



## **Transportation Advisory Committee**

**Monday, December 4, 2023**

**1:30 p.m.**

**1001 17<sup>th</sup> St, Denver, CO**

**1<sup>st</sup> Floor Aspen & Birch Conference Rooms**

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## **Agenda**

1. Call to Order
2. Public Comment
3. October 23, 2023 TAC Meeting Summary  
(Attachment A)

### **Action Items**

4. Election of Chair and Vice Chair  
(Attachment B) Jacob Riger, Manager, Multimodal Transportation Planning
5. Transportation Improvement Program Amendments  
(Attachment C) Josh Schwenk, Senior Transportation Planner
6. Fiscal Year 2023 Project Delays  
(Attachment D) Brad Williams, Planner
7. Transportation Demand Management Strategic Plan  
(Attachment E) Kalie Fallon, Emerging Mobility and Transportation Demand Management Planner

### **Discussion Items**

8. 2022 Annual Report on Roadway Traffic Congestion in the Denver Region  
(Attachment F) Max Monk, Assistant Planner

### **Informational Item**

9. Fiscal Year 2023 Annual Listing of Obligated Projects  
(Attachment G) Josh Schwenk, Senior Transportation Planner

**Administrative Items**

10. Member Comment/Other Matters

11. Next Meeting – January 22, 2024

12. Adjournment



**ATTACH A**

**Attachment A**  
**Meeting Summary**  
**Transportation Advisory Committee**  
**Monday, October 23, 2023**

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

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

Sara Dusenberry (Alternate)	Adams County – City of Northglenn
Kent Moorman	Adam County – City of Thornton
Bryan Weimer	Arapahoe County
Brent Soderlin	Arapahoe County
Jeff Dankenbring	Arapahoe County – City of Centennial
Jean Sanson	Boulder County – City of Boulder
Sarah Grant (Chair)	Broomfield, City & County
David Gaspers	Denver, City & County
Jennifer Bartlett (Alternate)	Denver, City & County
David Krutsinger (Alternate)	Denver, City & County
Justin Schmitz	Douglas County – City of Lone Tree
Larry Nimmo (Alternate)	Douglas County – City of Castle Pines
Matt Wempe (Alternate)	Jefferson County – City of Golden
Christina Lane	Jefferson County
Maria D’Andrea	Jefferson County – City of Wheat Ridge
Brodie Ayers	Aviation Special Interest Seat
Rick Pilgrim	Environmental Special Interest Seat
Jeffrey Boyd	Housing Special Interest Seat
Rachel Hultin	Non-Motorized Special Interest Seat
Hilary Simmons	Older Adults Special Interest Seat
Mike Silverstein (Alternate)	Regional Air Quality Council
Frank Bruno	Via Mobility
Jordan Rudel (Alternate)	Colorado Department of Transportation Region 1
Ron Papsdorf	Denver Regional Council of Governments
Bill Sirois	Regional Transportation District
Carson Priest	Transportation Demand Management Special Interest Seat
Marissa Gaughan (Alternate)	Colorado Department of Transportation Division of Transportation Development

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

Mac Callison (Alternate)	Arapahoe County – City of Aurora
Jim Eussen (Alternate)	Colorado Department of Transportation Region 4
Doug Rex (Alternate)	Denver Regional Council of Governments
John Firouzi (Alternate)	Jefferson County – City of Arvada
Mike Vanatta (Alternate)	Jefferson County
Wally Weart	Freight Special Interest Seat
Aaron Bustow (Alternate)	Boulder County – City of Lafayette
Kellee Van Bruggen (Alternate)	Adams County – City of Arvada



**Public:** Jen Lambrick, Classic Wagner, JoAnn Mattson, Steven Sherman, Danny Herrmann, Myron Hora, Jeanne Shreve, Bridget Hart, Eugene Howard

**DRCOG staff:** Jacob Riger, Josh Schwenk, Cam Kennedy, Emily Kleinfelter, Ala Alnawaiseh, Nora Kern, Alvan-Bidal Sanchez, Cole Neder, Lauren Kirgis, Max Monk, Steve Cook, Erik Braaten, Todd Cottrell, Emily Lindsey, Greg MacKinnon, Sang Gu Lee, Kalie Fallon, Brad Williams, Aaron Villere

### **Call to Order**

Chair Sarah Grant called the meeting to order at 1:31 p.m.

### **Public Comment**

Mr. Jacob Riger took the opportunity to welcome back Ms. Hilary Simmons from her temporary absence and say goodbye to Ms. Rachel Hultin. Mr. Riger commended Ms. Hultin for her great contributions to DRCOG and the region at Bicycle Colorado and wished her well in her new endeavors.

### **September 25, 2023 Transportation Advisory Committee Meeting Summary**

The summary was accepted.

### **Informational Briefings**

#### *Transportation Improvement Program Set-Aside Programs Schedule*

Josh Schwenk, Senior Planner, informed the committee that set-asides are programs where funding is provided off-the-top from the pool of funds available for Transportation Improvement Program projects and dedicated toward particular program areas. The set-asides identified for the Fiscal Year 2024-2027 Transportation Improvement Program with solicitations are:

- Transportation Demand Management Services
- Regional Transportation Operations & Technology
- Human Service Transportation
- Transportation Corridor Planning
- Innovative Mobility
- Community Mobility Planning – Community-Based Transportation Planning
- Community Mobility Planning – Livable Centers Small-Area Planning

Mr. Schwenk provided the committee with a milestone schedule for each of the set aside programs with anticipated calls for projects or solicitation of letters of interest, as applicable.

Mr. Bryan Weimer inquired how integration is occurring between what counties are doing regarding their own housing assessments and how that information is being utilized with this schedule. Mr. Ron Papsdorf replied that the Board of Directors of the Denver Regional Council of Governments has directed staff to embark on a regional housing assessment to inform future conversations to address local, regional, and state housing needs. Staff have been reaching out to our partners to better inform our collective efforts as we work on our regional housing assessment.

Mr. David Gaspers asked about the process for the set-asides with the Denver Regional Council of Governments as the primary sponsor and funding not being awarded to

individual jurisdictions. Mr. Schwenk replied that the Denver Regional Council of Governments would hold a solicitation where interested stakeholders would submit letters of interest for project ideas. The funds would remain at the Denver Regional Council of Governments, but staff will coordinate with local agencies on those projects.

Ms. Maria D'Andrea asked for clarification that the Denver Regional Council of Governments would manage the eventual contract and the consultant. Mr. Jacob Riger replied that the intent is to minimize financial, contracting, and other administrative burdens for local governments by Denver Regional Council of Governments funding the projects and procuring and managing the consultants, but that these activities will occur in collaboration with project stakeholders.

#### *2050 Regional Transportation Plan Cycle Amendments*

Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager, explained that the Denver Regional Council of Governments initiated an amendment process in September 2023 with a call for amendments, which closed on October 3, 2023. The 2050 Regional Transportation Plan as amended must meet federal air quality conformity requirements and state transportation greenhouse gas emission reduction requirements. The current Cycle Amendments process is scheduled to conclude in mid-2024. Staff have identified the following tentative milestones for this cycle (subject to change):

- Call for amendments: September 2023
- Modeling and coordination: October 2023 – December 2024
- Document development: January 2024
- Public and stakeholder review: February-March 2024
- Committee and board adoption: April 2024
- Finalization and accessibility remediation: May-June 2024

Mr. Weimer inquired if the analysis would include the state greenhouse gas transportation planning standard and how it integrates. Mr. Sanchez confirmed that is the case and stated that even for an amendment cycle, all federal and state requirements still need to be met, including the state greenhouse gas emissions reduction requirement and federal air quality conformity.

#### *2023 Active Modes Crash Report*

Aaron Villere, Senior Active Transportation Planner, presented to the committee that the 2023 Active Modes Crash Report provides a detailed analysis of bicycle- and pedestrian-involved crashes in the region between 2015 and 2019. The report provides both an analysis of crashes involving pedestrians and people bicycling and a summary of annual crash trends and a detailed analysis of common causes of crashes. The report finds that:

- Between 2015 and 2019, pedestrians and bicyclists were involved in 3% of all crashes, but 22% of crashes resulted in death or severe injury.

- During the same time period, pedestrian-involved fatal and severe injury crashes increased 9% (outpacing the region's 5% population growth and 7% vehicle miles traveled growth). Bicycle-involved fatal and severe injury crashes fell 21%.
- Age and sociodemographic factors (such as economic, environmental, and demographic indicators) were found to correlate with active mode crash and injury risk.
- Most active mode crashes occurred in the urban and suburban contexts, and the majority took place on major arterial roadways.

Mr. Mac Callison inquired about whether data regarding serious injuries and fatalities can be sorted out by jurisdiction. Mr. Villere stated that staff decided to organize the results via area type rather than jurisdiction to help better illustrate crash patterns across the region.

Ms. Hultin commended the work done for this presentation as well as the approach taken regarding the analysis. Ms. Hultin also stated that with vehicle size continuing to increase, it is more critical than ever to be designing roads for vulnerable users and encouraged greater cooperation between local jurisdictions to ensure that serious injuries and fatalities do not continue to increase.

Mr. John Firouzi asked how e-scooters are categorized and defined in terms of how the data is captured in the report. Mr. Villere replied that in the crash report, e-scooters are classified as pedestrians.

#### *Community-Based Transportation Plan Call for Letters of Interest*

Nora Kern, Subarea and Project Planning Program Manager, explained that the community-based transportation planning set aside is a Denver Regional Council of Governments-led technical assistance program in the Fiscal Year 2024-2027 Transportation Improvement Program. To achieve this goal, the Denver Regional Council of Governments will fund and manage a variety of transportation planning studies, in partnership with local jurisdictions and organizations. An estimated \$2,500,000 is available for the full four-year set-aside program, with \$1.25 million expected to be spent each two-year cycle. Non-federal match will be provided using state toll credits.

#### *Statewide Program Distribution Update*

Ron Papsdorf, Division Director, Transportation Planning and Operations, stated that Program Distribution provides a long-term view of estimated state and federal transportation revenues and how they will be allocated among programs and regions. Funding is broken into program areas and includes existing federal and state sources. Mr. Papsdorf described several measures and parameters that indicate the Denver Region's relative contribution to statewide transportation revenue and transportation needs. At its August meeting the Statewide Transportation Advisory Committee voted 11-5 to recommend a formula for the distribution of Regional Priority Program funding based on 25% vehicle miles traveled, 20% population, 40% lane miles, and 15% truck vehicle miles traveled. This is a change from the Transportation Commission-adopted formula from 2019 based on 50% population, 35% lane miles, and 15% truck vehicle

miles traveled. The change reduces the estimated allocation of RPP funds to the Colorado Department of Transportation Region 1 from 35.93% to 32.50% or about \$1.7 million per year less than the current formula.

Ms. Jennifer Bartlett inquired about how the Colorado Department of Transportation's response has been to changes. Mr. Papsdorf replied that he won't speak for the Colorado Department of Transportation but changes being proposed are made by the Statewide Transportation Advisory Committee. On that committee, the Denver Regional Council of Governments has only one of 17 seats at that table and is only one of the 5 urban transportation planning organizations on the committee.

Mr. Rick Pilgrim inquired about factors that are being used in terms of formulas regarding funding distribution between urban and rural at the Statewide Transportation Advisory Committee. Mr. Papsdorf responded that the factors that are being considered are the transportation system and the transportation demand.

### **Administrative Items**

#### *Member Comment/Other Matters*

- Advanced Mobility Partnership Working Group update

Mr. Carson Priest stated that there is no update to report at this time. Mr. Riger added that the Advanced Mobility Partnership Executive Committee met this morning, and it was a productive conversation covering several important topics.

Mr. Riger also stated that with only one more Transportation Advisory Committee meeting occurring in 2023, an election of a new chair and vice chair will need to be held at the December meeting. Mr. Riger encouraged members to reach out to him who are interested in serving on the nomination committee. The following individuals volunteered: David Krutsinger, Frank Bruno, William Sirois, and Brodie Ayers.

Next Meeting – December 4, 2023

#### *Adjournment*

There were no additional comments and the meeting adjourned at 3:05 p.m.

**ATTACH B**

## **Transportation Advisory Committee**

Meeting date: December 4, 2023

Agenda Item #: 4 (Attachment B)

### **Election of Chair and Vice Chair**

Agenda item type: Action

#### **Summary**

Consideration of nominating panel recommendations for Chair and Vice Chair.

#### **Background**

At the October 23, 2023 meeting, a nominating panel comprised of Frank Bruno, Bill Sirois, David Krutsinger, and Brodie Ayers was formed to help solicit and propose nominations for Chair and Vice Chair.

To begin the process, staff requested expressions of interest from the entire committee membership via email. This resulted in expressions of interest from multiple candidates for both positions. The nominating panel wishes to thank those who expressed interest in serving. After discussion and consideration, the nominating panel recommends the following candidates for officers of the Transportation Advisory Committee for 2024 and 2025:

- Chair: Sarah Grant (City and County of Broomfield)
- Vice Chair: Justin Schmitz (City of Lone Tree)

Nominations from the floor are also welcomed (either self-nominations or nominations of others). Members present, and alternates present representing absent members, are eligible to vote. The elected Chair and Vice Chair will assume their positions at the first meeting in 2024 and will serve through the last meeting in 2025.

#### **Action by others**

None

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

[October 23, 2023](#) – Nominating Panel formed.

#### **Recommendation**

Move to elect Chair and Vice Chair of the Transportation Advisory Committee for the 2024-2025 term.

#### **Attachments**

None

#### **For more information**

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



**ATTACH C**

## Transportation Advisory Committee

Meeting date: December 4, 2023

Agenda Item #: 5 (Attachment C)

### Transportation Improvement Program Amendments

Agenda item type: Action

#### Summary

December 2023 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 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
2008-076	CDOT Region 1	Region 1 FASTER Pool	Transfer funding to I70: Chief Hosa to W Colfax	N/A	Transfer \$12,800,000 in state FASTER- Safety funds to I70: Chief Hosa to W Colfax
2024-084	CDOT Region 1	I70: Chief Hosa to W Colfax	Transfer funding from Region 1 FASTER Pool	N/A	Transfer \$12,800,000 in state FASTER- Safety funds from Region 1 FASTER Pool

#### Action by others

None

#### Previous discussion/action

None





### **Recommendation**

Move to recommend to the Regional Transportation Committee 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@drcog.org](mailto:jschwenk@drcog.org).



**2008-076:** Transfer \$12,800,000 in state FASTER-Safety funds (in prior funding) to I70: Chief Hosa to W Colfax

Existing Project

Title: **Region 1 FASTER Pool**

Project Type: **Safety**

TIP-ID: **2008-076**

STIP-ID: **SR17002**

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

CDOT Region 1 Faster Safety projects. Individual projects will not be listed.



Affected County(ies)
Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson

Performance Measures
<input type="checkbox"/> Bridge Condition
<input checked="" type="checkbox"/> Congestion
<input checked="" type="checkbox"/> Freight Reliability
<input checked="" type="checkbox"/> Pavement Condition
<input checked="" type="checkbox"/> Safety
<input type="checkbox"/> Transit Assets
<input type="checkbox"/> Transit Safety
<input checked="" type="checkbox"/> Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$10,200	\$0	\$0	\$0		
State (Faster-S)		\$25,468	\$25,550	\$25,550	\$25,550		
Local		\$0	\$0	\$0	\$0		
Total	\$35,981	\$35,668	\$25,550	\$25,550	\$25,550	\$0	\$148,299

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$10,200	\$0	\$0	\$0		
State (Faster-S)		\$25,468	\$25,550	\$25,550	\$25,550		
Local		\$0	\$0	\$0	\$0		
Total	\$23,181	\$35,668	\$25,550	\$25,550	\$25,550	\$0	\$135,499

**2024-084:** Transfer \$12,800,000 in state FASTER-Safety funds from Region 1 FASTER Pool

Existing Project

Title: I70: Chief Hosa to W Colfax

Project Type: Roadway Reconstruction

TIP-ID: 2024-084

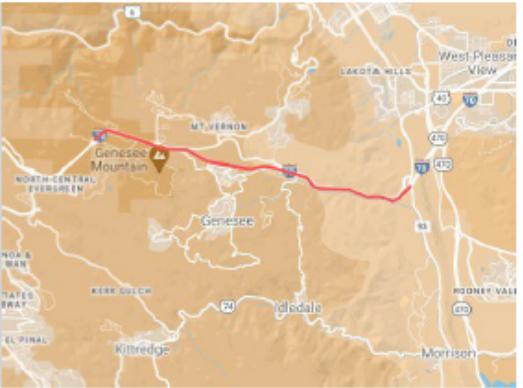
STIP-ID:

Open to Public:

Sponsor: CDOT Region 1

Project Scope

Resurfacing improvements on I70 from Chief Hosa to MP 259 (W Colfax Ave) to include guardrail improvements.



