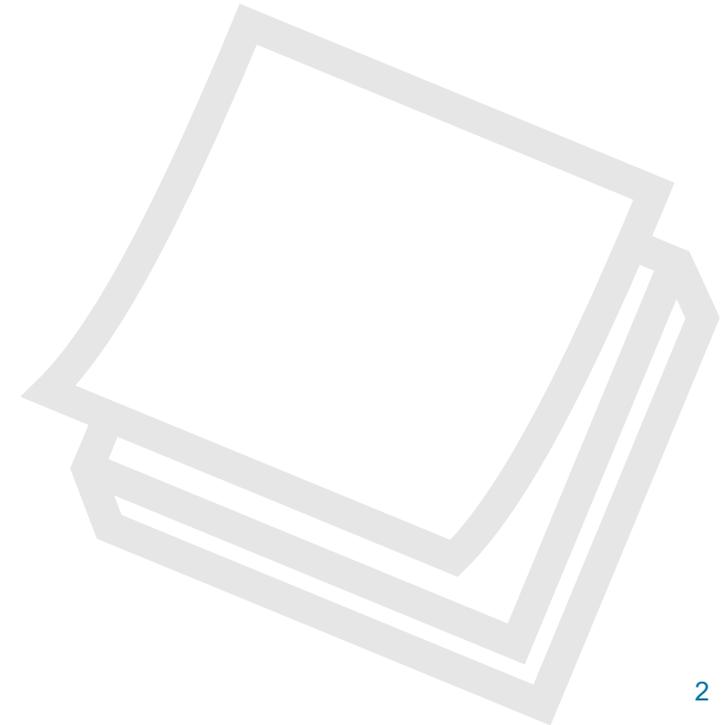


Environmental Justice and Equity Project

Regional Transportation Committee
October 18, 2022

Matthew Helfant, AICP | Byron Schuldt

- Equity requirements
- Environmental Justice and Equity Project
 - Project phases and timeline
- Environmental Justice threshold analysis
 - Map demonstration
- Questions and discussion



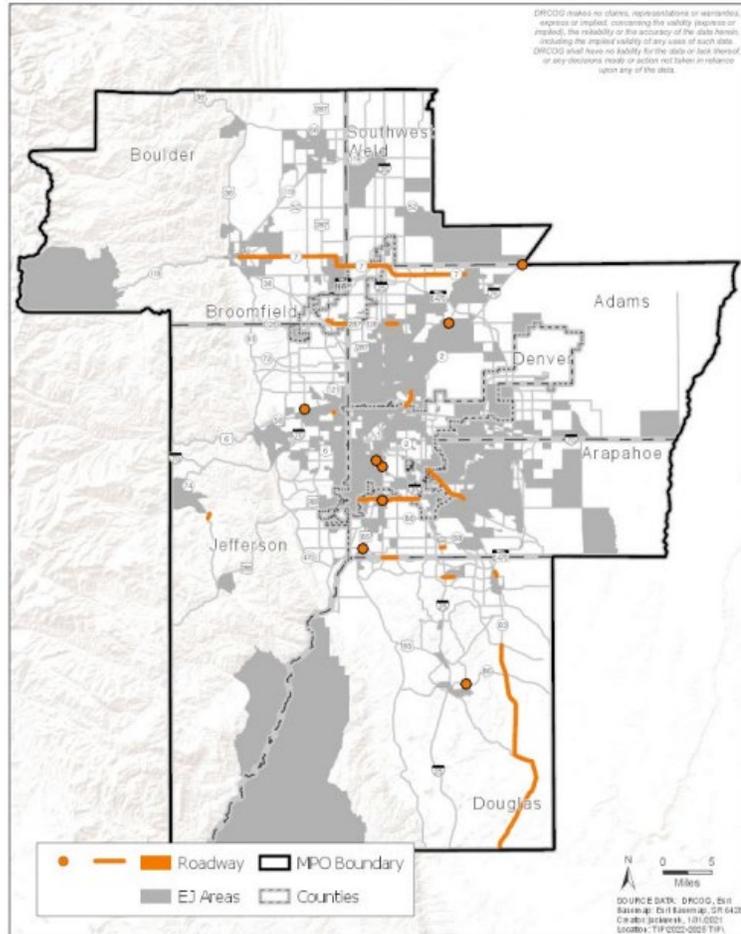
Equity requirements

- **Title VI of the Civil Rights Act of 1964:** Forbids discrimination against anyone because of race, color or national origin
- **Executive Order 12898 (Environmental Justice):** Identify and address impacts on people of color and people with low income
- **Americans with Disabilities Act of 1990:** Prohibits discrimination against people with disabilities in all areas of public life
- **Executive Order 13166 (Limited English Proficiency):** Design systems by which people with limited English proficiency can meaningfully access needed services
- **Older Americans Act of 1965:** People with the greatest economic or social need, particularly low-income and minority individuals, older people with limited English proficiency and older adults living in rural areas
- **Colorado Senate Bill 21-260:** In addition to people of color and people with low income, assess impacts on housing cost-burdened households

- Executive Order – Environmental Actions to Address Environmental Justice (EJ) in Minority and Low-Income Populations, signed in 1994
 - Reinforces requirements of Title VI of the Civil Rights Act of 1964
 - No prescribed methodology for setting thresholds
 - All agencies receiving federal funds must comply
- Transportation plans and programs:
 - Must provide a fully inclusive public outreach program
 - Should not disproportionately impact communities of color and low-income communities
 - Must ensure the receipt of benefits by communities of color and low-income communities



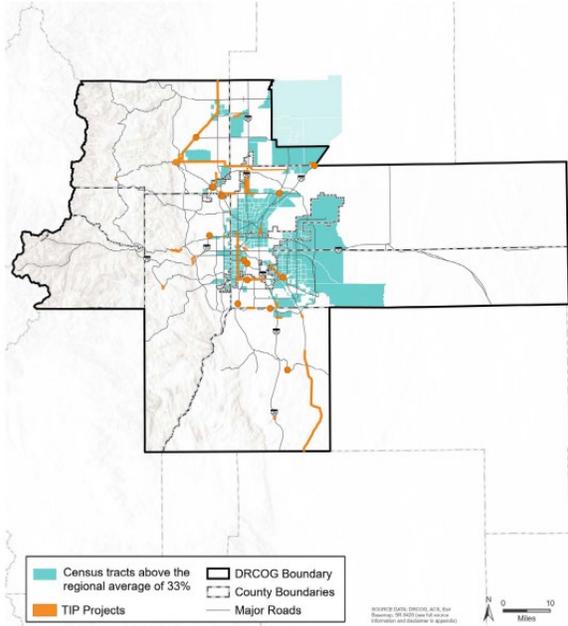
2022-2025 Roadway Projects



- Any transportation analysis zone where:
 - Percent of individuals of color at or above regional average, OR
 - Percent population in poverty at or above regional average
- Results in:
 - About 40% of all transportation analysis zones are designated as an environmental justice zone
 - About half of the region’s population lives in an area designated as an environmental justice zone

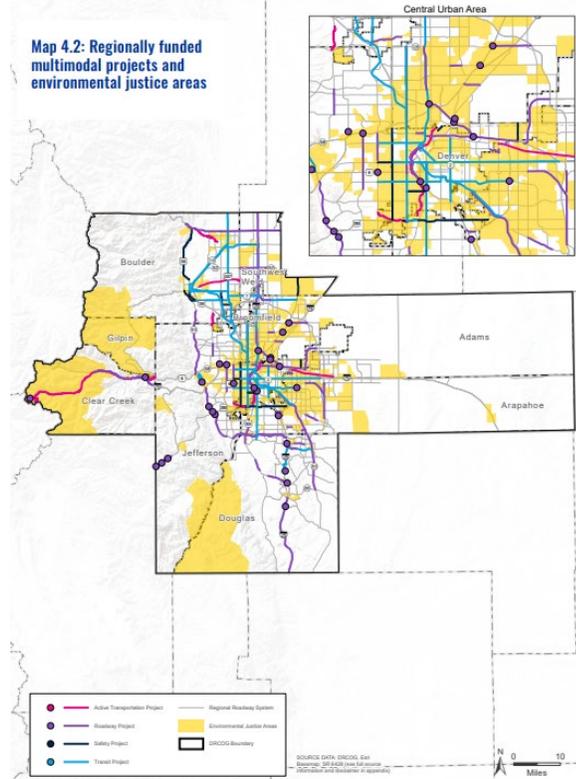
Equity analysis in DRCOG's plans and programs