Affected Municipality(ies)

Unincorporated

Affected County(ies)

Jefferson

Performance Measures

☐ Bridge Condition

☐ Congestion

☐ Freight Reliability

☒ Pavement Condition

☒ Safety

☐ Transit Assets

☐ Transit Safety

☐ Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (R P P)		\$0	\$9,000	\$0	\$0		
State (Surface)		\$0	\$9,500	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$0	\$18,500	\$0	\$0	\$0	\$18,500

Revised Scope and Funding Table

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-S)		\$0	\$12,800	\$0	\$0		
State (R P P)		\$0	\$9,000	\$0	\$0		
State (Surface)		\$0	\$9,500	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$0	\$31,300	\$0	\$0	\$0	\$31,300

**ATTACH D**

## Transportation Advisory Committee

Meeting date: December 4, 2023

Agenda Item #: 6 (Attachment D)

### Transportation Improvement Program Fiscal Year 2023 Project Delays

Agenda item type: Action

#### Summary

Consideration of staff recommendations for actions regarding fiscal year 2023 project delays.

#### Background

The [Policies for TIP Program Development](#) document identifies expectations for project initiation and sets policy for addressing delays for projects or project phases with DRCOG-allocated funding. Timely initiation of projects and project phases is an important objective of the Board. Delays, regardless of the reason, tie up scarce transportation funds that could have been programmed to other projects.

At the end of FY 2023 (September 30, 2023), staff reviewed the implementation status of DRCOG-selected projects/phases with the Colorado Department of Transportation and Regional Transportation District. Staff discussed with the sponsors the reason(s) for the delays and identified action plans demonstrating the sponsor's commitment to timely initiation.

The Project Delays Report for FY 2023 summarizes the reasons for the delays and actions proposed by sponsors to get the project or phase(s) initiated. The report includes staff recommendations for committee and Board consideration.

#### Action by others

None

#### Previous discussion/action

None

#### Recommendation

Move to recommend to the Regional Transportation Committee the proposed actions regarding Transportation Improvement Program project delays for Fiscal Year 2023.

#### Attachment

Transportation Improvement Program Project Delays Report for FY 2023

#### For more information

If you need additional information, please contact Brad Williams, Planner, Transportation Planning and Operations Division at 303-480-5651 or [bwilliams@drcog.org](mailto:bwilliams@drcog.org).



## ATTACHMENT D

### TIP PROJECT DELAYS REPORT

End of Fiscal Year 2023

#### A. POLICY

The FY2023 TIP Project Delays Report assesses project phases not implemented in federal fiscal year 2023. The report is based on procedures established in the *Policies for TIP Program Development*, adopted January 19, 2022. The policy states, “a delay occurs when a project phase...has not been initiated in the identified year” and “if a delay is encountered (project phase being analyzed has not been initiated by September 30), DRCOG, along with CDOT or RTD, will discuss the project and the reasons for its delay with the sponsor. The result will be an action plan enforceable by CDOT/RTD, which will be reported to the DRCOG committees and Board.”

The objective of this delay policy is to minimize the number of projects delayed and improve the efficiency of obligating DRCOG-allocated funds. To assist in the delays policy in early 2023, DRCOG staff began to monitor each DRCOG-allocated project monthly. The intent of these monthly check-ins over time is to reduce the number of delays to optimize the obligation and spending down of funds allocated to local agency projects.

#### B. PROCESS

To implement the policy, the following steps were taken:

1. At the beginning of October (coinciding with the beginning of the new federal fiscal year), DRCOG staff requested CDOT and RTD to conduct a comprehensive review of all DRCOG-selected projects receiving TIP funds in FY2023.
2. CDOT and RTD reviewed all such project phases, identifying those that have not been initiated, and therefore delayed.
3. In late October, DRCOG staff notified first year delayed project/phase sponsors and requested a discussion regarding the delay. These projects are discussed in Section C.

A summary of each project delayed is included below.

FY23 First Year Delays Summary			
Project Sponsor	Project Name	Project Phase Delayed	Anticipated Initiation of Phase
1. Arapahoe County	Arapahoe County Transit and Micromobility Study	Study	January 2024
2. Aurora	Signal Controllers Update	Construction	December 2023
3. Aurora	Aurora Missing Sidewalk Program	Construction	March 2024
4. Aurora	Parker-Quincy-Smoky Hill Intersection Operational Improvements	Construction	December 2023
5. Aurora	Smith Multimodal Improvements: Peoria to Powhaton - Precon	No Longer Delayed	
6. Aurora	Aurora Multimodal Access Improvements	Design	March 2024
7. Bennett	Bennett Kiowa Creek Trail	Design	February 2024
8. Boulder	CO7 Multimodal Improvements: 38th/Marine to Cherryvale	Construction	March 2024
9. Boulder	Downtown Boulder Station Improvements	Construction	November 2023
10. Boulder	30th St. Corridor Improvements: Boulder Creek to Arapahoe	Construction	November 2023
11. Boulder	30th St. Complete Streets: CO119 to CO7 – Precon	Design	December 2023
12. Boulder	Baseline Multimodal Improvements: 30th to Foothills	Design	December 2023

**ATTACHMENT D****TIP PROJECT DELAYS REPORT**

End of Fiscal Year 2023

<b>FY23 First Year Delays Summary</b>			
<b>Project Sponsor</b>	<b>Project Name</b>	<b>Project Phase Delayed</b>	<b>Anticipated Initiation of Phase</b>
13. Broomfield	Industrial Ln. Bikeway Phase 2	Construction	May 2024
14. Broomfield	Industrial and Nickel/Commerce Intersection Operational Improvements	Construction	May 2024
15. Broomfield	Airport Creek Trail Underpass at BNSF	Design	March 2024
16. Castle Pines	I-25/Happy Canyon Interchange – Precon	Design	January 2024
17. Castle Rock	5th St. Operational Improvements: Woodlands Blvd. to Ridge Rd.	Construction	December 2024
18. CDOT R4	CO119 Operational Improvements: Boulder to Longmont	Construction	June 2024
19. Commerce City	64th Corridor Study: CO2 to Quebec	Study	December 2023
20. Commerce City	88th Multimodal Improvements: I-76 to CO2	Construction	March 2024
21. Denver	Federal Transit Improvements: Floyd to 54th	Construction	January 2024
22. Denver	South Platte River Trail Improvements: West Virginia to Bayaud	Construction	June 2024
23. Douglas County	County Line Capacity Improvements: Broadway to University	Construction	February 2024
24. Douglas County	Douglas County Integrated Transit & Multimodal Feasibility Study	Study	March 2024
25. Englewood	Hampden Complete Streets Improvements: Broadway to Lafayette	Design	January 2024
26. Golden	Downtown Golden Traffic Signal Upgrade	Construction	January 2024
27. Jefferson County	Jefferson County Bicycle Plan Implementation	Construction	March 2024
28. Lakewood	Wadsworth Operational Improvements: Vassar to Woodard	Construction	December 2024
29. Littleton	Mineral/Santa Fe Operational Improvements	Construction	September 2024
30. Longmont	Coffman St. Busway	Construction	December 2023
31. Mead	CO66/WCR7 Pedestrian Underpass	ROW	November 2023
32. Mead	3rd/Welker Intersection Improvements	Construction	January 2024
33. Thornton	Thornton Multimodal Trail Study and Precon	Study	January 2024
34. Thornton	100th Ave. Multi-Use Path: Riverdale to Forest Circle	Design	December 2023
35. Thornton	Thornton Protected Bike Facility Study	Study	November 2023

**ATTACHMENT D**  
**TIP PROJECT DELAYS REPORT**  
End of Fiscal Year 2023

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**C. FIRST-YEAR DELAY (FY2023) PROJECTS SEEKING APPROVAL TO CONTINUE**

Project sponsors listed below with phases NOT initiated by July 1, 2024, will be delayed for a second year and project sponsors and will need to appear before the DRCOG Board in to continue.

**1. Arapahoe County: Arapahoe County Transit and Micromobility Study (TIPID [2022-053](#))**  
**Delayed FY2023 Phase:** Study

**Reason Phase was not Initiated by 9/30/23:**

- CDOT Division of Transit and Rail funding questions and issues relating to additional funding for the project, resulting in a slower than anticipated response to the 2nd draft of the IGA

**Current Status:**

- Consultant scope and fee being finalized

**Plan to Initiate Phase:**

- IGA execution and consultant kick-off
- Kick-off anticipated in January 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

**2. Aurora: Signal Controllers Update (TIPID [2016-004](#))**  
**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- CDOT and FHWA approvals took longer than anticipated

**Current Status:**

- Waiting for approvals

**Plan to Initiate Phase:**

- After approvals are granted, advertisement anticipated in December 2023

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

**3. Aurora: Aurora Missing Sidewalk Program (TIPID [2020-009](#))**  
**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- Historical clearance delayed and addressing CDOT review comments

**Current Status:**

- Reviewing design comments and obtaining clearances

**Plan to Initiate Phase:**

- Consultant is addressing CDOT comments to resubmit in early December
- Advertisement anticipated in March 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
-



## ATTACHMENT D

### TIP PROJECT DELAYS REPORT

End of Fiscal Year 2023

4. **Aurora: Parker-Quincy-Smoky Hill Intersection Operational Improvements (TIPIID [2020-056](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- Slower than anticipated response from CDOT on design comments and approval

**Current Status:**

- CDOT is reviewing design

**Plan to Initiate Phase:**

- After approvals are granted, advertisement anticipated in December 2023

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

5. **Aurora: Smith Rd. Multimodal Improvements: Peoria to Powhatan - Precon (TIPIID [2022-044](#))**

Since October 1, the project has met all necessary steps and requirements to no longer be delayed (consultant issued NTP for design phase)

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6. **Aurora: Aurora Multimodal Access Improvements (TIPIID [2022-045](#))**

**Delayed FY2023 Phase:** Design

**Reason Phase was not Initiated by 9/30/23:**

- Staff shortages

**Current Status:**

- Working on RFP and cost estimates for missing sidewalk locations

**Plan to Initiate Phase:**

- Finalize RFP, select consultant, and amend proposed missing sidewalk locations
- NTP anticipated in March 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
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7. **Bennett: Bennett Kiowa Creek Trail (TIPIID [2022-046](#))**

**Delayed FY2023 Phase:** Design

**Reason Phase was not Initiated by 9/30/23:**

- New staff to the federal-aid process; slower than anticipated IGA and RFP discussions to date

**Current Status:**

- Design RFP issued; IGA option letter underway

**Plan to Initiate Phase:**

- Design consultant selection soon
- NTP anticipated in February 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
-

## ATTACHMENT D

### TIP PROJECT DELAYS REPORT

End of Fiscal Year 2023

8. **Boulder: CO7 Multimodal Improvements: 38th/Marine to Cherryvale (TIPIID [2020-041](#))**  
**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- Xcel Energy is performing underground work

**Current Status:**

- Final review held; working on ROW acquisition and utility clearance

**Plan to Initiate Phase:**

- Project will go to Ad once clearances are received
- Advertisement anticipated in March 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

9. **Boulder: Downtown Boulder Station Improvements (TIPIID [2020-047](#))**  
**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- Design plans had to be revised to accommodate ROW constraints

**Current Status:**

- Working through final ROW clearances

**Plan to Initiate Phase:**

- Awaiting ROW plan approval; one temporary easement left to obtain
- Advertisement anticipated in December 2023

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

10. **Boulder: 30th St. Corridor Improvements: Boulder Creek to Arapahoe (TIPIID [2022-008](#))**  
**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- IGA amendment necessary

**Current Status:**

- IGA amended; finalizing ROW acquisitions

**Plan to Initiate Phase:**

- One temporary easement left to obtain before Ad
- Advertisement anticipated in December 2023

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

11. **Boulder: 30th St. Complete Streets: CO119 to CO7: Precon (TIPIID [2022-061](#))**  
**Delayed FY2023 Phase:** Design

**Reason Phase was not Initiated by 9/30/23:**

- Slower than anticipated IGA process; new on-call consultant solicitation policy added time

**Current Status:**

- IGA executed
- Design consultant selection process underway

**Plan to Initiate Phase:**

- Issue NTP anticipated in December 2023

## ATTACHMENT D

### TIP PROJECT DELAYS REPORT

End of Fiscal Year 2023

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

**12. Boulder: Baseline Multimodal Improvements: 30th to Foothills (TIPID [2022-062](#))**

**Delayed FY2023 Phase:** Design

**Reason Phase was not Initiated by 9/30/23:**

- Slower than anticipated IGA process; new on-call consultant solicitation policy added time

**Current Status:**

- IGA executed
- Consultant selection process is underway

**Plan to Initiate Phase:**

- Issue NTP anticipated in December 2023

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

**13. Broomfield: Industrial Ln. Bikeway Phase 2 (TIPID [2020-019](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- ROW process took longer than anticipated

**Current Status:**

- Clearances complete

**Plan to Initiate Phase:**

- Advertisement anticipated in May 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

**14. Broomfield: Industrial and Nickel/Commerce Intersection Operational Improvements (TIPID [2020-050](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- Railroad coordination slowed design process

**Current Status:**

- Awaiting final agreements from BNSF Railroad

**Plan to Initiate Phase:**

- Advertisement anticipated in May 2024, once agreements are approved

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

**15. Broomfield: Airport Creek Trail Underpass at BNSF (TIPID [2022-038](#))**

**Delayed FY2023 Phase:** Design

**Reason Phase was not Initiated by 9/30/23:**

- IGA and design RFP had to be reworked to meet requirements

**Current Status:**

- Design consultant selected; scoping meeting held

**Plan to Initiate Phase:**

## ATTACHMENT D

### TIP PROJECT DELAYS REPORT

End of Fiscal Year 2023

- NTP anticipated in March 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

**16. Castle Pines: I25/Happy Canyon Interchange - Precon (TIPID [2022-023](#))**

**Delayed FY2023 Phase:** Design

**Reason Phase was not Initiated by 9/30/23:**

- Delayed IGA process until 24-27 TIP was approved to receive full funding package
- IGA was reworked to meet federal procedures

**Current Status:**

- IGA executed

**Plan to Initiate Phase:**

- Developing design RFP
- NTP anticipated in January 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

**17. Castle Rock: 5th St. Operational Improvements: Woodlands to Ridge (TIPID [2022-010](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- Scope, design, and ROW all expanded beyond TIP scope due to public input

**Current Status:**

- Environmental clearances complete; at 90% design; ROW acquisitions underway, which will require eminent domain for some parcels

**Plan to Initiate Phase:**

- Continuing ROW process; increased check-ins with consultant; in contact with CDOT about ROW clearance and option letter for Ad
- Advertisement anticipated in December 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

**18. CDOT R4: CO119 Operational Improvements: Boulder to Longmont (TIPID [2020-081](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- Consolidation of IGA's and combination of related TIP projects. Part of the responsibility for this delay is due to DRCOG staff requesting to consolidate TIP projects for all parties and the public to fully understand

**Current Status:**

- Remaining local agency IGA's being finalized; construction CMGC (construction manager/general contractor) planned; design consultant under contract

**Plan to Initiate Phase:**

- Project will have multiple construction packages; initial cost estimate and schedule completed soon
- Advertisement anticipated in June 2024