Map 4.1 Transportation investments compared with concentrations of individuals of color



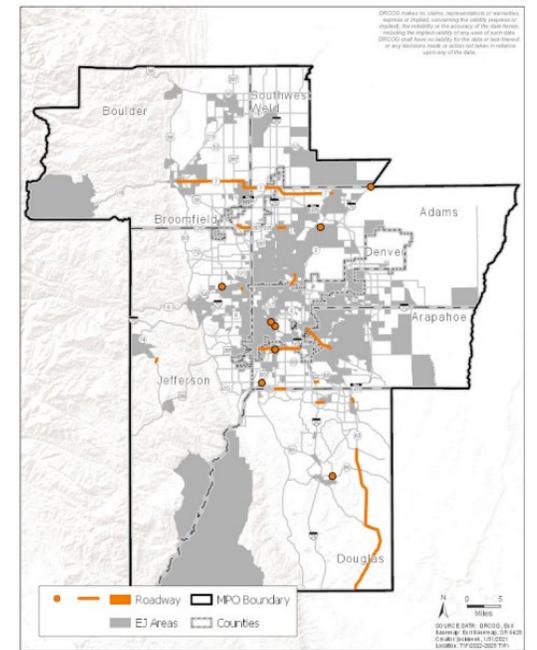
Title VI Implementation Plan 67

Map 4.2: Regionally funded multimodal projects and environmental justice areas



184 2050 Metro Vision Regional Transportation Plan

Figure 3: 2022-2025 DRCOG-Selected Roadway TIP Projects
 2022-2025 Roadway Projects



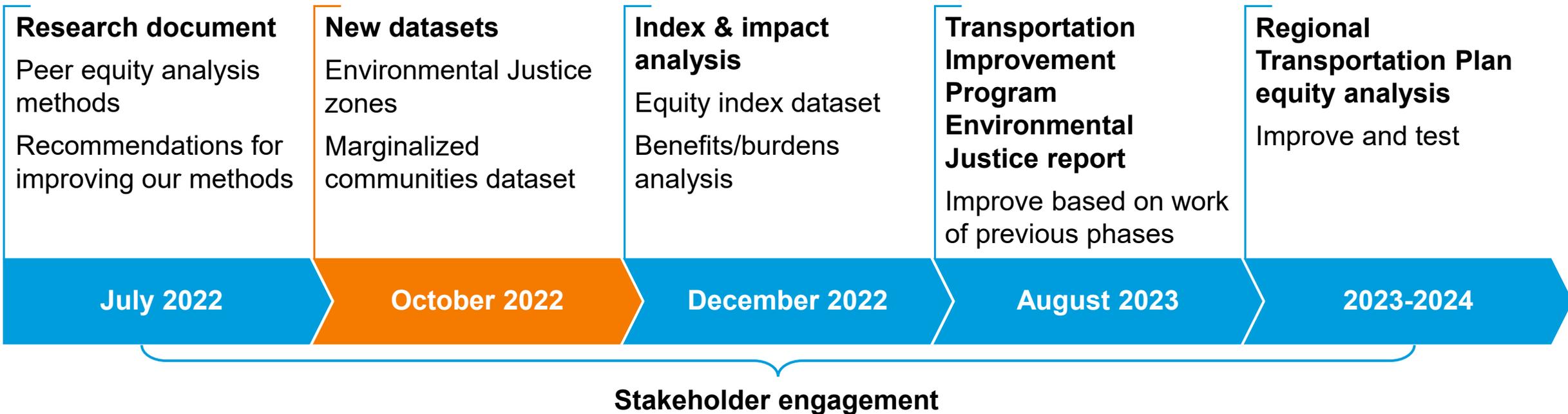
271

Project objectives

- Create ways to make **equity analysis more meaningful** in DRCOG's various planning processes, products, and decisions
- Continue to **evolve our stakeholder & public engagement** methods to increase input from traditionally underserved communities & populations that meaningfully shape our planning processes and outcomes
- Enhance equity analysis as part of **future project funding & investment decisions** for the Transportation Improvement Program & Regional Transportation Plan
- Tie improved equity approaches to **other applicable DRCOG planning processes & products**