**DRCOG Staff Recommendation:**

## ATTACHMENT D

### TIP PROJECT DELAYS REPORT

End of Fiscal Year 2023

- Approve the project to continue
- 

**19. Commerce City: 64th Corridor Study: CO2 to Quebec (TIPID [2022-048](#))**

**Delayed FY2023 Phase:** Study

**Reason Phase was not Initiated by 9/30/23:**

- IGA process took longer than anticipated

**Current Status:**

- IGA executed in September; RFP posted in September and proposals being reviewed; selection by December 2023

**Plan to Initiate Phase:**

- Study kick-off anticipated in December 2023

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

**20. Commerce City: 88th Ave. Multimodal Improvements: I76 to CO2 (TIPID [2022-049](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- Funding shortfall, IGA needed amending

**Current Status:**

- Working to phase the project; working on ROW

**Plan to Initiate Phase:**

- Identifying additional funding; first phase of construction will start on western end
- Advertisement anticipated in March 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

**21. Denver: Federal Transit Improvements: Floyd to 54th (TIPID [2020-049](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- Slower than anticipated development time, coordinating with other projects, including Federal BRT and its developing of design standards

**Current Status:**

- Finalizing design and ROW

**Plan to Initiate Phase:**

- Resolving design issues
- Advertisement anticipated in January 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

**22. Denver: South Platte River Trail Improvements: West Virginia to W. Bayaud (TIPID [2022-012](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- FEMA process taking longer than expected

**Current Status:**

## ATTACHMENT D

### TIP PROJECT DELAYS REPORT

End of Fiscal Year 2023

- FEMA process anticipated to be completed in January; submitted for ROW clearance; submitting utility clearance soon; coordinating w/ Mile High Flood district

**Plan to Initiate Phase:**

- Reviewing Plans & Specs documents; completing environmental review
- Advertisement anticipated in June 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

**23. Douglas County: County Line Capacity Improvements: Broadway to University (TIPID [2020-035](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- Slower than anticipated ROW acquisitions; difficulty contacting property owners

**Current Status:**

- ROW acquisitions underway; 90% design plans complete

**Plan to Initiate Phase:**

- Two properties left to acquire; final design plans submitted soon
- Advertisement anticipated in February 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

**24. Douglas County: Douglas County Transit & Multimodal Feasibility Study (TIPID [2022-069](#))**

**Delayed FY2023 Phase:** Study

**Reason Phase was not Initiated by 9/30/23:**

- Delay with funding sources

**Current Status:**

- Waiting on IGA execution; consultant selection soon

**Plan to Initiate Phase:**

- IGA execution and consultant NTP
- Kick-off meeting anticipated in March 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

**25. Englewood: Hampden Complete Streets: Broadway to Lafayette (TIPID [2022-059](#))**

**Delayed FY2023 Phase:** Design

**Reason Phase was not Initiated by 9/30/23:**

- Slower than anticipated IGA and RFP responses due to staffing shortages

**Current Status:**

- Consultant selected and pre-scoping meeting held

**Plan to Initiate Phase:**

- Working on option letter to issue design NTP
- NTP anticipated in January 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue

**ATTACHMENT D**  
**TIP PROJECT DELAYS REPORT**  
End of Fiscal Year 2023

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**26. Golden: Downtown Golden Traffic Signal Upgrade (TIPID [2022-039](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- Consultant cost estimate needed to be revised; IGA process halted to identify additional funding

**Current Status:**

- IGA execution soon

**Plan to Initiate Phase:**

- Installer contract already being procured
- Advertisement anticipated in January 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

**27. Jefferson County: Jefferson County Bicycle Plan Implementation (TIPID [2022-040](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- County staff shortages from when application submitted

**Current Status:**

- IGA execution underway; scoping meeting is being scheduled; signage work-plan will be completed by consultant using local funds

**Plan to Initiate Phase:**

- Scoping meeting will determine IGA execution and work schedule going forward
- Advertisement anticipated in March 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

**28. Lakewood: Wadsworth Operational Improvements: Vassar to Woodard (TIPID [2022-015](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- Xcel undergrounding of utilities delays; difficulty in obtaining utility clearances

**Current Status:**

- CDOT has started approval process

**Plan to Initiate Phase:**

- Waiting on Xcel to complete work
- Advertisement anticipated in December 2023

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

**29. Littleton: Mineral/Santa Fe Operational Improvements (TIPID [2020-060](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- ROW phase is 2nd Year delayed (FY2022), 3 parcels remaining to acquire

**Current Status:**

## ATTACHMENT D

### TIP PROJECT DELAYS REPORT

End of Fiscal Year 2023

- 90% plans complete; holding final review meeting with CDOT; coordinating with CDOT regarding utilities

**Plan to Initiate Phase:**

- Once ROW is resolved, utility and environmental clearances need to be completed
- Advertisement anticipated in September 2024; note the deadline for a 2<sup>nd</sup> year delay on the construction phase is July 1, 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

**30. Longmont: Coffman St. Busway (TIPID [2020-083](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- Staff new to the CDOT ROW process; required additional funding; and construction needed to be coordinated with other nearby projects

**Current Status:**

- Utility & environmental clearances received and working to acquire remaining ROW

**Plan to Initiate Phase:**

- Complete ROW
- Advertisement anticipated in December 2023

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

**31. Mead: CO66/WCR7 Pedestrian Underpass (TIPID [2020-029](#))**

**Delayed FY2023 Phase:** ROW

**Reason Phase was not Initiated by 9/30/23:**

- Working around developer-owned properties to complete ROW

**Current Status:**

- Field inspections soon; developer-owned property must be worked around, working on surveying those properties

**Plan to Initiate Phase:**

- Initial ROW plan submission anticipated in November 2023

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

**32. Mead: 3rd/Welker Intersection Improvements (TIPID [2022-021](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- Acquiring ROW; railroad coordination issues

**Current Status:**

- Design submitted; waiting on railroad communication regarding plans

**Plan to Initiate Phase:**

- CDOT design review, ROW acquisition, railroad agreement
- Advertisement anticipated in January 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue



## ATTACHMENT D

### TIP PROJECT DELAYS REPORT

End of Fiscal Year 2023

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**33. Thornton: Thornton Multimodal Trail Study and Precon (TIPID [2022-050](#))**

**Delayed FY2023 Phase:** Study

**Reason Phase was not Initiated by 9/30/23:**

- IGA process took longer than anticipated, which also delayed the RFP process

**Current Status:**

- Awaiting RFP approval; received concurrence to advertise from CDOT

**Plan to Initiate Phase:**

- Advertisement anticipated in December 2023

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

**34. Thornton: 100th Ave. Multi-Use Path: Riverdale to Forest Circle (TIPID [2022-051](#))**

**Delayed FY2023 Phase:** Design

**Reason Phase was not Initiated by 9/30/23:**

- IGA and design RFP process took longer than anticipated

**Current Status:**

- Design RFP advertised, proposals due soon

**Plan to Initiate Phase:**

- Design NTP anticipated in December 2023

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

**35. Thornton: Thornton Protected Bike Facility Study (TIPID [2022-052](#))**

**Delayed FY2023 Phase:** Study

**Reason Phase was not Initiated by 9/30/23:**

- Finalizing IGA took longer than expected, delaying other project aspects

**Current Status:**

- Consultant selected, negotiating fee

**Plan to Initiate Phase:**

- Issue NTP to consultant
- Kick-off anticipated in November 2023

**DRCOG Staff Recommendation:**

- Approve the project to continue
-

**ATTACHE**

## Transportation Advisory Committee

Meeting date: December 4, 2023

Agenda Item #: 7 (Attachment E)

### Transportation Demand Management Strategic Plan

Agenda item type: Action

#### Summary

Consideration of the Regional Transportation Demand Management Strategic Plan.

#### Background

The [FY 2024 – 2025 Unified Planning Work Program](#) includes developing a regional transportation demand management (TDM) strategic plan as part of an ongoing effort to support TDM and mobility services in the Denver region. Prior to this planning process, the most recent regional TDM plan was developed over a decade ago and culminated in the development of a [TDM Short Range Plan](#). In August 2023, staff briefed the committee on the *TDM Strategic Plan* planning progress, including stakeholder engagement and draft recommendations.

The project team included DRCOG staff and a consultant team led by UrbanTrans. The project team was guided by a Stakeholder Steering Committee made up of member government staff, state and regional transportation partners such as Regional Transportation District and Colorado Department of Transportation as well as transportation management associations.

At the December meeting, staff will present the final draft of the *TDM Strategic Plan* and associated TDM Toolkit and provide an overview of public comments received during the October public comment period.

For more information on the *TDM Strategic Plan* and to see materials from previous stakeholder steering committee meetings, please visit DRCOG's [TDM Strategic Plan webpage](#).

#### Action by others

None

#### Previous discussion/action

[August 28, 2023](#)

[May 22, 2023](#)

[August 22, 2022](#)

#### Recommendation

Move to recommend to the Regional Transportation Committee the draft Regional Transportation Demand Management Strategic Plan.

#### Attachments

1. Staff presentation
2. [Transportation Demand Management Strategic Plan](#)



3. [Transportation Demand Management Toolkit](#)
4. Public comments

**For more information**

If you need additional information, please contact Kalie Fallon, Emerging Mobility and Transportation Demand Management Planner at 303-480-6790 or [kfallon@drcog.org](mailto:kfallon@drcog.org).



# Transportation Demand Management Strategic Plan

**Kalie Fallon**

**Emerging Mobility and TDM  
Planner**

# Regional TDM strategic plan

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



# Regional TDM strategic plan purpose

The mission of the Transportation Demand Management Strategic Plan is to provide transportation partners in the Denver region with a framework to **improve efficiency, mobility and safety for travelers of all ages, incomes and abilities** by identifying actions that expand multimodal travel choices, reduce traffic congestion and improve air quality.



# TDM planning process



## The strategic plan was created through:

- Stakeholder Steering Committee input
- Focus group feedback
- DRCOG internal staff workshop ideas
- Consultant-led research and analyses
  - Existing conditions
  - Case studies
  - SWOT, ROI and Equity Analyses



# Regional considerations

- Population growth
- Traffic congestion
- Safety and Vision Zero
- Transit access
- Ongoing impacts of the COVID-19 pandemic
- Innovation and transportation technology



# TDM strategic plan recommendations

Plan recommendations are intended for **DRCOG to lead and implement** alongside regional partners

Recommendations fall into three categories:

- Planning
- Policy
- Services

Recommendations describe how DRCOG will **expand and advance TDM work.**



# TDM strategic plan recommendations

1. Prepare a white paper that explores ways to fund **transportation demand management incentive programs**.
2. Establish a transportation demand management **technical assistance program**.
3. Support and expand **Safe Routes to School programs across the region**.
4. Consider integrating transportation demand management **as a requirement for certain projects** during the next update to the **Transportation Improvement Program** Policy document.
5. Revise the **Transportation Demand Management Set Aside criteria** as they relate to equity and innovation.

# TDM strategic plan recommendations

6. Explore opportunities to **reduce or remove the local match requirements** for Transportation Demand Management Set Aside projects that **benefit marginalized communities.**
7. Enhance **mobility on demand assistance** for member governments, transportation demand management partners and major employers.
8. Expand ways DRCOG can **better understand results delivered by transportation demand management programs** across the region.
9. Expand the focus of Way to Go to include **all trips.**
10. Collaboratively develop and share an **annual work plan for the Way to Go Partnership.**

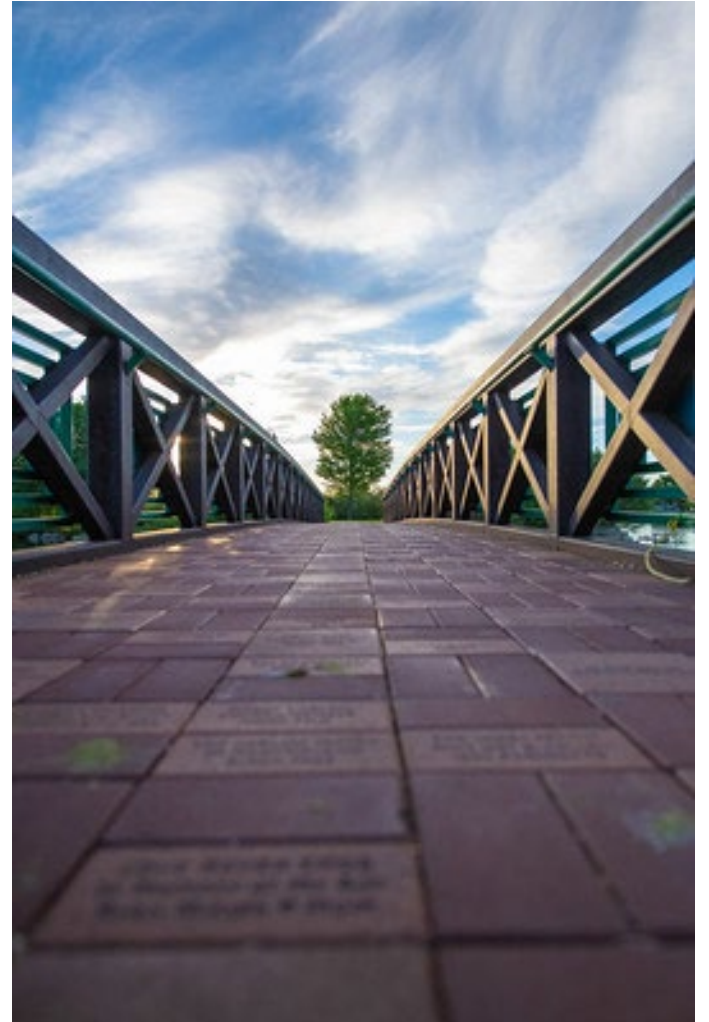
- Mobility Services
- Mobility Technology
- Transportation Infrastructure
- Parking management
- Incentives for Mode Shift
- Roadway Management
- Public Policies and Ordinances
- Employer-Based
- Education, Outreach and Marketing

The TDM Toolkit is intended to be a living resource for member governments and stakeholders. TDM strategies include a variety of categories.

This will be updated as additional strategies are available and as resources and case studies are developed and implemented.

## Each toolkit strategy includes:

- Description
- Context: low – high applicability
  - Land use, transit access, audience, infrastructure
- Equity methodology
  - FHWA's STEPS methodology
- Case studies and resources





# TDM toolkit strategies

## Mobility Services

- Transit service
- Microtransit
- Shared micromobility
- Carshare
- Carpool and vanpool
- Schoolpool

## Mobility Technology

- Mobility as a Service (MaaS)
- Traveler information

## Transportation Infrastructure

- First and last mile
- Mobility hubs
- Active transportation facilities
- Active transportation supportive infrastructure
- Transit supportive infrastructure

## Parking Management

- Curbside management
- Parking management

## Roadway Management

- Roadway usage fees

- Vehicle fees

## Public Policies and Ordinances

- New development and TOD
- Zoning policies

## Employer-Based

- Commute trip reduction
- Flexible schedules (telework)

## Incentives for Mode Shift




- Subsidies, rebates and rewards
- EcoPass District creation




## Education, Outreach and Marketing




- Transportation management association establishment and partnerships
- Travel training and education programs
- Promotion of RTD discount passes
- Localized transportation information kits
- Transit access marketing plan
- Marketing commuter tax benefits
- Promotional Events

# Public comment period

**PROVIDE FEEDBACK** **QUESTIONS**

**Does this plan meet the project goals?**  
 **3** COMMENTS  **3** PARTICIPANTS  **147** VIEWS [Read and Contribute](#)

**Did something in the plan inspire you to get involved and take action?**  
Tell us how this plan will impact you or your organization's daily work. Will it impact your life in a significant way? How do you intend to get involved and take action to implement this plan?  
 **0** COMMENTS  **0** PARTICIPANTS  **87** VIEWS [Read and Contribute](#)

**What other feedback do you have?**  
Provide general or specific feedback on any component or section of the draft plan here!  
 **6** COMMENTS  **5** PARTICIPANTS  **126** VIEWS [Read and Contribute](#)

- Social Pinpoint and Email
- October 2 – October 31, 2023
- Plan, toolkit, executive summary
- Member governments
- Stakeholders and the public
- Held stakeholder steering committee meeting during comment period



# Public comment highlights

- Intelligent Transportation Systems
- Telework/remote work and flexible schedules
- Equity
- Mobility Hubs
- Transit (ridership, safety)

The plan and toolkit were updated based on public comments received during the comment period.



## Cross-divisional within DRCOG

- Transportation Planning and Operations
- Communications and Marketing
- Regional Planning and Development

**... as well as state, regional and local transportation partners**



# Proposed motion

**Move to recommend to the Regional Transportation Committee the draft regional *Transportation Demand Management Strategic Plan*.**





**Thank you!**  
**Questions?**

**Kalie Fallon**  
**Emerging Mobility and TDM Planner**  
**Transportation Planning and Operations**  
**[kfallon@drcog.org](mailto:kfallon@drcog.org)**



Document	Comments	Response
Plan	Edits for clarification by DRCOG Staff	Staff has edited the Plan for clarification and consistency with DRCOG style.
Plan	We have not been able to use RTD because of criminal activity. I need my vehicle to not be stolen, broken into or vandalized (catalytic converter) while parked at the station. The Cherry Creek Trail is no longer safe for us to take our bikes into Denver because of the encampments with their dangerous residents. My suggestion is to develop a plan to provide adequate security for users of the system.	Thank you for your comments. Safety and security is paramount when planning for transportation demand management and have made an effort to include safety-related considerations throughout the Plan.
Plan	I loved everything I read in the plan, however, it does not seem to be in alignment with how DRCOG allocates their funds. If active transportation and transit are such large priorities, why is the Peña Blvd expansion study being funded by DRCOG to work against progress being made on sustainable transportation in the region? I also see roadway widening projects receiving funding on Wadsworth, E470, US85, 104th, and 88th. Why are these projects being prioritized when roadway expansions are proven to result in more fatalities and increased greenhouse gas and particulate emissions while not solving traffic congestion? The promotion of multimodal transportation is the only effective and forward-thinking way to combat pollution, dangerous roads, inequity in transportation, poor land use, and a myriad of other issues plaguing the region. DRCOG has good guiding documents but needs to put their money where their mouth is and lead the way towards a better future.	Thank you for your comments. Through DRCOG's Transportation Improvement Program (TIP), DRCOG allocates funds to regionally significant projects submitted by local jurisdictions and other transportation partners that have scored highly across a number of different criteria. In many cases, these projects are multifaceted and include several additional project components such as: safety improvements, installation of new sidewalks and multiuse paths adjacent to the project area and/or improvements to existing paths. Recommendation #6 in this Strategic Plan explores the feasibility of requiring TDM components to certain TIP projects in the future.
Plan	With little mention of crime and vagrant activity, this report seems to be ignoring a critical aspect of rider dissatisfaction. Wish that druggies were not allowed on the trains or buses. Wish that buses were replaced by much smaller electric vans. Wish that residential streets were cleared of private car parking so that bikes could flow more safely. Love any plans that get kids safely to and from schools via bike, walking, bus, or van. Wish that all fares were free OR that the all riders must present ticket for each leg of the journey....otherwise I feel like a chump for paying while so many appear not to pay. Forget any "infrastructure" that provides showers for bike riders, as that is just another expensive facility that would be ruined by vagrants. Wish there was a direct bus connecting Lone Tree to the airport via E 470 toll road.	Thank you for your comments. Safety and security is paramount when planning for transportation demand management and have made an effort to include safety-related considerations throughout the Plan.
Plan	<p>Addressing equity can't be about having a disadvantaged community in your service area. TDM has traditionally been focused on employers. The way to address equity is to ensure that transportation benefits are provided to disadvantaged workers, irrespective of the employer's location. I recognize that you folks acknowledge this approach, however, the language in the plan is not consistent nor clear.</p> <p>Denver uses the map below for equity determinations. Unless your project is in a dark purple area, you get \$0. We've been dinged twice now. Real example from two weeks ago – I cannot get additional lighting for the Cherry Creek Trail because it runs through wealthy neighborhoods. 100% of the available funding is going to the Platte trail because it runs through poor neighborhoods. Yet, the volume of users and accidents on the CC trail is nearly 10x greater than the Platte. The percentage of disadvantaged travelers is roughly the same for both trails (statement by Park &amp; Rec staff, not sure if they have a comprehensive study on the issue). Thus, there are actually more disadvantaged people using the CC Trail.</p> <p>It needs to be explicit in the report that community is defined as a group of people when addressing the issue at the work end or in transit, and neighborhoods for home end strategies/programs. They need equal weight within any scoring criteria. I am hoping to have this statement added when referencing the TDM Set Aside grant and other similar opportunities.</p> <p>We are having the most challenging year financially in the 20+ year history of Transportation Solutions because of our wealthy residents and this strong focus on equity as a geographic location. Thanks!</p>	Thank you for your comments. Based on your comments, DRCOG staff have made clarifying edits to improve the messaging about this in the Plan. In the updated plan, you will see that as part of the update to the equity scoring criteria, we have clarified that both trip origins and destinations will be considered. Additionally, we have chosen to use the new DRCOG Equity Index, which takes into account several different factors other than just geographic location.

Plan	<p>Thank you for the opportunity to share our thoughts regarding the TDM Strategic Plan. Overall, I think it’s a great effort and very forward thinking. I like the fact that you included changes to land use. I think that’s a dramatic departure from DRCOG’s position in past years.</p> <p>I do have a couple of comments that I’d like to share below.</p> <p>- I like the ITS examples in the toolkit. However, ITS hasn’t traditionally been considered a TDM strategy, but rather a Transportation System Management (TSM) strategy. People get the distinction between the two wrong a lot. However, insofar as the examples used enable the system to operate more efficiently for non-single occupancy motor vehicle travel modes, one could make the case that ITS is a “TDM-supportive” strategy while not actually being an example of a TDM strategy itself.</p> <p>- At the final meeting regarding the DRCOG TDM Strategic Plan SSC with the Regional TDM Consortium that took place on October 19th, I noted that telework was not included as a TDM strategy in the TDM Plan. One of the consultants noted that this was because telework was reflected in the toolkit and that the other reason was that Way-To-Go promotes teleworking. This explanation rings hollow. Way to Go also manages the School Pool program, but the School Pool program which Way to Go also manages is featured prominently in the Summary of results from analysis on page 16 of the Strategic Plan while telework is only mentioned in passing as a response to the pandemic. In the toolkit, telework is mentioned in passing as it relates to activities that TMA’s engage in, but telework as a TDM strategy itself worthy of promotion isn’t featured prominently anywhere. I feel the consultants were incorrect to not feature telework as a major strategy, because you’re not replacing one type of trip for another (which seems to be the major theme of the DRCOG TDM strategic plan.) Rather, by promoting teleworking you’re eliminating trips altogether which should make teleworking the king of the mountain in terms of TDM strategies.</p> <p>Thanks again for the opportunity to provide comments. Other than the glaring absence of telework as an effective TDM strategy that should be prominently promoted, I think it’s a great plan. If telework isn’t rightly added into the plan in this draft, I hope that future drafts will see this strategy incorporated.</p> <p>On a side note, I’m working from home as I write this and as a result eliminated a 46 mile round trip; eliminated my contribution to congestion; eliminated my contribution to greenhouse gasses by not starting my car. What could be a better TDM strategy than that?</p> <p>I’d take transit to work, but that isn’t an option between Broomfield and Longmont.</p>	<p>Thank you for your comments. Based on your comments, staff has made updates to the plan accordingly. The recommendations within the Strategic Plan are intended to be inward facing, meaning they are actions tha DRCOG as an organization can take in order to expand regional TDM work. Chapter 4 of the plan is meant to present the results of a analysis of existing programs that DRCOG oversees. Telework Tomorrow, Way to Go's telework program, was not analyzed as a separate program, rather as part of the TDM strategies as part of the Way to Go program Schoolpool was included in the analysis sinc the Way to Go program is able to collect robust data on the program. This analysis included evaluation of total VMTR through all activities of the partnership, as reported through the CMAQ reporting requirement. As the toolkit is intended for audiences such as local governments, employers and developers, the toolkit will be updated to clarify that telework as an important and effective TDM strategy.</p>
Plan	<p>I think that the overall structure of your report was good. I have been part of SWOT analysis situations. I think that there are two things that may need more detail in the report.</p> <ul style="list-style-type: none"><li>• The summary of results page discusses strengths and opportunities, not weaknesses and threats</li><li>• The summary of recommendations section highlights Mobilty, Air Quality, Equity, and Safety and mostly focuses on Equity.</li></ul> <p>When I discuss TDM I highlight that there are really three types of TDM: Commuter TDM, Commercial TD (Freight TDM,) and Continuing Education TDM (Primary, Secondary, and Vocational.) Working with ST2S (Item 3) is very important. There has been a massive spike in pedestrian and bicycle death in the news this year. Safety is one of the four key issues. Could Vision Zero be incorporated in the wrap up? Could the overall health benefits of Active Transportation be better incorporated into the report? As an aside, we are in the process of hiring a SR2S Coordinator for our region.</p> <p>I like where you were going with your Services, Parking Management, Infrastructure, Subsidies, and Education section. I would call subsidies your “Cash” section and have you campaign be “SPICE up your Commute.” Also, there could be more discussion of working with employers and employees and how to pay for vanpools. We are setting up a Recovery to Work vanpool. Can we get employers to pay for the service, once it is up an running? Can we get local transit to subsidize the vanpools? Could employers give pre-tax money to the employees to pay for their vanpools? It would be a use it or lose it proposition. You are already signed up and paying for it, so use it. Also, the Guaranteed Ride Home program, or Emergency Ride Home Program is “essential.”</p> <p>We have RideShark in our region, and it is affiliated with our <a href="http://www.ShareTheRideNC.org">www.ShareTheRideNC.org</a> website. Most of the literature discusses MaaS (Mobility as a Service.) It is mentioned on page 26. I understand that you have the MyWayToGo Platform and the MyWayToGo Partnership. It seems that it could be embellished a little more.</p> <p>There are a various research papers related to Parking Maximums, versus Minimums, and how land use is a major issue – that Transit Oriented Developments greatly reduce the need for parking. There is no mention of TOD. There is also no mention of telecommuting. This is the first time that I have encountered TNC (Transportation Network Companies) and it was not spelled out before it was referenced as an acronym (Figure 1, pages 6-7.) That is minor. Does there need to be a mention of Commercial Vehicle parking? We have a problem with commercial vehicles parking in “Center turn lanes/”Suicide Lanes.” We also have a problem on our interstates with truckers using on and off ramps as “layovers.”</p> <p>We recently undertook an assessment of our current park and ride program. We surveyed the lots for activity, maintenance, and visibility. We also undertook an assessment of potential new park and ride locations for new park and ride facilities. Some sites were identified as Park and Rides, where there were connection with transit, and some were identified as park and pools, for use as carpool locations. We used a ten-point matrix that roughly split the criteria between equity and traffic management. We are</p>	<p>Thank you for your comments. Based on your comments, staff has incorporated updates and edits to the plan language.</p>

	<p>going to integrate our findings in future TIP Projects (Your step #4.) I like where you are going with “Step 5.” Is there a way to emphasize multi-modal transportation options? Park and rides could be linked to bike and walking trail parking. What about dedicated bike lanes, separated bike lanes, and a discussion of Complete Streets?</p> <p>How do you anticipate that employment is going to increase 37% while the population is only going to increase 31%? Are you expecting a huge spike of participation even as the population ages? (Table 3, Page 19) Do you have a Non-Emergency Medical Transportation System?</p> <p>There are a few “drivers” of human behavior: Fear of loss, Opportunity to Gain. Fear of the unknown. Fear of the Known (Bad past experiences.) Also, there are four types of consumers – Achievers, Emulators, Belongers, and Societally Conscious. There probably needs to be a section on the health benefits – of walking, biking, and sharing a commute. There are “choice” commuters and “captive” commuters</p> <p>Where is the discussion on electrification or gasification of automobiles? Electrification moves us from non-point source pollution to point source pollution. Natural gas cars burn cleaner than petroleum. Biodiesel? If reduction of emissions is one of the drivers of reducing SOV travel, it needs a reference. We have even looked at setting up charging stations at our park and rides and park and pools.</p> <p>Overall, I think that this is a good report. It would be great to paint two pictures: What happens if TDM is embraced? What happens if it is delayed or denied? I am attaching a VMT Reduction report that was assembled in North Carolina. It is also available on-line. There are TDM strategies on page 23 of the report. There are also regional examples. We do not have the option of a Trip Reduction Ordinance in the State of North Carolina. Everything that I have read has said that that option of legislated away by our state legislature.</p> <p><a href="https://www.ncdot.gov/initiatives-policies/environmental/climate-change/Documents/vehicle-miles-traveled-reduction-study.pdf">https://www.ncdot.gov/initiatives-policies/environmental/climate-change/Documents/vehicle-miles-traveled-reduction-study.pdf</a>. Good work. If you have any questions, feel free to reach out to me.</p>	
Plan	<p>I think the TDM Plan is great! No comments there.</p> <p>Good work to all who contributed to creating the plan.</p>	Thank you for your comment.
Plan	<p>Page 7 does not list Mobility Hubs in the infrastructure. This is an important place where mode shifts happen. Many RTD stations are good places to have mobility hubs but RTD is not able (due to various reasons) to make the necessary changes. It would be great if the plan could address this as RTD is spread across the region.</p> <p>Page 7 should encourage remote work. This is a great strategy in reducing trips.</p> <p>Page 7 What transportation system is referenced here, existing or future? The plan needs to recognize that not all the transportation network is built out. There are places in the Denver metro area that will require the road network to be built as there are not any roads to serve the future traffic.</p> <p>Page 21 Provide more up to date information on the traffic volumes, etc.</p> <p>Page 23 Why are people not riding transit?</p> <p>Page 23 The plan needs to address a significant barrier to public transit and that is public safety. RTD is trying to address the issue but the plan is silent about this. The silence on this topic is avoiding a real issue.</p> <p>Page 25 The service that requires phone applications limits the access to these services. This is a barrier that should be removed.</p>	Thank you for your comments. Based on your comments, staff has made revisions to the Plan.
Plan	<p>The goals are defined at a very high level and are not measurable so it is unclear as to whether or not the plan will meet the goals. The plan does speak to how the goals can be impacted.</p> <p>Please consider how to make the services requiring phone apps more accessible to those who might not have a phone app or who would prefer not using their phone app to access a service. The Link in Lone Tree is trying this.</p>	Thank you for your comments. While DRCO does not directly provide any transit service including microtransit, staff will highlight equity considerations in the Toolkit so that local and implementing agencies can take this into account.
Plan	<p>P 42 – In the safe routes to school section, consider referencing curbside management.</p> <ul style="list-style-type: none"> <li>• With the number of parents who choose to drop off/pick up their children, the areas immediately around many schools have a lot of weaving vehicular traffic. In addition to pedestrian improvements/traffic calming, applying curbside management to schools could help with safety.</li> </ul>	Thank you for your comments. This is valuable feedback, staff has made edits to the document to add clarification.