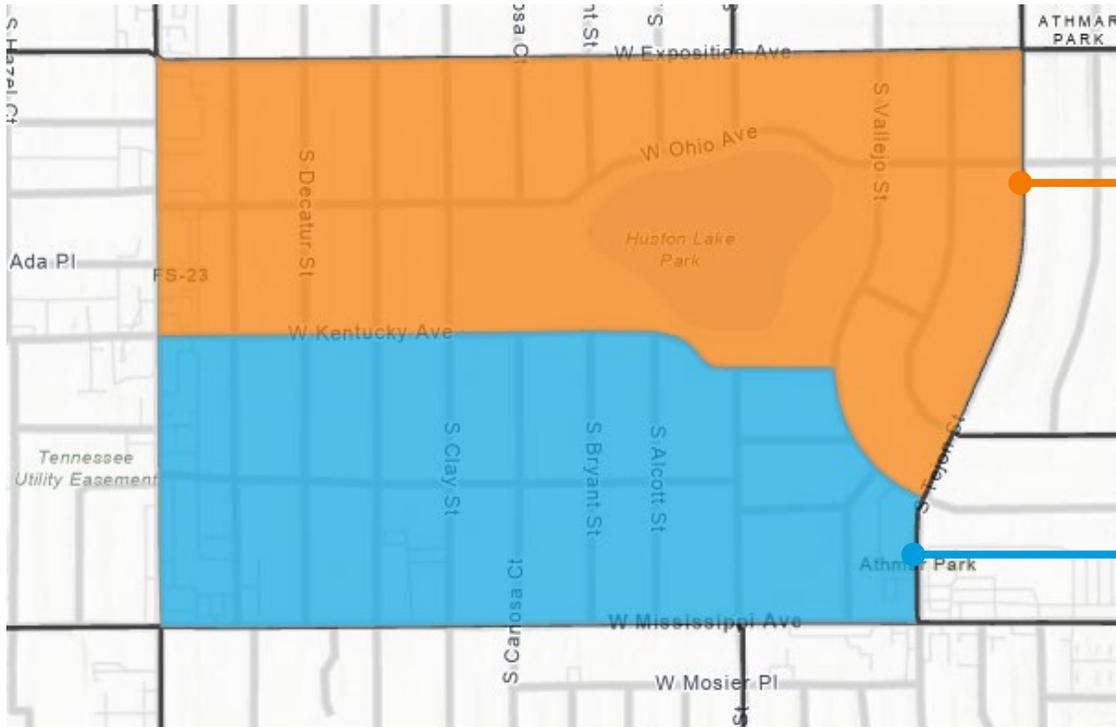


Environmental Justice and Equity Project



Standard deviation

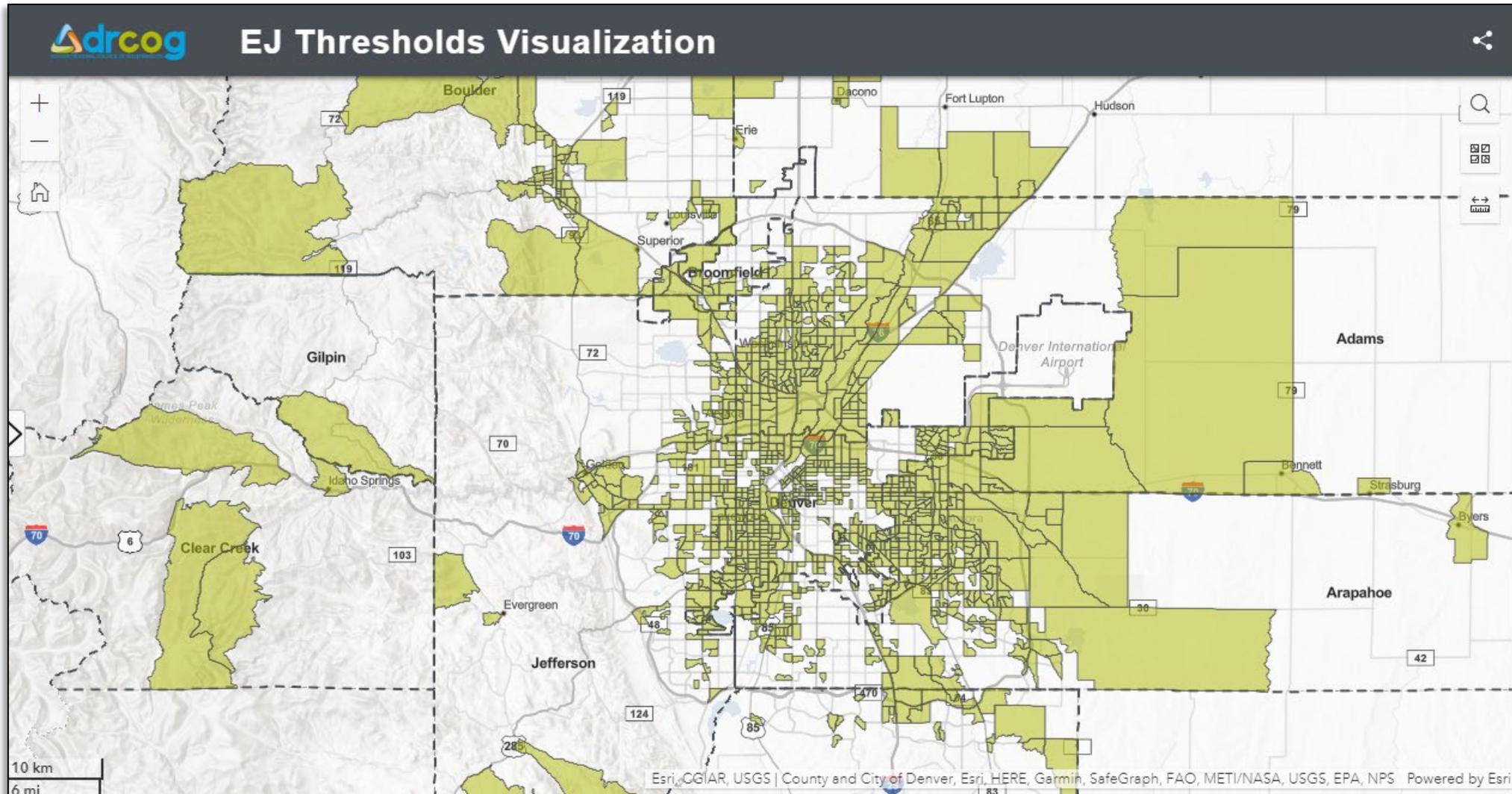
Measure of how far each estimate is from the regional average



31.7% People with low income
21.4% Regional average
0.6 Std Dev. above mean

55.8% People with low income
21.4% Regional average
1.9 Std Dev. above mean

Map demonstration



<https://experience.arcgis.com/experience/cc85c3ab62614bd093511075987724f2/>

- Feedback on the staff recommended change to the concentration map for the Environmental Justice (EJ) zones
- Pilot an equity index and benefits/burdens analysis
 - To use additional variables such as older adults, individuals with disabilities, and zero car households
- Update analysis for future TIP & RTP to include new concentrations of EJ populations & explore additional means of analysis



Thank you!

Questions?

Matthew Helfant, AICP

Senior Transportation Planner

direct: (303) 480-6731

email: mhelfant@drcog.org

Byron Schuldt

GIS Specialist

direct: 303-480-6797

email: bschuldt@drcog.org

ATTACH D

ATTACHMENT D

To: Chair and Members of the Regional Transportation Committee

From: Ron Papsdorf, Director, Transportation Planning & Operations Division

Meeting Date	Agenda Category	Agenda Item #
October 18, 2022	Informational Briefing	6

SUBJECT

United States Department of Transportation Discretionary Grant Programs Update

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

On November 15, 2021, President Biden enacted the five-year, \$973 billion Infrastructure Investment and Jobs Act (P.L. 117-58), also known as the Bipartisan Infrastructure Law (BIL). It includes \$550 billion in new investments for all modes of transportation, water, power and energy, environmental remediation, public lands, broadband and resilience.

In addition to increasing the funding authorization levels by about 25% over the FAST Act, the bill includes new transportation programs for investments in electric vehicle charging infrastructure, carbon reduction, and removing barriers to opportunity caused by transportation facilities.

This briefing will focus on the highway-related discretionary (competitive) grant programs included in the BIL and recent and upcoming Notices of Funding Opportunity (NOFO).