Plan and Toolkit	<p>Good use of graphics. Easy to understand. Short digestible.</p> <p>For both documents (Strategic Plan and Toolkit) consider modifying the language being used to communicate some of the information, specifically when referring to data. “Staff estimates” may undermine the message you are trying to communicate with some readers. My primary concern is public trust in “experts” or government. It sounds more authoritative and is harder to question when the data is presented as a model output, or from a study, rather than asking the reader to trust staff. It also directs any unhappiness with the data at the data source and not staff.</p> <p>Page 4: Figure 1: Overall, it feels like some of the individual strategies on the list could be eliminated because they feel duplicative. A shorter list can be just as powerful as a longer list that has more examples of similar concepts.</p> <p>Under parking management, “parking minimums” is listed as a strategy. This could use some clarification about what the goal is. Is it reducing parking minimums, eliminating them, etc.</p> <p>Preferential parking is essentially an umbrella term that would include discount or free carpool parking and car share parking. Consider simplifying this rather than having three examples of what is basically the same thing.</p> <p>Subsidies: How are bikeshare membership discounts and micromobility credits differentiated?</p> <p>Similarly, are direct payments to service providers basically the same thing as a transit pass discount? They both involve an entity paying RTD to reduce the cost of transit. If they are different, an example of exactly what each refers to might be helpful in differentiating them.</p> <p>Regional planning context: A big driver of this plan is reducing vehicle emissions to conform to EPA requirements as well as meeting the Colorado GHG plan requirements. It is my understanding that DRCOG is obligated to do some of these activities to meet existing requirements related to GHGs and emissions. I would love to see a little more discussion of that in chapter 2 as a reason to create this plan.</p> <p>Page 6: This is nitpicky, but I would suggest changing the sentence under the bullet Transportation Demand Management Toolkit from “...to understand the full range of potential...” to read, “...to understand a wide range of potential...”</p> <p>On the right side of the page, there is a paragraph that begins with “Historically, transportation demand management work at the regional level has been focused on peak commute trips and championed marketing, ...” The way it is written suggests to me that our TDM focus is changing or expanding moving forward, although the following paragraphs don’t tell the reader what’s different. I suggest either explicitly writing about how the approach to TDM is changing, or to modify the paragraph to read something like “Historically, transportation demand management work at the regional level has is been focused on peak commute trips and championed marketing, ...”</p> <p>Page 10: Transportation Planning Factors: In the first paragraph consider making a clear connection between population growth and more trips. It is implied (you even talk about increased travel times), but not explicitly “more trips.”</p> <p>Population and Employment Growth: In the second paragraph, it isn’t intuitive that what you are talking about is the total number of trips for each mode, and not the share of trips for each mode. It might be worth clarifying that you are talking about an increase in total trips. It is mentioned at the end of the paragraph, but consider moving up the total trips per weekday by mode information.</p> <p>Page 11: Under traffic congestion please say how you are making the estimates. Stating how you made the estimate (with the model presumably) will make the reader less skeptical of the figures you go on to present.</p> <p>Page 13: Microtransit - considering how much focus went into equity in the planning process for development of this document, it seems like this blurb about Microtransit should expand on the critical role it plays for equity. For older adults and those with disabilities this may be the only transportation option that works to meet their needs. It often serves as the paratransit option in communities.</p> <p>Connected &amp; automated vehicles - it might be worth mentioning the ongoing issues with the technology (it’s not ready yet), particularly in a plan that only looks 6 years out. Beyond driving in inclement conditions, Waymo cars have had major issues with roadway construction in San Francisco as well as when there are vehicle crashes or emergency vehicles present. There are lots of reports of autonomous vehicles just stopping and becoming immobile in the middle of traffic for long durations of time. Talking about autonomous vehicles as a longer term potential strategy seems reasonable, but suggesting it can be a part of a near term solution feels unlikely in a 6-year plan. Part of the issue is about establishing public expectations. Autonomous vehicles can be perceived as a panocia that is going to fix everything, but it isn’t ready yet and there are other potential issues even when it is a mature technology.</p> <p>Page 20: Summary of Recommendations: Given the plan horizon is only six years, I was hoping that the recommendations would be a little more actionable.</p> <p>Recommendation- In addition to the next steps listed, DRCOG could consider collecting TDM program evaluation data to help support and make the case for transportation demand management implementation</p>	<p>Thank you for your comments. Based on your feedback, staff has made revisions to the Plan.</p>
Plan	<p>Douglas County is supportive of DRCOG providing best practices and general resources to member governments in support of development of TDM strategies. However, we have concerns regarding the creation of a TDM technical assistance program and believe the plan should identify possible funding sources for such a program to ensure that funds would not be redirected from TDM projects. Additionally, this Strategic Plan should clarify that any new policies or plans developed through this program will be at the request of, in partnership with, and unique to the conditions of each individual member government rather than created with the intent of regional adoption.</p>	<p>Thank you for your comments. Funding for the proposed technical assistance program would not be redirected from the TIP, nor from the TDM Set-Aside, as this program would be staff-led. The intent of the technical assistance program is to provide technical assistance services to local jurisdictions who are interested in seeking the assistance of DRCOG in the implementation of TDM strategies that fit the context, goals and budget of each individual jurisdiction.</p>



Plan	<p>I suppose. The language seems broad and so there isn't much to disagree with. I appreciate the consideration of Transit Supportive Infrastructure due to the extreme weather here in Denver. Covered waiting areas, perhaps even with heating and cooling components, would make ride sharing or bus riding much more attractive. In winter, clearing/managing ice accumulation also important. All the talk about bike lanes and using scooter seems to ignore the realities of weather.</p> <p>I would like to see more rail transit as opposed to buses and bike lanes. This is the only way to efficiently move large numbers of people. Whenever possible, I would like to see overpasses or tunnels to accommodate walkers and bikers as opposed to reducing driving lanes.</p>	Thank you for your comments.
Toolkit	Edits for funding clarification by DRCOG Staff	We have edited the Toolkit for clarity.
Toolkit	Edits for clarification by DRCOG Staff	We have edited the Toolkit for clarity.
Toolkit	<p>Page 37 Add information on how to work with RTD to make mobility hubs possible at existing RTD stations</p> <p>Page 81 RTD needs to get better at providing services. They are cutting services in some places and this hurts the region and this TDM plan.</p>	Thank you for your comment. We have added clarification to the Toolkit based on your comment.
Toolkit	<p>Broomfield staff understands that this toolkit was intended to be aimed at a wide range of TDM strategies for the region, but we are disappointed with the lack of detail about the tools that are aimed at supporting municipal implementation of TDM strategies. The range of “tools” appears to be for State level down to individual level.</p> <p>Many of the tools feel aimed at guiding CDOT or RTD and not super useful at a municipal level. It also feels like some of these bigger strategies are looking at the region in a vacuum, without accounting for existing challenges and realities in the region like:</p> <ul style="list-style-type: none"> <li>• A lack of adequate funding for transit necessary to implement high quality service in the region</li> <li>• The past issues at RTD that have led to a contraction of service provided to the region</li> <li>• The national transit driver shortage</li> <li>• Political and practical challenges of implementing roadway fees or congestion pricing</li> </ul> <p>It feels like to see TDM work in the region, we need municipalities to do a lot of the leg work, but the many of the examples in the document feel really big and aren’t really helping municipalities figure out how to do our part.</p> <p>It would also be really helpful to have more info in here about how to translate these TDM ideas into reality. We can go on the internet and do a quick search for TDM tools and come up with the list that was provided. Case studies, or other practical examples of how to implement some of these strategies would be incredibly helpful, but there are very limited practical examples, just big ideas.</p> <p>Carshare is a good example. Carshare is a great idea, but it is not straightforward about how to implement it if there isn’t an existing relationship with a provider. It isn’t like you can just call Colorado Carshare and have them drop off a car. What would be great if there was some sort of “how to” section. For carshare it would probably look like:</p> <ul style="list-style-type: none"> <li>• To have a successful carshare program you will need X members within an X mile radius</li> <li>• A dedicated parking spot</li> <li>• This type of TDM measure works best for multifamily residential (or whatever) with at least X units</li> <li>• For more information contact peter@carshare.org</li> </ul> <p>Context Guide- “Implementing agencies” is left out of the description in this section.</p> <p>Page 6 - Land use - it would be nice to get #s in the land use definitions to categorize density. Like 5-30 DU+Jobs per acre is suburban, 30+ is urban, etc.</p> <p>Transit - Please use frequency of transit service or density of transit connections in the definition of the tiers. As is, it requires a municipality to make a subjective judgment about where they fall in the transit tiers.</p> <p>Page 12 - Fixed Route Transit: This is a TDM “tool,” but it’s being presented in a vacuum (as mentioned at the beginning of the comments) and doesn’t address the reality of the challenges in the region. I guess if this is a “tool” it feels like it should be framed as “leveraging existing fixed route transit” so as not to establish unrealistic expectations. This comes from the Broomfield perspective where we have seen most of our fixed transit routes eliminated and we have had extreme difficulty getting RTD to implement on-demand transit (let alone fixed route) even when we have money to pay for it. It just feels like it is glossing over the reality of the situation and I’m not sure how much value “tools” like this provide the region in actually supporting TDM.</p> <p>Page 14- Mobility as a Service: I think the contingent factor in this recommendation is RTD. Is RTD planning to implement an integrated platform for MaaS within the timeframe of this plan?</p> <p>Page 28: ITS feels like a component of other TDM tools like “parking management,” or “traveler information systems,” or “real time transit information system.” It feels odd that it is a standalone TDM strategy. In and of itself, I’m not sure the purpose of ITS is TDM...</p> <p>Page 23- Parking Management: Parking management is the “golden ticket” for influencing transportation demand so I think the parking management section could be expanded.</p> <p>Page 52: I love the ideas in the subsidies, rebates, and rewards section. It would be great if this section was expanded and explored. Honestly, I wish it made up the majority of the document and had some detail about how to implement the various ideas it touches on.</p>	Thank you for your comment. Staff has mad updates to the Toolkit to reflect several clarifications and additions.
Toolkit	<p>For the TDM Toolkit, here are tools and strategies that could potentially be added to the Transportation Demand Management Toolkit (sorry if they’re already in there and I missed them!):</p> <ul style="list-style-type: none"> <li>• TDM plans for new development</li> <li>• Employer and community or residential surveys</li> <li>• Transportation Coordinators designated at organizations (employers, schools and universities, municipalities, sports arenas, event venues, etc)</li> <li>• Valet bike parking (as another bullet point in the bike parking section)</li> </ul>	Thank you for your comment. Staff has mad updates to the Toolkit based on your feedback.

**ATTACH F**

## Transportation Advisory Committee

Meeting date: December 4, 2023

Agenda Item #: 8 (Attachment F)

### 2022 Annual Report on Roadway Traffic Congestion in the Denver Region

Agenda item type: Discussion

#### Summary

Presentation and discussion of the 2022 Annual Report on Roadway Traffic Congestion in the Denver Region.

#### Background

The United States Department of Transportation requires all metropolitan planning organizations serving urbanized areas with population over 200,000 to undertake a Congestion Management Process to monitor traffic congestion in the region. The Denver Regional Council of Governments conforms to this requirement through a process with two components: the calculation of congestion measurements for roadways in the region and the presentation of data within an annual report on traffic congestion. This process began in 2006.

Staff will provide an informational presentation of the *2022 Annual Report on Roadway Traffic Congestion in the Denver Region*. This year's report addresses the following topics:

- Continued impacts of the COVID-19 pandemic on travel behavior
- Vehicle miles traveled
- Transit and shared micromobility ridership
- Congestion projections for 2050

A printed copy of the report will be made available at the meeting.

#### Action by others

None

#### Previous discussion/action

None

#### Recommendation

None

#### Attachments

1. [2022 Annual Report on Roadway Traffic Congestion in the Denver Region](#)
2. Staff presentation

#### For more information

If you need additional information, please contact Max Monk, Assistant Planner, at 303-480-6731 or [mmonk@drco.org](mailto:mmonk@drco.org); or Robert Spotts, Mobility Analytics Program Manager, at 303-480-5626 or [rspotts@drco.org](mailto:rspotts@drco.org).



# 2022 Annual Report on Traffic Congestion in the Denver Region

**Robert Spotts, Mobility Analytics Program Manager**

**Max Monk, Assistant Planner**

**December 2023**





# Congestion Management Process



# Overview of the congestion management process

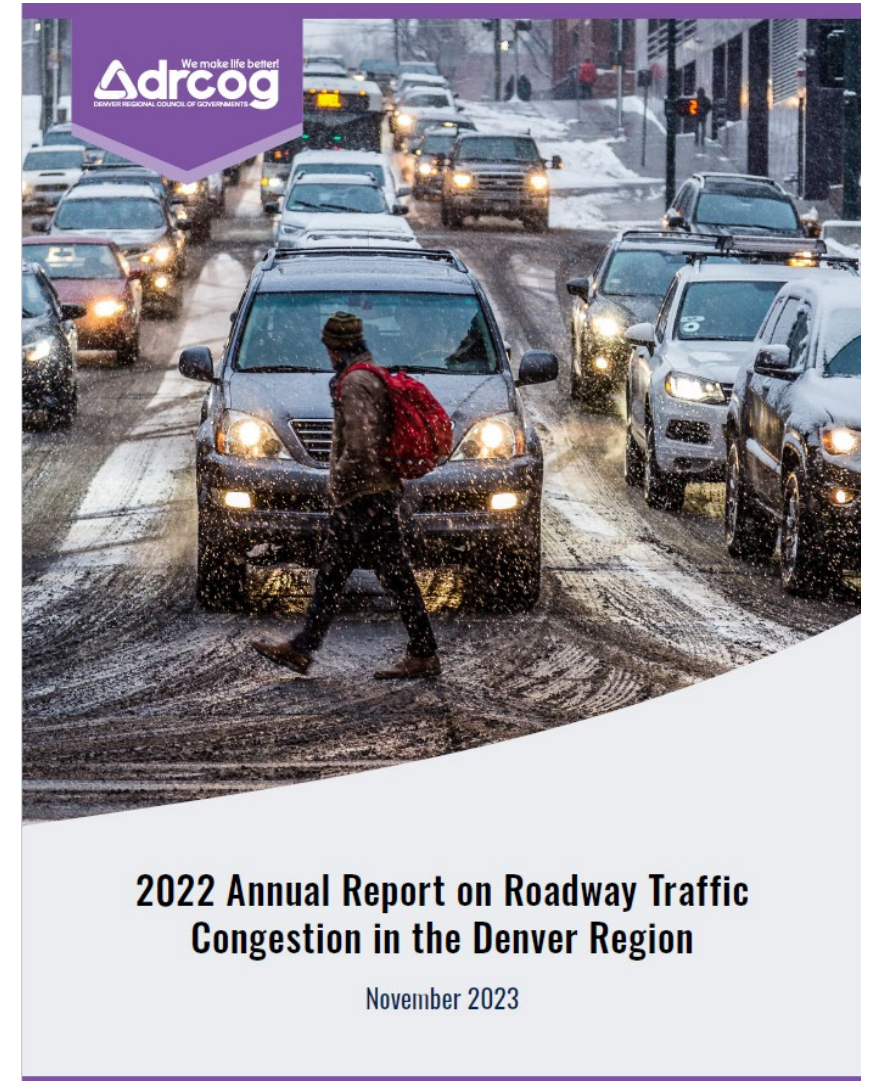


- A **federally-required process** to monitor the evolution of congestion in the region
- Components of DRCOG's process
  - *Annual Report on Roadway Traffic Congestion in the Denver Region*
  - Database of roadway attributes, traffic counts, and crash incidents
  - Multimodal data metrics

# Agenda



1. 2022 trends and observations
  - a) Vehicle miles traveled
  - b) Transit ridership
  - c) Shared micromobility usage
2. 2050 congestion projections
3. Shifting dynamics of commute corridors
4. Updates in the world of congestion







# 2022 Trends and Observations

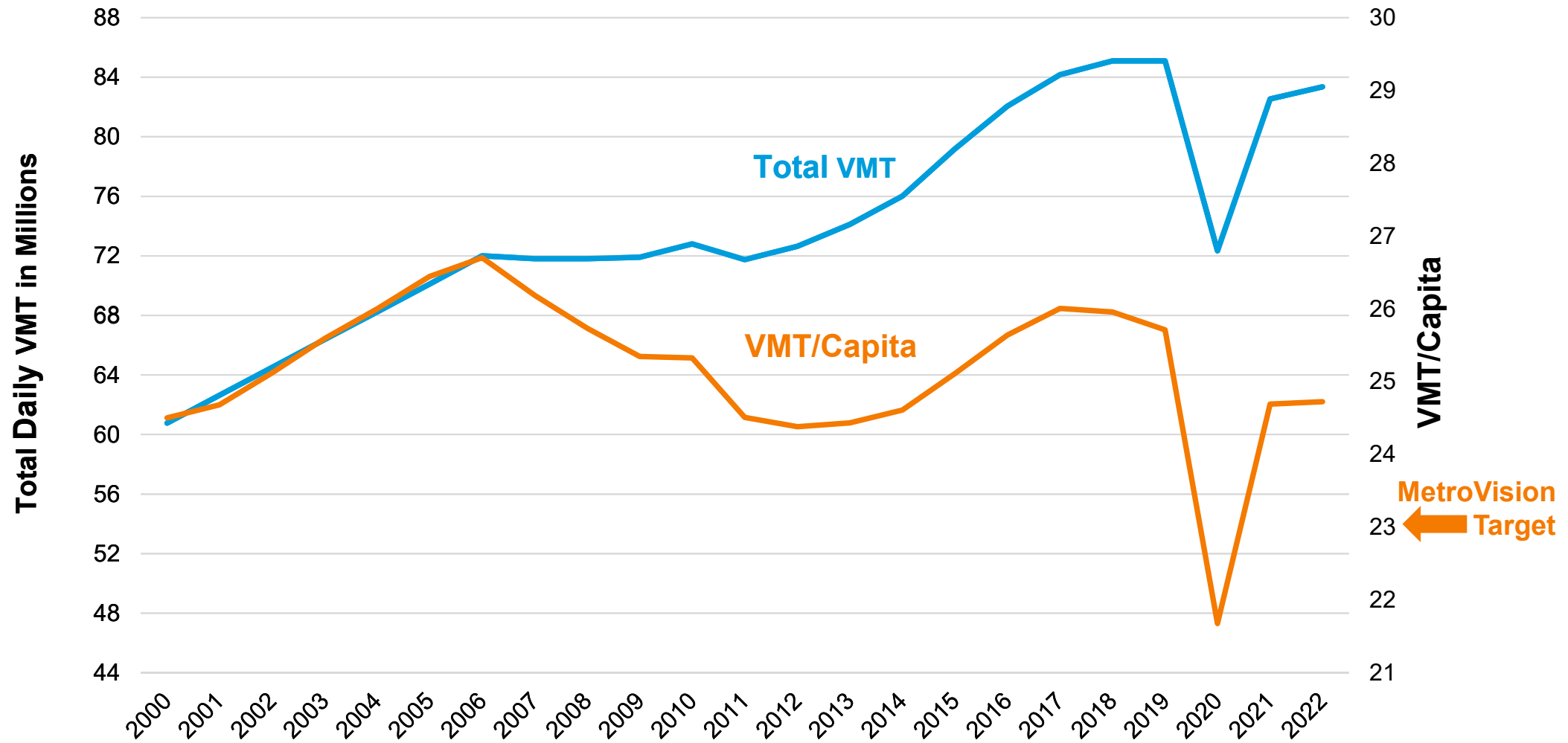




# Vehicle Miles Traveled (VMT)



Average Daily VMT in the Denver Region (2000 - 2022)



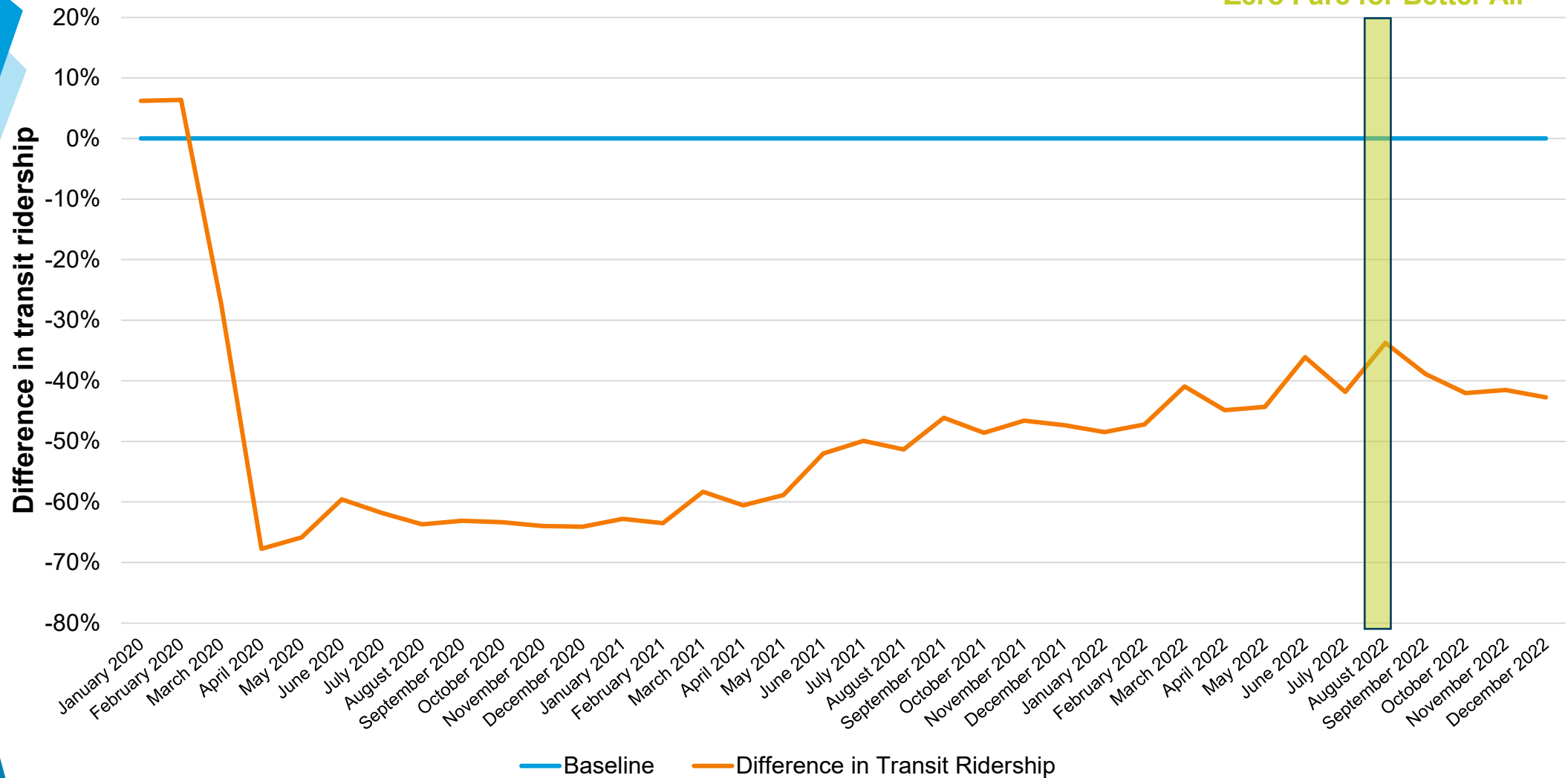
Source: Denver Regional Council of Governments

# Transit ridership



## 2020-2022 RTD Ridership Compared to 2019

Zero Fare for Better Air

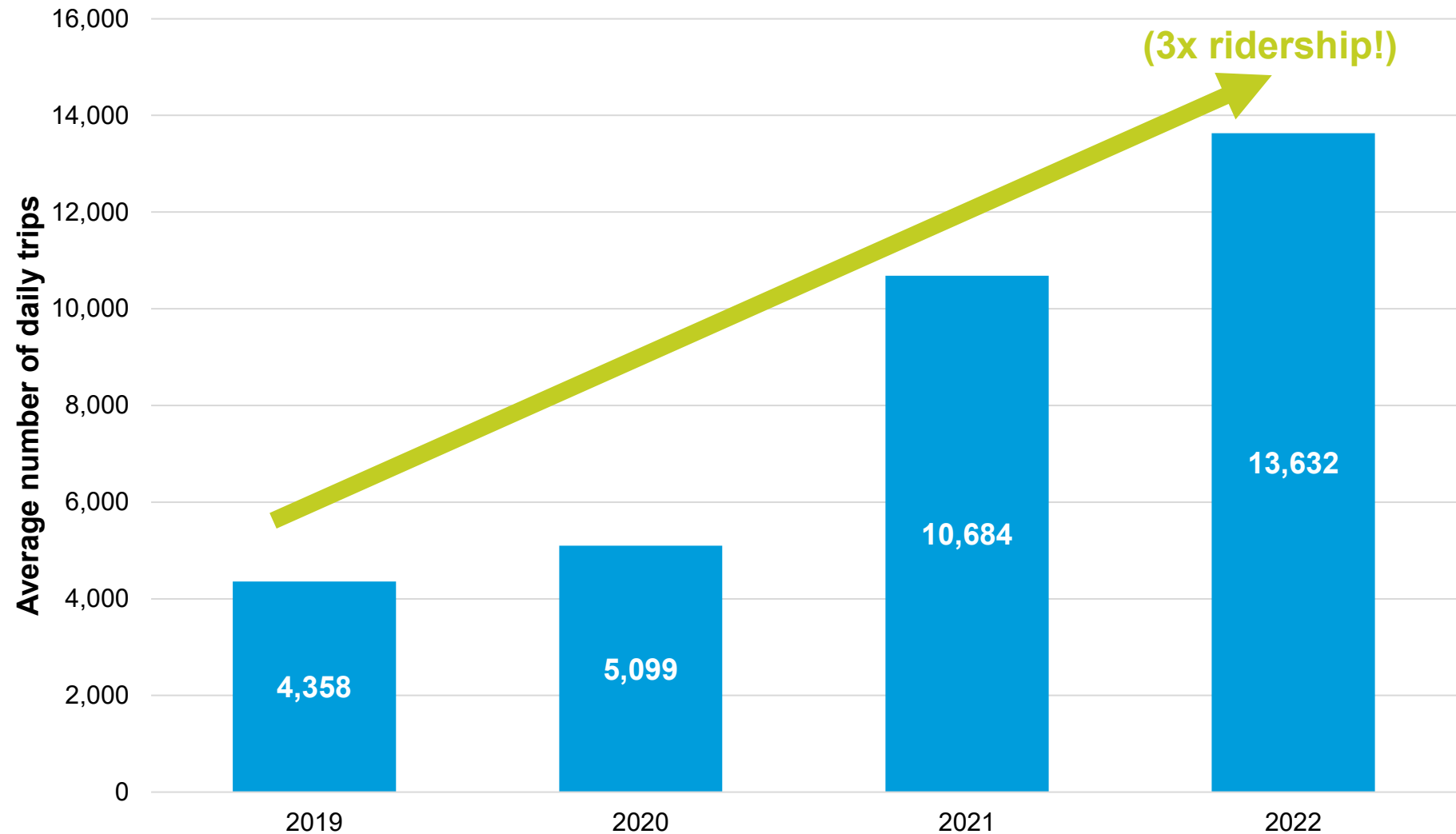


Source: National Transit Database

# Shared Micromobility Usage



Average number of micromobility trips per day

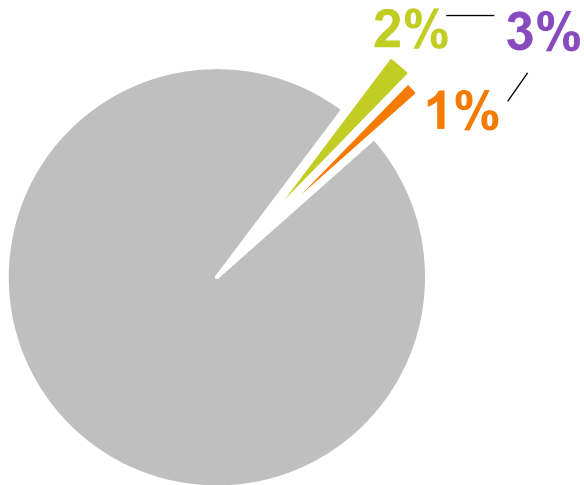


Source: Ride Report

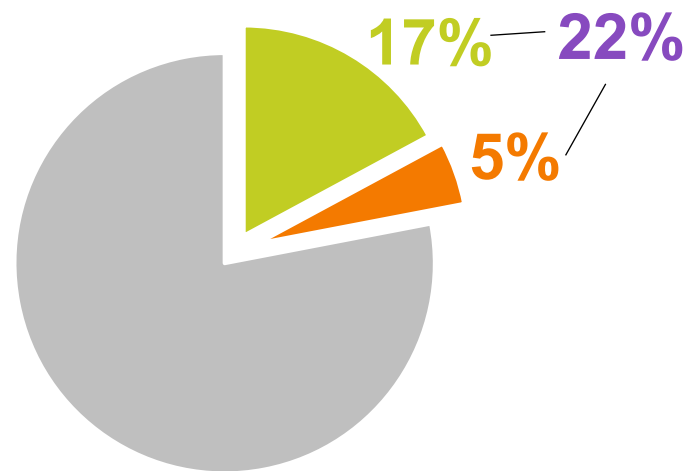
# Where freeway congestion is most severe



Corridor proportion of  
freeway network



Corridor proportion of  
freeway delay



I-25 from I-70 to University



I-270 from I-25 to I-70

Source: Denver Regional Council of Governments



# 2050 Congestion Projections

# 2050 congestion projections

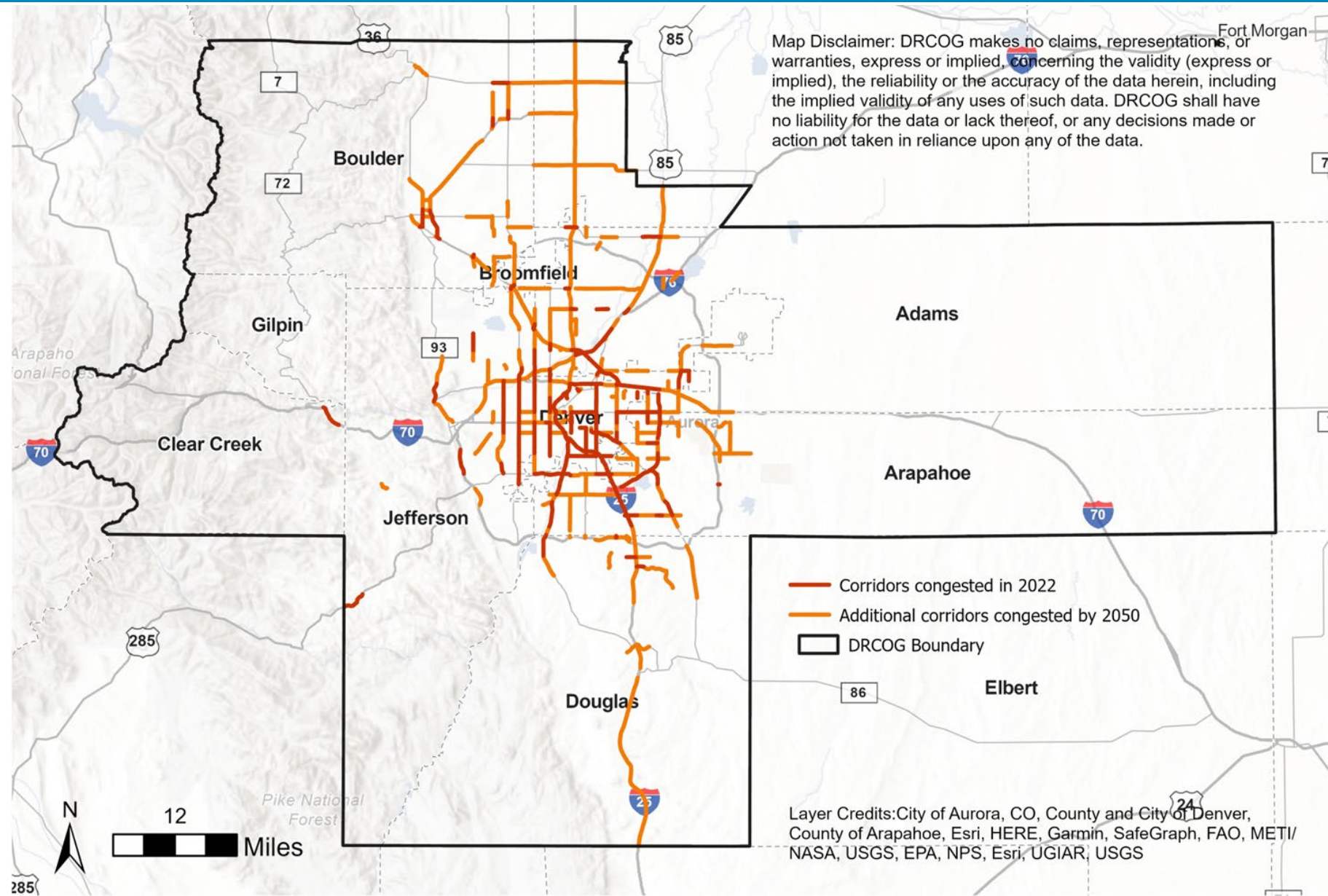


- Vehicle miles traveled per capita is projected to grow to **27 miles per day** (compared to our MetroVision goal of 23 miles per day)
- The cost of congestion in the region is expected to increase by **67%** between 2022 and 2050