Most recently, the U.S. Department of Transportation (USDOT) has published several Notices of Funding Opportunities (NOFO) for Fiscal Year 2022 discretionary grant funding: the Strengthening Mobility and Revolutionizing Transportation (SMART), Advanced Transportation Technologies and Innovation (ATTAIN) and Reconnecting Communities Pilot (RCP) programs. To ensure transparency and collaboration, DRCOG has requested that project sponsors applying for any of these USDOT grants complete and submit the attached form.

The information will be shared with the DRCOG Transportation Advisory Committee (TAC) for information purposes only at the November 14, 2022 meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. [Discretionary Grant Programs Summary-Highway](#)
2. [Upcoming NOFO Announcements in 2022 - US Department of Transportation](#)
3. SMART, ATTAIN, and RCP program requests form

ADDITIONAL INFORMATION

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

...Competitive Grant Funding Matrix

The United States Department of Transportation (USDOT) and FHWA have a variety of competitive grant programs used to fund various types of transportation projects and activities. The matrix illustrates these programs broadly, organized by applicant type. Potential applicants should refer to the applicable column in the matrix. The matrix lists grant programs (rows), which can be matched with the potential applicant (columns) the program can fund. Potential applicants should review program specific guidance to make informed decisions about each program.

The FHWA will continue to add additional programs/information to this page over the weeks, months, and years to come.

Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency	Federally-recognized Indian Tribe	Federal Lands Management Agency (FLMA)	Puerto Rico	Territories	Other*	Additional Information
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Provides grants for surface transportation infrastructure projects that will have a significant local or regional impact (aka Local and Regional Project Assistance).	Yes	Yes	Yes	Yes		Yes	Yes	Yes	
Nationally Significant Multimodal Freight and Highway Projects (INFRA)	Provides grants for multimodal freight and highway projects of national or regional significance.	Yes	Yes (with a population over 200,000)	Yes	Yes	Yes	Yes		Yes	
National Infrastructure Project Assistance Program (MEGA)	Provides grants to surface transportation infrastructure that are too large or complex for traditional funding programs that will have a significant national or regional impact.	Yes	Yes	Yes	Yes		Yes	Yes	Yes	
Rural Surface Transportation Grant Program	Provides grants for projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.	Yes		Yes	Yes		Yes		Yes (Regional transportation planning organizations)	
Safe Streets and Roads for All	Provides grants to support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives).		Yes	Yes	Yes				Yes	FY 2022 NOFO

Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency	Federally-recognized Indian Tribe	Federal Lands Management Agency (FLMA)	Puerto Rico	Territories	Other*	Additional Information
Bridge Investment Program	Provides grants for projects to improve the condition of bridges and culverts and the safety, efficiency, and reliability of the movement of people and freight over bridges.	Yes	Yes (population greater than 200,000)	Yes	Yes	Yes	Yes		Yes	FY 2022 NOFO
Reconnecting Communities Pilot Program — Planning Grants	Provides grants for feasibility studies and other planning activities for projects to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.	Yes	Yes	Yes	Yes		Yes		Yes (non-profit organization)	FY 2022 NOFO
Reconnecting Communities Pilot Program — Capital Construction Grants	Provides grants for projects to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.	Yes (The applicant must be the owner of the system. Others may partner with the owner.)	Yes (The applicant must be the owner of the system. Others may partner with the owner.)	Yes (The applicant must be the owner of the system. Others may partner with the owner.)	Yes (The applicant must be the owner of the system. Others may partner with the owner.)		Yes (The applicant must be the owner of the system. Others may partner with the owner.)		Yes (The applicant must be the owner of the system. Others may partner with the owner.)	FY 2022 NOFO
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Discretionary Grants	Provides grants for activities that enable communities to address vulnerabilities to current and future weather events, natural disasters, and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities.	Yes	Yes	Yes	Yes	Yes (when applying jointly with a State)	Yes	Yes (for at-risk coastal infrastructure grants only)	Yes	
Tribal High Priority Projects Program	Provides grants to Indian Tribes or a governmental subdivision of an Indian Tribe whose annual allocation of funding received under the Tribal				Yes					

Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency	Federally-recognized Indian Tribe	Federal Lands Management Agency (FLMA)	Puerto Rico	Territories	Other*	Additional Information
	Transportation Program is insufficient to complete the highest priority project of the Tribe, or to any Tribe that has an emergency or disaster occur on a Tribal transportation facility that renders the facility impassible or unusable.									
National Electric Vehicle Infrastructure (NEVI) Set-aside Discretionary Grant	10 percent set-aside each fiscal year to provide grants to provide additional assistance to strategically deploy EV charging infrastructure.	Yes		Yes			Yes			
Charging and Fueling Infrastructure Grants Program (Community Charging)	Provides grants for projects to develop electric vehicle charging and hydrogen, propane, and natural gas fueling infrastructure access along alternative fuel corridors throughout the country, including in rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes.	Yes	Yes	Yes	Yes		Yes	Yes	Yes	
Charging and Fueling Infrastructure Grants Program (Corridor Charging)	Deploys publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated Alternative Fuel Corridors.	Yes	Yes	Yes	Yes		Yes	Yes	Yes	
Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program	Provides grants to Tribes and Federal land management agencies to complete projects that will provide substantial benefits to their communities or parklands.	Yes (if sponsored by an FLMA or Tribe)	Yes (if sponsored by an FLMA or Tribe)	Yes (if sponsored by an FLMA or Tribe)	Yes	Yes	Yes (if sponsored by an FLMA or Tribe)		Yes (if sponsored by an FLMA or Tribe)	FY 2022 NOFO

Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency	Federally-recognized Indian Tribe	Federal Lands Management Agency (FLMA)	Puerto Rico	Territories	Other*	Additional Information
Congestion Relief Program	Provides grants to advance innovative, integrated, and multimodal solutions to reduce congestion and the related economic and environmental costs in the most congested metropolitan areas with an urbanized area population of at least 1 million.	Yes	Yes	Yes (city or municipality)			Yes			
Wildlife Crossings Safety Pilot Program	Provides grants to support projects that seek to reduce the number of wildlife-vehicle collisions, and in carrying out that purpose, improve habitat connectivity for terrestrial and aquatic species.	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
National Culvert Removal, Replacement, and Restoration Grants	Provides grants to fund projects for the replacement, removal, and repair of culvert or weirs that would meaningfully improve or restore fish passage for anadromous fish.	Yes		Yes	Yes					FY 2022 NOFO
Advanced Transportation Technologies and Innovative Mobility Deployment (also known as Advanced Transportation Technology and Innovation (ATTAIN) Program)	Provides grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	Yes	Yes	Yes			Yes		Yes	FY 2022 NOFO
Highway Use Tax Evasion Program (HUTE)	Grants which aim to identify, reduce, and/or eliminate evasion of fuel taxes at the Federal and State level	Yes							Yes (Internal Revenue Service)	
Accelerated Innovation Deployment (AID) Demonstration Program	Provides grants to support the pilot/demonstration of innovations on projects, in areas such as planning, financing, operations, pavements, structures, materials, environment, and construction.	Yes	Yes (population over 200,000 - must apply through the State DOT as a subrecipient)	Yes (must apply through the State DOT as a subrecipient)	Yes	Yes	Yes		Yes (must apply through the State DOT as a subrecipient)	
Tribal Transportation Program Safety Fund	Prevent and reduce transportation-related injuries and				Yes					FY2022-2026 NOFO

Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency	Federally-recognized Indian Tribe	Federal Lands Management Agency (FLMA)	Puerto Rico	Territories	Other*	Additional Information
	fatalities on Tribal Lands.									
Strategic Innovation for Revenue Collection	Provides funds to test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to help maintain the long-term solvency of the Highway Trust Fund.	Yes	Yes	Yes					Yes	
Prioritization Process Pilot Program	Supports data-driven approaches to planning that can be evaluated for public benefit.	Yes	Yes (serving an urban area with a population over 200,000)							

* "Other" may include: multi-jurisdictional groups of eligible applicants, regional transportation authority, special purpose district or public authority with a transportation function, transit agency, multistate corridor organizations, partnership between Amtrak and one or more other eligible entities, nonprofit organization, or public toll authority.