# 2050 congestion projections





# Shifting Dynamics in Commuting



# Overview of analysis



- Telework became a public health necessity during the pandemic
- Telework remains more frequent following the influence of the pandemic, especially so for office commuters
- “Have the dynamics on historic office commute corridors shifted?”
- Examination of travel time and traffic volume data before the pandemic and in 2022

# Selected corridors



# Morning commute from Lakewood to Denver



Average travel time  
during rush hour



2019

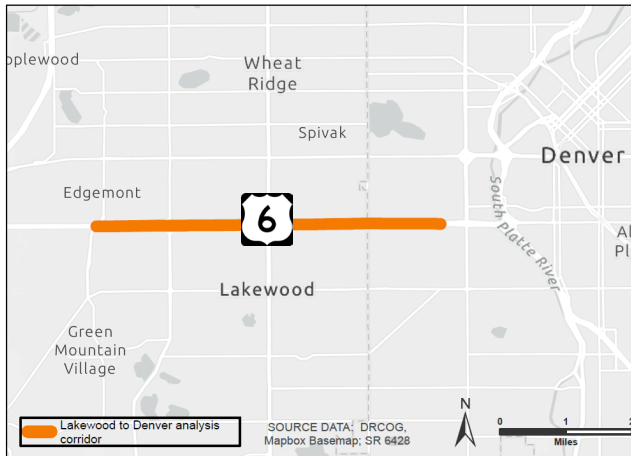
11 minutes

2022

9 minutes



**14% decrease in travel time  
and traffic delay**



- **Near 2019 traffic levels** when considering all time periods
- **17% fewer vehicles** during the a.m. peak
- Telecommuting and flexible schedules are a key explanation for this decrease

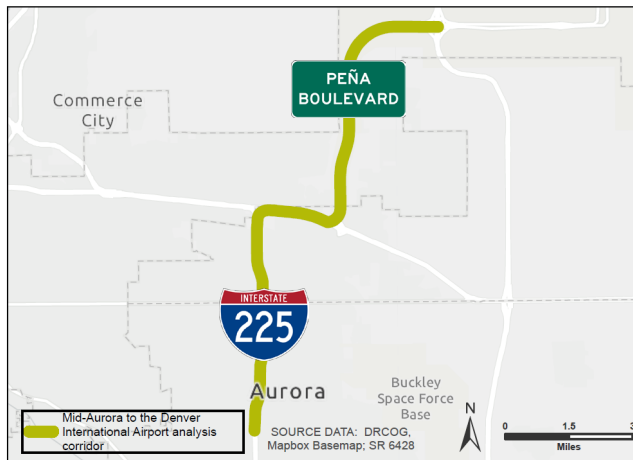
# Mid-Aurora to Denver International Airport



Average travel time  
during rush hour



**2019**  
25 minutes  
**2022**  
25 minutes



- Denver International Airport had a **record number of passengers** in 2022
- 2019 traffic levels were surpassed during the busier travel months in 2022
- Between 2019 and 2022 the area experienced a **20% increase in jobs** and a **6% increase in housing units**
- Traffic along this corridor is expected to grow as new housing and jobs become available

**Sources:** INRIX Speed Data, Colorado Department of Transportation Traffic Data, Denver Regional Council of Governments

# Highlands Ranch to the Denver Tech Center



Average travel time  
during rush hour



**2019**  
23 minutes  
**2022**  
18 minutes

**13% decrease in travel time  
and traffic delay**



- Fewer trips than 2019 **across all time periods**
- **13% decrease in travel time and traffic delay** along this corridor
- Some combination of telework and the completion of the C-470 managed lane would explain this shift





# Updates in the World of Congestion

# Updates in the world of congestion



- Discussion of **communication between smartphones and traffic signals** in Dallas
- **Production of a “digital twin”** modeling congestion live in Chattanooga

# Smarter traffic signaling in Dallas



- Smartphones **network** with each other and know where congestion exists
- Dallas is considering upgrading their **traffic signals to tap into this network**
- Data are expanding exponentially and hold potential for **more efficient traffic management**



# “Digital Twin” traffic modeling in Chattanooga



- Through machine learning and real-time data, researchers from NREL and the DOE **created a micro-model** mirroring Chattanooga traffic conditions with precision
- The “digital twin” enabled planners to understand **underlying causes of congestion** and pinpoint specific areas of improvement
- For the analysis area, researchers observed a **32%** reduction in delay and a **16%** reduction in fuel spent idling



# Conclusion

# Conclusion



- Denver Region ITS
- State household travel survey
- Transportation demand management
- Projects that facilitate travel choices to avoid congestion



ADVANCED  
MOBILITY  
PARTNERSHIP



Program of **DRCOG**



**COLORADO**  
Department of Transportation





Thank you!  
**Questions?**

Robert Spotts | Mobility Analytics Program Manager  
Max Monk | Assistant Planner  
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**ATTACH G**

## **Transportation Advisory Committee**

Meeting date: December 4, 2023

Agenda Item #: 9 (Attachment G)

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

Agenda item type: Information

#### **Summary**

Submitting the FY 2023 Annual Listing of Obligated Projects, which includes all projects that received federal funding obligation in the region between October 1, 2022 and September 30, 2023.

#### **Background**

Federal law requires metropolitan planning organizations to produce for public review an annual listing of projects that receive federal funding obligation. The attached report lists all surface transportation projects in the Denver region that received obligations of federal funds in federal fiscal year 2023 (October 1, 2022 – September 30, 2023).

A net total of \$489.7 million of federal funds was obligated in fiscal year 2023 for 80 transportation projects throughout the region.

#### **Action by others**

None

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

None

#### **Recommendation**

None

#### **Attachment**

Fiscal Year 2023 Annual Listing of Obligated Projects

#### **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@drcog.org](mailto:jschwenk@drcog.org).





# Fiscal Year 2023 Annual Listing of Obligated Projects

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



# Abstract

**Title:** Fiscal Year 2023 Annual Listing of Obligated Projects

**Author:** Denver Regional Council of Governments

**Subject:** Listing of all project funding obligations in the Denver region from October 1, 2022, to September 30, 2023

**Date:** Published November 10, 2023

**Source of Copies:** Communications and Marketing  
Denver Regional Council of Governments  
1001 17<sup>th</sup> Street, Suite 700  
Denver, Colorado 80202  
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**Number of Pages:** 17

**Abstract:** The Annual Listing of Obligated Projects lists all federal transportation funding obligated within the Denver region for the period October 1, 2022, through September 30, 2023 (federal fiscal year 2023).



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

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# Purpose of this Report

The federal [metropolitan transportation planning statute](#) requires metropolitan planning organizations to work cooperatively with their relevant state and public transportation operator to develop a listing of projects for which federal transportation funds were obligated each federal fiscal year.

The Federal Highway Administration defines obligation as the federal government's legal commitment (or promise) to pay or reimburse states or other entities for the federal share of a project's eligible costs. Thus, an obligated project is one that has been approved by the federal government for reimbursement, though not necessarily reimbursed yet. Obligation does not necessarily mean that a project was initiated or completed during this year. The amount of funding obligated each year also may not be the same as the final project cost.

This report lists all federally funded transportation funding in the Denver region that was obligated in federal fiscal year 2023 (October 1, 2022, to September 30, 2023), as required in statute.

## Background

### Denver Regional Council of Governments

The [Denver Regional Council of Governments](#) is an association of 58 local governments committed to protecting and enhancing the quality of life in the Denver, Colorado metropolitan area. The council serves several functions for the region, including as a federally designated metropolitan planning organization. In this capacity, the council coordinates regional transportation planning to address important regional needs in Broomfield, Denver, Douglas, and Jefferson counties and portions of Adams, Arapahoe, Boulder, and Weld counties.

### Transportation Improvement Program

The Transportation Improvement Program is the adopted list of surface transportation projects and studies scheduled to receive federal or state transportation funds over a four-year period. Once a project is listed in the program, project sponsors work with the Colorado Department of Transportation, the Regional Transportation District, or other contracting agencies to initiate their project and receive federal authorization (and obligation of federal funds). Sponsors may then begin work on their project and receive reimbursements of the federal share of costs.

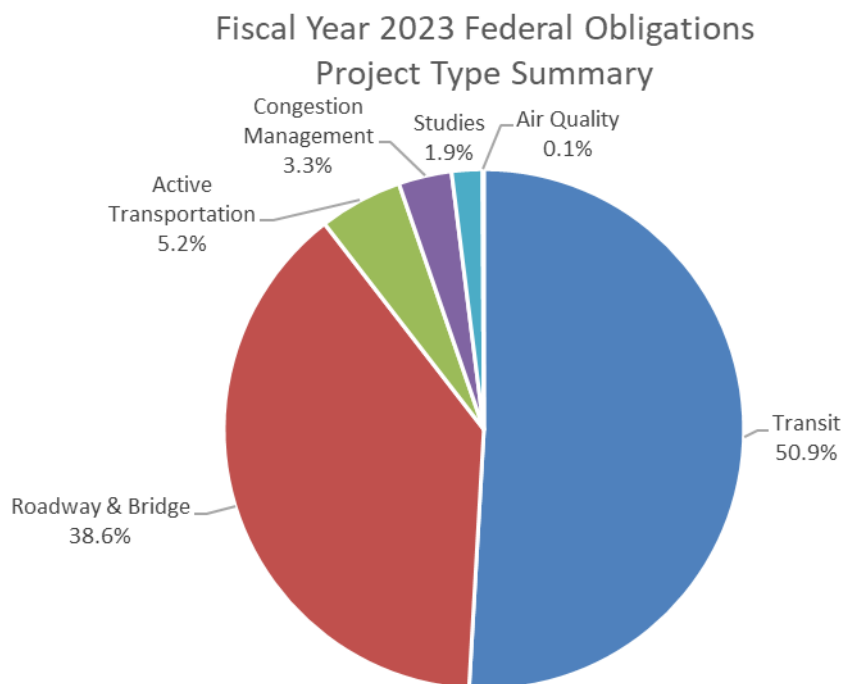
The Transportation Improvement Program covering federal fiscal year 2023 is the Fiscal Year 2022-2025 Transportation Improvement Program and was adopted on April 21, 2021. It has been amended regularly since adoption and has since been superseded by the Fiscal Year 2024-2027 Transportation Improvement Program. Some of the projects in this obligation report are from previous Transportation Improvement Programs.

# Summary of Obligated Projects

A net total of \$489.7 million was obligated in federal fiscal year 2023 on 80 transportation projects. Some statistics regarding these obligations include:

- \$249.3 million (50.9%) for transit projects,
- \$189.0 million (38.6%) for roadway and bridge projects,
- \$25.4 million (5.2%) for stand-alone active transportation projects (does not include active transportation elements of other projects),
- \$16.2 million (3.3%) for congestion management projects,
- \$9.3 million (1.9%) for studies, and
- \$0.4 million (0.1%) for other air quality projects.

Figure 1 illustrates these percentages:



# Obligation Report

This report is organized by project sponsor. Information shown about each project includes:

- **Sponsor** lists the agency that is financially responsible for the project.
- **Project Name** provides a brief description of the project.
- **TIP ID (Transportation Improvement Program Identification)** is a unique number given to each project selected for inclusion in the Denver Regional Council of Governments' Transportation Improvement Program.
- **Funding Type** identifies the program that funds the project.
- **Obligation** is the sum of all the obligations that occurred for that project in this identified fiscal year only.
- **Active Transportation** indicates if active transportation infrastructure is part of the project.
- **Total Cost** lists the total project cost for the lifecycle of the project.
- **Federal Funds** lists the total amount of federal transportation funds awarded in the most recent Transportation Improvement Program that the project was active (may or may not be the currently adopted Transportation Improvement Program).
- **Federal Funds Remaining** lists the programmed federal transportation funds that are remaining for the project.

Local and state funds are included within the Total Cost column as part of the total overall project cost and are not broken out by project type. The federal funds in this report include the following funding type or Colorado Department of Transportation funding category:

- **On-System and Off-System Bridge** funds are for the replacement, rehabilitation, and widening of any public bridge, either on the state highway system or on locally maintained roadways.
- **Carbon Reduction Program** funds projects that reduce transportation-related carbon dioxide emissions.
- **Congestion Mitigation/Air Quality** can fund projects that reduce transportation-related emissions in non-attainment and maintenance areas for ozone, carbon monoxide, and small particulate matter.
- **Freight** funds improve the efficient movement of freight on the National Highway Freight Network.
- **High Priority Project** funds are allocated by Congress for projects of priority to particular Congressmembers.
- **National Highway Performance Program** funds improvements to the condition and performance of the National Highway System to help ensure progress toward achieving federal performance targets.
- **Safety** funds are typically used for projects that reduce the number and severity of crashes. It is a state program, but the funds depicted in this report are from federal sources only.
- **Section 5307** funds capital, maintenance, operations, and planning assistance for mass transportation in urbanized areas.
- **Section 5310** funds capital assistance grants to agencies, including private nonprofit organizations, to serve the transportation needs of older adults and people with disabilities.
- **Section 5311** funds capital and operating assistance grants for transit service in non-urbanized areas.

- **Section 5337**, or State of Good Repair, funds repairs and upgrades of rail transit systems and high-intensity bus transit systems that use high-occupancy vehicle lanes.
- **Surface Transportation Block Grant** is a flexible funding category typically used to fund roadway reconstruction, roadway operational improvements, roadway widening, new roadways, new interchanges, interchange reconstruction, active transportation improvements, and studies. Additional funds were provided to both the state and region to assist in recovery from the coronavirus pandemic.
- **Transportation Alternatives** primarily funds active transportation projects.

This report also contains deobligations, depicted as negative numbers. Deobligation occurs when the obligation is returned to the federal government. Deobligation occurs for several reasons, including:

- Bids came in lower than expected. After the project bid is accepted, the remaining obligated funds are returned and shown as a deobligation.
- Advanced construction projects (where the sponsor first pays the cost with non-federal funding and is reimbursed later) often result in a deobligation because first the project must be obligated to authorize work to begin and then deobligated when the sponsor agrees to pay the costs of the project. The project is then finally obligated again when it is time for the federal government to reimburse the sponsor.
- A project or project phase is closed out, deobligating any remaining funding. Project closeouts can sometimes take place many years after the project was completed.

This report also identifies which projects contain elements improving active transportation infrastructure. In some cases, this is an active transportation-only project (reflected in Figure 1). However, in most circumstances, the active transportation components are part of a larger project. Since deobligations are not current “investments,” their active transportation applicability is noted as “No”.

Descriptions of the projects that are contained in this report can be found within the [Transportation Improvement Program documents](#) or by using the searchable [online database of transportation projects](#) in the Denver region. This report is based on records obtained from the Colorado Department of Transportation and the Regional Transportation District, as the Denver Regional Council of Governments does not directly participate in the obligation process.

Sponsor	Project Name	TIP ID	Funding Type	Obligation	Active Transportation	Total Cost	Federal Funds	Federal Funds Remaining
Adams County	120th Safety and Multimodal Corridor Study - US85 to Tower	2022-043	Carbon Reduction Program	\$320,000	No	\$800,000	\$720,000	\$400,000
Arapahoe County	Arapahoe County Transit and Micromobility Study	2022-055	Carbon Reduction Program	\$568,000	No	\$1,455,000	\$1,295,000	\$727,000
Arapahoe County	I-25 and Dry Creek Rd. SB On-Ramp Operational Improvements	2020-058	Congestion Mitigation / Air Quality	\$1,150,082	No	\$2,000,000	\$1,380,000	\$229,918
Arapahoe County	Iliff Ave Operational Improvements: Parker Rd to Quebec St	2016-024	Congestion Mitigation / Air Quality	\$4,000,000	Yes	\$23,519,000	\$17,346,000	\$13,346,000
Aurora	13th Ave. Multimodal Mobility Study	2020-069	Surface Transportation Block Grant	\$100,000	No	\$500,000	\$295,000	\$195,000
Aurora	Aurora Multimodal Transportation Master Plan	2022-056	Carbon Reduction Program	\$968,000	No	\$3,225,000	\$968,000	\$0
Aurora	Havana St. Transit Improvements: Montview Blvd.	2020-046	Congestion Mitigation / Air Quality	\$539,580	No	\$782,000	\$540,000	\$420



Sponsor	Project Name	TIP ID	Funding Type	Obligation	Active Transportation	Total Cost	Federal Funds	Federal Funds Remaining
	to Dartmouth Ave.							
Aurora	High Line Canal Trail: East Colfax Ave. to I-70	2020-008	Transportation Alternatives- DRCOG	\$3,544,000	Yes	\$4,851,000	\$3,301,000	\$0
Aurora	Nine Mile Station Bicycle and Pedestrian Bridge over Parker Rd.	2020-010	Surface Transportation Block Grant	-\$240,000	No	\$7,999,000	\$5,066,000	\$5,066,000
Aurora	Smith Rd. Multimodal Improvements: Peoria to Powhaton - Precon	2022-044	Carbon Reduction Program	\$2,000,000	Yes	\$5,000,000	\$4,500,000	\$2,500,000
Aurora	Toll Gate Creek Trail: Chambers Rd to Montview Blvd	2016-016	Congestion Mitigation / Air Quality	\$200,000	Yes	\$7,105,000	\$5,683,000	\$5,483,000
Boulder	28th St. Business Access Transit (BAT) Lanes	2020-085	Surface Transportation Block Grant	\$4,560,000	No	\$5,700,000	\$4,560,000	\$0
Boulder	30th St and Colorado Ave Bike/Ped Underpass	2016-035	Congestion Mitigation / Air Quality	\$2,000,000	Yes	\$20,821,000	\$8,700,000	\$6,700,000

Sponsor	Project Name	TIP ID	Funding Type	Obligation	Active Transportation	Total Cost	Federal Funds	Federal Funds Remaining
Boulder County	CO119 Bikeway: Boulder to Longmont - Precon	2020-013	Surface Transportation Block Grant	\$100,000	Yes	\$1,383,000	\$1,106,000	\$1,006,000
Boulder County	US287 BRT Feasibility & Safety Study: Longmont to Broomfield	2022-007	Surface Transportation Block Grant	\$250,000	No	\$536,000	\$250,000	\$0
Broomfield	Active Transportation Wayfinding Pilot	2020-020	Surface Transportation Block Grant	\$40,708	No	\$350,000	\$280,000	\$239,292
Broomfield	Broomfield Quiet Zones	2018-012	Surface Transportation Block Grant	-\$144,293	No	\$1,182,000	\$946,000	\$0
Broomfield	CO7 Corridor Multimodal Improvements - Precon	2020-007	Surface Transportation Block Grant	\$2,198,200	No	\$17,408,000	\$10,280,000	\$8,081,800
Broomfield	Industrial Ln. Bikeway Phase 2	2020-019	Surface Transportation Block Grant	\$500,000	Yes	\$3,501,000	\$2,800,000	\$2,300,000
Broomfield	Midway Blvd. Multimodal Corridor Action Plan	2020-044	Surface Transportation Block Grant	\$39,673	No	\$500,000	\$400,000	\$360,327
Broomfield	US287/120th Multimodal and Safety Study	2020-071	Surface Transportation Block Grant	\$200,000	No	\$600,000	\$480,000	\$280,000

Sponsor	Project Name	TIP ID	Funding Type	Obligation	Active Transportation	Total Cost	Federal Funds	Federal Funds Remaining
CDOT	Federal Blvd BRT - Precon	2024-008	Surface Transportation Block Grant	\$2,400,000	Yes	\$63,349,000	\$16,651,000	\$14,251,000
CDOT	Safe Routes to School Pool	2007-144	Safety	\$1,379,075	Yes	\$10,720,000	\$2,572,000	\$1,192,925
CDOT	Transit Operating and Capital (FTA 5311)	2016-065	Section 5311	\$1,207,566	No	\$10,649,000	\$6,416,000	\$5,208,434
CDOT Region 1	I-25 Chain Down Station: Larkspur	2022-029	Freight	\$549,998	No	\$5,000,000	\$5,000,000	\$4,450,002
CDOT Region 1	I25 Improvements: 84th to 104th - Precon	2022-076	National Highway Performance Program	\$400,000	No	\$20,000,000	\$16,000,000	\$15,600,000
CDOT Region 1	I25: 120th to E470 Managed Lanes	2016-055	Surface Transportation Block Grant	\$803,151	No	\$114,284,000	\$38,041,000	\$37,237,849
CDOT Region 1	I-25: Santa Fe Dr. to Alameda Ave. Interchange Improvements	2007-158	Safety	\$9,303	No	\$50,902,000	\$22,100,000	\$22,090,697
CDOT Region 1	I-70/Kipling Interchange - Preconstruction Activities	2012-062	National Highway Performance Program	\$10,000	No	\$4,600,000	\$3,680,000	\$3,670,000
CDOT Region 1	Region 1 Bridge Off-System Pool	2007-079	Bridge Off- System	\$1,590,770	No	\$19,906,000	\$1,779,000	\$188,230

Sponsor	Project Name	TIP ID	Funding Type	Obligation	Active Transportation	Total Cost	Federal Funds	Federal Funds Remaining
CDOT Region 1	Region 1 Bridge On-System Pool	2007-078	Bridge On-System	\$10,927,803	No	\$183,182,000	\$125,785,000	\$114,857,197
CDOT Region 1	Region 1 Design Pool	2007-164	Freight	\$1,000,000	No	\$11,700,000	\$2,000,000	\$1,000,000
CDOT Region 1	Region 1 FASTER Pool	2008-076	Safety	\$5,706,047	No	\$323,875,000	\$10,200,000	\$4,493,953
CDOT Region 1	Region 1 Hazard Elimination Pool	2007-073	Safety	\$11,769,707	No	\$201,758,000	\$181,582,000	\$169,812,293
CDOT Region 1	Region 1 Permanent Water Quality Pool	2018-011	National Highway Performance Program	\$300,000	No	\$14,697,000	\$11,758,000	\$11,458,000
CDOT Region 1	Region 1 RPP Pool	2016-057	National Highway Performance Program	\$5,531,268	No	\$170,875,000	\$136,700,000	\$131,168,732
CDOT Region 1	Region 1 Surface Treatment Pool	2007-096	National Highway Performance Program	\$62,131,040	No	\$543,948,000	\$435,158,000	\$373,026,960
CDOT Region 1	Region 1 Traffic Signal Pool	2007-075	Safety	\$1,200,935	No	\$46,015,000	\$41,414,000	\$40,213,065
CDOT Region 1	Region 1 Transportation Alternatives (TA) Pool	2018-002	Transportation Alternatives-CDOT	\$3,027,998	Yes	\$28,604,000	\$20,403,000	\$17,375,002
CDOT Region 1	Safer Main Streets Pool	2020-087	Surface Transportation Block Grant	\$6,556,612	Yes	\$91,751,000	\$26,500,000	\$19,943,388

Sponsor	Project Name	TIP ID	Funding Type	Obligation	Active Transportation	Total Cost	Federal Funds	Federal Funds Remaining
CDOT Region 1	US85 Cook Ranch to Meadows Widening	2001-154	Surface Transportation Block Grant	\$10,000	No	\$77,523,000	\$18,906,000	\$18,896,000
CDOT Region 1	Vasquez Operational Improvements: 52nd to 64th	2018-009	Freight	\$1,160,000	No	\$32,582,000	\$16,750,000	\$15,590,000
Commerce City	120th/US85 Interchange Improvements: Precon	2020-031	Surface Transportation Block Grant	\$5,040,813	No	\$12,600,000	\$6,300,000	\$1,259,187
Commerce City	88th NEPA Study: I76 to Hwy 2	2016-079	Surface Transportation Block Grant	\$1,875,000	No	\$250,000	\$150,000	\$0
Commuting Solutions	CO119 Branding and Wayfinding Study	2022-064	Carbon Reduction Program	\$100,000	No	\$350,000	\$250,000	\$150,000
Denver	56th Ave.: Quebec St. to Pena Blvd.	2007-082	High Priority Projects	-\$11,887	No	\$17,163,000	\$13,010,000	\$13,010,000
Denver	Federal Transit Improvements: Floyd to 54th	2020-049	Surface Transportation Block Grant	\$144,356	No	\$4,000,000	\$3,000,000	\$2,855,644
Denver	I25/Broadway Station Interchange Improvements	2016-021	Surface Transportation Block Grant	\$20,531,451	No	\$79,080,000	\$39,440,000	\$18,908,549

Sponsor	Project Name	TIP ID	Funding Type	Obligation	Active Transportation	Total Cost	Federal Funds	Federal Funds Remaining
Douglas County	Douglas County Transit & Multimodal Feasibility Study	2022-069	Carbon Reduction Program	\$200,000	No	\$600,000	\$500,000	\$300,000
Douglas County	US 85: Highlands Ranch Pkwy. to County Line Rd. Capacity Improvements	2016-042	Surface Transportation Block Grant	\$19,534,123	Yes	\$60,000,000	\$26,273,000	\$6,738,877
DRCOG	Community Mobility Planning and Implementation Set-Aside	2020-077	Surface Transportation Block Grant	\$2,242,027	Yes	\$7,310,000	\$5,773,000	\$3,530,973
DRCOG	Enhanced Mobility of Seniors and Individuals with Disabilities (FTA 5310 - DRCOG)	2022-025	Section 5310	\$1,712,284	No	\$16,021,000	\$11,903,000	\$10,190,716
DRCOG	Regional TDM Set-Aside: TMA Partnerships	1999-097	Congestion Mitigation / Air Quality	\$6,678,125	No	\$31,824,000	\$25,533,000	\$18,854,875
DRCOG	Regional Transportation Operations and Technology Set-Aside	2016-004	Congestion Mitigation / Air Quality	\$8,327,059	No	\$62,241,000	\$51,877,000	\$43,549,941



Sponsor	Project Name	TIP ID	Funding Type	Obligation	Active Transportation	Total Cost	Federal Funds	Federal Funds Remaining
Englewood	US285 Congestion Management Study	2020-078	Surface Transportation Block Grant	\$1,280,000	No	\$1,600,000	\$1,280,000	\$0
Englewood	US285/Broadway Operational Improvements	2020-059	Surface Transportation Block Grant	\$6,080,000	Yes	\$14,900,000	\$7,600,000	\$1,520,000
Golden	Colfax Complete Streets: Violet to I70	2020-026	Surface Transportation Block Grant	\$100,000	Yes	\$18,600,000	\$10,910,000	\$10,810,000
Golden	US6/Heritage Interchange: Precon	2020-037	Surface Transportation Block Grant	\$100,000	No	\$9,500,000	\$6,800,000	\$6,700,000
Jefferson County	JC73: CO74 to Buffalo Park Operational Improvements	2020-066	Surface Transportation Block Grant	\$8,750,000	Yes	\$12,500,000	\$8,750,000	\$0
Lakewood	Multi-use path on the D10: Wadsworth to Zephyr and Kipling to Oak	2016-006	Transportation Alternatives-DRCOG	\$477,547	Yes	\$2,400,000	\$1,920,000	\$1,442,453
Lakewood	Wadsworth Operational Improvements: Vassar to Woodard	2022-015	Surface Transportation Block Grant	\$310,400	Yes	\$6,139,000	\$4,911,000	\$4,600,600
Littleton	Broadway Corridor Study	2022-006	Surface Transportation Block Grant	\$800,000	No	\$1,000,000	\$800,000	\$0

Sponsor	Project Name	TIP ID	Funding Type	Obligation	Active Transportation	Total Cost	Federal Funds	Federal Funds Remaining
Littleton	Mineral/Santa Fe Operational Improvements	2020-060	Congestion Mitigation / Air Quality	\$615,818	Yes	\$24,041,000	\$12,652,000	\$12,036,182
Lone Tree	I25/Lincoln Traffic and Mobility Improvements	2020-062	Surface Transportation Block Grant	\$700,000	No	\$8,500,000	\$3,500,000	\$2,800,000
Longmont	CO66 Improvements: Hover to Main: Precon	2020-038	Surface Transportation Block Grant	\$100,000	No	\$650,000	\$450,000	\$350,000
Longmont	Longmont 1st and Emery Quiet Zone	2016-070	Surface Transportation Block Grant	\$10,000	No	\$3,336,000	\$1,553,000	\$1,543,000
Lyons	US36 Multimodal Improvements	2022-014	Surface Transportation Block Grant	\$1,728,140	Yes	\$2,701,000	\$2,154,000	\$425,860
Nederland	Downtown ADA Sidewalk Connections	2020-015	Surface Transportation Block Grant	\$30,000	Yes	\$1,550,000	\$750,000	\$720,000
Northglenn	120th Ave. Operational Improvements: Washington St. to west of York St.	2020-055	Congestion Mitigation / Air Quality	\$8,393,000	Yes	\$13,461,000	\$9,481,000	\$1,088,000
Parker	Parker Rd. Operational Improvements: Lincoln to Pine	2020-063	Congestion Mitigation / Air Quality	\$41,064	Yes	\$4,000,000	\$1,400,000	\$1,358,936

Sponsor	Project Name	TIP ID	Funding Type	Obligation	Active Transportation	Total Cost	Federal Funds	Federal Funds Remaining
RAQC	Air Quality Improvements Set-Aside	2016-002	Congestion Mitigation / Air Quality	\$400,000	No	\$25,529,000	\$20,310,000	\$19,910,000
RTD	RTD Preventive Maintenance: Transit Vehicle Overhaul and Maintenance	1997-084	Section 5307	\$185,512,695	No	\$1,494,110,000	\$1,130,499,000	\$944,986,305
RTD	State of Good Repair	1999-052	Section 5337 State of Good Repair	\$53,183,570	No	\$349,431,000	\$278,735,000	\$225,551,430
Thornton	104th Widening: Colorado to US85: Precon	2020-033	Surface Transportation Block Grant	\$1,400,000	Yes	\$5,750,000	\$4,225,000	\$2,825,000
Thornton	88th Corridor Study: Pecos to Dahlia	2022-024	Surface Transportation Block Grant	\$200,000	No	\$250,000	\$200,000	\$0
Thornton	Thornton Protected Bike Facility Study	2022-052	Carbon Reduction Program	\$204,000	Yes	\$510,000	\$459,000	\$255,000
Westminster	100th Ave. Multimodal Improvements: Alkire to Simms	2022-011	Surface Transportation Block Grant	\$1,400,000	Yes	\$1,400,000	\$1,400,000	\$0
Westminster	Federal Bus Stop Improvements: 70th to 92nd	2022-053	Carbon Reduction Program	\$68,000	No	\$879,000	\$779,000	\$711,000

Sponsor	Project Name	TIP ID	Funding Type	Obligation	Active Transportation	Total Cost	Federal Funds	Federal Funds Remaining
Westminster	Sheridan/US36 Multimodal Improvements	2020-039	Congestion Mitigation / Air Quality	\$2,579,411	Yes	\$8,500,000	\$5,500,000	\$2,920,589
Wheat Ridge	Wadsworth Operations and Widening: 35th to I70	2016-020	Surface Transportation Block Grant	\$8,280,000	Yes	\$75,541,000	\$36,160,000	\$27,880,000



## Transportation Advisory Committee 2024 Meeting Schedule

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

**1:30 PM**

Jan 22
Feb 26
Mar 25
Apr 22
May 27
Jun 24
Jul 22
Aug 26
Sep 23
Oct 28
Nov 25
Dec 23

Meetings Typically Held the 4th Monday of Each Month.  
However, meetings are subject to change and notifications will  
be sent out during these circumstances.

**Please check the Denver Regional Council of  
Governments Event Calendar for more information on  
meeting details as the date approaches**