Key Notices of Funding Opportunity

In order to provide stakeholders with more visibility into upcoming funding opportunities, DOT is publishing a list of anticipated dates for Notice of Funding Opportunities (NOFOs) for key programs within the Bipartisan Infrastructure Law as well as adjacent programs that support the Bipartisan Infrastructure Law's objectives. This list is not comprehensive and will be updated periodically with new programs and dates.

Opening Date	NOFO	Operating Administration/Office	Closing Date
5/16/2022	Safe Streets and Roads for All Grant Program	Office of the Secretary	9/15/2022
5/24/2022	Natural Gas Distribution Infrastructure Safety and Modernization Program	Pipeline and Hazardous Materials Safety Administration	8/8/2022
5/25/2022	University Transportation Centers Program	Office of the Secretary	8/25/2022 (Letter of Intent requested by 7/1/2021)
5/26/2022	Transit-Oriented Development Pilot Program	Federal Transit Administration	7/25/2022
6/10/2022	Bridge Investment Program	Federal Highway Administration	7/25/2022 (Planning Applications) 8/9/2022 (Large Bridge Project Applications) 9/8/2022 (Bridge Project Applications)
6/30/2022	Reconnecting Communities Pilot Program	Office of the Secretary	10/13/2022
7/6/2022	Railroad Crossing Elimination Program	Federal Railroad Administration	10/4/2022
7/8/2022	Ferry Programs: Electric or Low Emitting Ferry Program; Ferry Service for Rural Communities Program; Passenger Ferry Grant Program	Federal Transit Administration	9/6/2022
7/26/2022	All Stations Accessibility Program	Federal Transit Administration	10/7/2022
8/17/2022	Nationally Significant Federal Lands and Tribal Project Program	Federal Highway Administration	10/24/2022
9/6/2022	Consolidated Rail Infrastructure & Safety Improvements Grant Program	Federal Railroad Administration	12/1/2022
9/16/2022	Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program	Office of the Secretary	11/18/2022
10/6/2022	Thriving Communities	Office of the Secretary	11/2022
October	Rail Vehicle Replacement Program	Federal Transit Administration	
October	National Culvert Removal, Replacement, and Restoration Grant Program	Federal Highway Administration	

Opening Date	NOFO	Operating Administration/Office	Closing Date
October	Fiscal year 2022 Federal-state Partnership (National)	Federal Railroad Administration	
December	Fiscal year 2022 Federal-state Partnership (Northeast Corridor)	Federal Railroad Administration	

Last updated: Thursday, October 6, 2022

2022 USDOT Discretionary Grant Programs

Letter of Support Request

In an effort to collaborate with partners throughout the region and maximize transparency in who DRCOG is providing Letters of Support for, DRCOG requests that USDOT discretionary grant proposals in the Denver region be submitted for Transportation Advisory Committee (TAC) review at the November 14, 2022 meeting for information and discussion – ***not approval***. This form is for the following discretionary grant funding opportunities:

- **Strengthening Mobility and Revolutionizing Transportation (SMART)**: \$100 million program available for Stage 1 (Planning and Prototyping) projects associated with purpose-driven innovation focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety. *Applications are due Friday, November 18, 2022 by 5pm EST.*
- **Advanced Transportation Technologies and Innovation (ATTAIN)**: \$60 million program, previously named Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD), available to projects that promote advanced technologies to improve safety and reduce travel times for drivers and transit riders. *Applications are due Friday, November 18, 2022 at 11:59pm EST.*
- **Reconnecting Communities Pilot (RCP) Program**: \$195 million program available for projects that reconnect communities by removing, retrofitting or mitigating transportation facilities such as highways and rail lines that create barriers to community connectivity including mobility, access or economic development. *Applications are due by Thursday, October 13, 2022 at 11:59pm EST.*



All projects will be presented to the TAC at their November meeting. In order for DRCOG to consider providing a letter of support for a project, this form must be submitted by the deadline as described below by funding opportunity.

For Reconnecting Communities Pilot Program projects, please submit this form to ckennedy@drcog.org by 5:00pm MST on October 3, 2022 in order for DRCOG to review and prepare a Letter of Support for your project.

For SMART or ATTAIN projects, please submit this form to ckennedy@drcog.org by 5:00pm MST on November 1, 2022 in order for DRCOG to review and prepare a Letter of Support for your project.

Agency:

Contact:

Project Name:

Project Limit:

Project Description:

Total Project Cost:

Grant Funding Request: