

**Executive Committee**

Kevin Flynn, Chair  
Steve Conklin, Vice Chair  
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Jeff Baker, Treasurer  
Ashley Stolzmann, Immediate Past Chair  
Douglas W. Rex, Executive Director

**AGENDA**  
**TRANSPORTATION ADVISORY COMMITTEE**  
**Monday, July 25, 2022 1:30 p.m.**  
**VIDEO/WEB CONFERENCE - via Zoom**

1. Call to Order
2. Public Comment
3. June 27, 2022 TAC Meeting Summary  
(Attachment A)

**ACTION ITEMS**

4. FY 2022-FY 2023 Unified Planning Work Program (UPWP) Amendments  
(Attachment B) Josh Schwenk, Transportation Planner

**INFORMATIONAL BRIEFINGS**

5. 2050 Regional Transportation Plan Greenhouse Gas Analysis Mitigation Measures Update  
(Attachment C) Jacob Riger, Manager, Long Range Transportation Planning
6. Santa Fe Drive Planning and Environmental Linkages (PEL) Study Update  
(Attachment D) Steve Cook, Mobility Analytics and Operations Manager

**ADMINISTRATIVE ITEMS**

7. Member Comment/Other Matters
  - AMP Working Group update
8. Next Meeting – August 22, 2022
9. Adjournment

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

**ATTACH A**

**ATTACHMENT A**  
**MEETING SUMMARY**  
**TRANSPORTATION ADVISORY COMMITTEE WORK SESSION**  
**Monday, June 27, 2022**  
**Meeting held virtually via Zoom**

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**MEMBERS (OR VOTING ALTERNATES) PRESENT:**

Kent Moorman	Adams County – City of Thornton
Brook Svoboda	Adams County – City of Northglenn
Ron Papsdorf	Denver Regional Council of Governments
David Gaspers	Denver, City & County
Justin Begley	Denver, City & County
Art Griffith	Douglas County
Justin Schmitz	Douglas County – City of Lone Tree
Bryan Weimer	Arapahoe County
Jeff Dankenbring	Arapahoe County – City of Centennial
Phil Greenwald	Boulder County – City of Longmont
Alex Hyde-Wright	Boulder County
Steve Durian (Chair)	Jefferson County
Debra Baskett	Jefferson County – City of Westminster
Sarah Grant (Vice-Chair)	Broomfield, City & County
Kevin Ash	Weld County – City of Frederick
Bill Sirois	Regional Transportation District
David Ulane	Aviation Special Interest Seat
Rachel Hultin (Alternate)	TDM/Non-Motorized Special Interest Seat
Hilary Simmons	Senior Special Interest Seat
Wally Weart	Freight Special Interest Seat
Jessica Ferko (Alternate)	RAQC
Rick Pilgrim	Environment Special Interest Seat
Frank Bruno	Non-RTD Transit Special Interest Seat
Jessica Myklebust	CDOT R1
Heather Paddock	CDOT R4
Rebecca White	CDOT DTD
Brian Metzger	CDOT DTR

**OTHERS PRESENT:**

Christopher Montoya (Alternate)	Adams County – City of Brighton
George Hohlacov (Alternate)	Aviation Special Interest Seat
Mike Whiteaker (Alternate)	City of Lakewood
Jim Eussen (Alternate)	CDOT R4
Marissa Gaughan (Alternate)	CDOT DTD
Jan Rowe (Alternate)	CDOT DTR
Eugene Howard (Alternate)	Denver, City & County
Bryce Hammerton (Alternate)	Broomfield, City & County
Chris Hudson (Alternate)	Douglas County – Town of Parker
Doug Rex (Alternate)	Denver Regional Council of Governments
Tom Reiff (Alternate)	Douglas County – Town of Castle Rock
Jean Sanson (Alternate)	Boulder, City & County
Ken Johnstone (Alternate)	Jefferson County – City of Wheat Ridge
Mac Callison (Alternate)	Arapahoe County – City of Aurora

**Public:** Chris Chovan, Libba Rollins, Lisa Nguyen, Thomas Easley, Theresa Takushi, Ted Heyd, Sara Ciastro, Kim Kinnison, Lauren Pulver, Myron Hora, Natalie Shishido, Kathleen Bracke, Jordan Rudel, JoAnn Mattson, Danny Herrmann, Charla Glendening, Bryce Matthews, Bridget Hart

**DRCOG staff:** Alvan-Bidal Sanchez, Cam Kennedy, Robert Spotts, Emily Lindsey, Matthew Helfant, Todd Cottrell, Jacob Riger, Andy Taylor, Melissa Adamson, Ala Alnawaiseh, Josh Schwenk

#### Call to Order

Chair Steve Durian called the meeting to order at 1:30 p.m.

#### Public Comment

Jacob Riger announced that David Ulane, who holds the Aviation Special Interest Seat, will be leaving TAC and thanked him for his participation. His seat will be filled by George Hohlacov upon RTC approval. Mr. Riger also congratulated Brian Metzger and Jan Rowe for succeeding Amber Blake and Kim Kinnison in their roles of member and alternate for CDOT DTR. Lastly, Mr. Riger introduced Rachel Hultin, the new alternate for the TDM/Nonmotorized seat.

#### Summaries of the May 23, 2022 TAC Meeting and June 13, 2022 TAC Work Session

The summaries were accepted.

### **ACTION ITEMS**

#### Transportation Improvement Program (TIP) Policy Amendments

Josh Schwenk, Transportation Planner, presented to the committee that there were five proposed amendments to the current TIP. The proposed amendments can be found on the [FY 2022-2025 Transportation Improvement Program website](#) and have been found to conform with the State Implementation Plan for Air Quality.

Debra Baskett MOVED to recommend to the Regional Transportation Committee the attached amendments to the *2022-2025 Transportation Improvement Program (TIP)*. The motion was seconded and passed with one abstention from Rick Pilgrim.

### **INFORMATIONAL BRIEFING**

#### 2050 Regional Transportation Plan Greenhouse Gas Review Update

Jacob Riger, Manager, Long Range Transportation Planning, provided the update. DRCOG staff have been testing several strategies and concepts to meet the state GHG Rule's required emission reduction targets, including:

- a) Representing programmatic (non-project specific) 2050 RTP investments in the Focus model
- b) Strategic changes to the 2050 RTP's project investment mix and additional fiscally constrained programmatic investments (especially by 2030)
- c) Near-term land use forecast adjustments based on observed residential density increases between 2019-2025
- d) Telework rate adjustments in the Focus travel model

e) Several potential mitigation measures relating to re-zoning, parking management, and complete streets standards/implementation

Mr. Alex Hyde-Wright inquired if a mitigation plan isn't adopted, how severe would the funding restrictions be in 2024-2027 TIP Calls #3 and #4. Mr. Riger mentioned restrictions would be significant, which is why DRCOG is attempting to construct a multi-strategy framework to meet the emission reduction levels. Mr. Ron Papsdorf added that CMAQ, STBG, and multimodal options funds under SB-260 would be restricted to only projects that reduce GHG emissions unless a waiver is sought and granted for specific projects by the Transportation Commission. Mr. Hyde-Wright inquired about the timeline for when the Board could adopt a mitigation action plan and Mr. Riger stated that is scheduled to occur at the September meeting.

Mr. Bryan Weimer asked about the project criteria on Attachments 2 and 4. Mr. Riger responded that Attachment 4 shows which projects could be affected if there is a restriction on funds. Attachment 2 highlights proposed changes to the 2050 RTP's project investment mix to help meet the reduction levels. Mr. Weimer followed up by asking if the GHG Rule factors if projects are federally or locally funded and Mr. Riger responded the Rule is agnostic about project funding sources; what matters is whether the 2050 RTP meets the rule's emission reduction levels.

Mr. Frank Bruno wanted to confirm the RTP's air quality conformity analysis is in sync with the Transportation Commission and the RAQC and Mr. Riger confirmed it is.

Mr. Mac Callison asked about RTD's participation in the discussion to date and Mr. Riger responded that the strategy for the 2050 RTP's BRT network has always been a multi-agency partnership. Mr. Bill Sirois joined in by mentioning as BRT corridors are completed, the assumption is RTD operating dollars will remain the same in those corridors where RTD currently operates service.

Mr. Chris Hudson inquired about waivers from the Transportation Commission for projects listed in Attachment 4. Mr. Riger mentioned staff is intending for the 2050 RTP to meet the GHG rule's requirements. However, if that doesn't happen, Attachment 4 shows illustratively which projects could be restricted, and a waiver can be sought on a project-by-project basis.

Mr. Griffith wondered why Attachment 4 was labeled as "potentially" restricted projects and mentioned that receiving waivers could come across as very subjective. Mr. Papsdorf stated that Attachment 4 is an illustration to demonstrate there are projects in the adopted 2050 RTP that would not be eligible for CMAQ, STBG, or multimodal options funds without a waiver being granted if the region isn't in compliance with the GHG Rule.

Mr. Weimer asked if waivers are needed, could modeling be used to show that these projects could help lower GHG, and Mr. Papsdorf mentioned it is difficult to imagine the Transportation Commission granting a waiver for every project on the list. Ms. Rebecca White added that the waiver process is still being developed and guidelines will eventually be released.

Mr. Phil Greenwald asked if specific components of multimodal projects could be separated so they could move forward and what the gray sections in Attachment 4 meant. Mr. Riger explained that the gray sections represent projects currently underway and not subject to the rule and, regarding the first question, certain elements could be hypothetically allowed to continue.

Mr. George Hohlacov inquired about two Pena Boulevard projects and was curious why they both were shown in red. Mr. Riger responded that Attachment 4 is conceptual, but staff's interpretation is that managed lane projects could potentially be restricted. Ms. Rachel Hultin brought up Mr. Greenwald's comment about separating elements of a project and asked if the parts that are separated could be viewed as totally different projects to reach the goal of reducing GHG. Mr. Riger responded the 2050 RTP is structured to invest in multimodal projects and there is not an advantage to separating out projects in this way in the plan.

Mr. Justin Schmitz asked if projects amended in Attachment 2 have been included in the analysis so if the region reached around 80% of the reduction target, that would indicate there is still a 20% gap left. Mr. Riger confirmed that is the case.

Mr. Callison mentioned if the focus is reducing fossil-fuel reliant transportation why are managed lanes being removed in the proposed changes. Mr. Riger mentioned specific analysis wasn't done on individual projects, since the rule is not project-based. Mr. Robert Spotts added that considering all GHG emissions from vehicles, managed lanes do not have the largest effect on GHG so those funds could be repurposed for projects that will have a larger effect.

Mr. Weimer wondered about the deadline for feedback by local agencies impacted by the proposed changes and Mr. Riger responded there isn't a formal deadline, but as soon as possible since these changes will be reflected in the final conformity model runs.

Mr. Kent Moorman wondered where the data for the conversion to EVs came from. Mr. Spotts responded it is based on the Colorado Energy Office's estimation since the process of electrification is run by the Energy Office, and not part of the GHG Rule.

Mr. Art Griffith inquired if other FHWA funds would fall under these potential funding restrictions, and Ms. White responded that state and federal asset dollars outside of CDOT's 10-Year-Plan, are not subject to the GHG Rule. Mr. Griffith then asked if projects such as bridge replacements and reconstruction initiatives will still be eligible for funding since they aren't relevant to GHG. Mr. Papsdorf stated the Transportation Commission will restrict funds except for projects that reduce GHG emissions. Ms. White added that there is a distinction for CDOT to continue to focus on regionally significant projects.

#### Safe Streets and Roads for All Grant Program Overview

Jacob Riger, Manager, Long Range Transportation Planning, informed the committee the Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over the next 5 years. In fiscal year 2022 (FY22), up to \$1 billion is available. Eligible applicants are a metropolitan planning organization (MPO); a political subdivision of a State (e.g., cities, towns, counties, special districts, and similar units of local government); a federally recognized Tribal government; or a multi-jurisdictional group of those eligible entities. There are two types of SS4A grants: Action Plan Grants and Implementation Grants. The deadline for applications is 5:00 p.m. EDT on September 15, 2022.

Chair Durian inquired if DRCOG counties that participated in the Regional Vision Zero plan could use the RVZ as their local plan for a jurisdiction's application. Mr. Riger stated they cannot, but a jurisdiction could take that plan and customize it and then adopt it, since a jurisdiction needs to have an adopted plan to be eligible for a project implementation grant.

Mr. Callison asked if multiple jurisdictions could partner to develop a safety action plan together. Mr. Riger believed the intent was for individual jurisdictions to submit their own plan but would follow up on this question. Mr. Callison responded by asking what would constitute an endorsement of an action plan by a jurisdiction and Mr. Riger stated the NOFO will state what the requirements would be.

Mr. Bruno pointed out that just having a plan isn't enough, there must be follow-up. Mr. Riger concurred and stated the toughest thing to influence is human behavior and that is why DRCOG is open to partnering on project implementation applications to help improve regional safety outcomes.

Mr. Weimer added to Mr. Callison's prior comment and mentioned counties do have safety plans in place to identify "problem areas" and can be used to handle safety issues. Mr. Weimer also wanted to see if a coalition of jurisdictions could apply for projects together throughout the region to accomplish joint goals. Mr. Riger responded that strategies could be potentially developed and integrated into a single safety project under an Implementation Grant.

Ms. Jean Sanson mentioned the City of Boulder would be interested in exploring a regional coalition for an Implementation Grant and her statement was followed by Chair Durian who also supported a regional coalition effort. Mr. Riger then asked members to email him and Emily Kleinfelter to express their interest in exploring the Action Plan Grants and Implementation Grants and Mr. Papsdorf mentioned additional information will be sought regarding parameters on joint applications.

#### Transportation Advisory Committee (TAC) Guidelines Update

Matthew Helfant, Senior Transportation Planner, presented to the committee that TAC'S role is to assist the Board and Regional Transportation Committee (RTC) by reviewing the work of the transportation planning process, advising on methods of planning and implementation, working with the Metropolitan Planning Organization staff to develop policy options, and making recommendations. The TAC guidelines were last updated in 2016 and DRCOG staff would like to discuss updating the document.

Discussion Topic #1 – Jurisdictional representation could be selected by the Subregional Forums. Mr. Moorman supported this idea and inquired if this method would no longer require Board Chair approval or if this change would affect cities and counties too. Mr. Helfant stated that cities and counties would also be included.

Discussion Topic #2 - There could be a Denver International Airport (DEN) seat in lieu of an aviation interest seat. Chair Durian mentioned there is an airport in Jefferson County so potentially it might make sense to maintain the current aviation seat. Mr. Riger stated there have been attempts to fill the seat with individuals outside of DEN, but this has proven difficult in the past. DEN is more integrated and has more resources than other airports in the region and it might make sense for DEN to be the aviation partner for TAC. Mr. Weimer stated the aviation interest seat should be maintained since it provides a broader perspective than a single airport. Mr. Hohlacov echoed Mr. Weimer's comment stating that aviation is a broad category and is a huge employment industry in the state.

Discussion Topic #3 – The Area Agency on Aging- Advisory Committee on Aging could have a seat. Mr. Weimer inquired if this seat would replace the Senior Interest Seat and Mr. Helfant

stated it would be separate. Mr. Weimer followed up by inquiring if a TAC member could join the ACA, and Mr. Helfant responded that could be a possibility. Mr. Bruno voiced his support for creating this new seat and Mr. Griffith was supportive but didn't want DRCOG to have less of a role in collaborating with different committees. Mr. Riger responded that this would actually enhance DRCOG's ability to coordinate between committees. Ms. Hilary Simmons also voiced her support of this new seat since that would mean more older adult representation.

Discussion Topic #4 – There could be special interest seats representing the most vulnerable users from a safety perspective such as bicycle riders and pedestrians. Ms. Hultin and Mr. Moorman both voiced support for this initiative.

Discussion Topic #5 – Agency seats could be selected by the agencies they represent instead of the DRCOG Board Chair. Mr. Griffith mentioned the counties should have more technical representatives on TAC. Mr. Riger stated this idea is focused on expanding local government representation on TAC and would have local governments appoint their representatives through the County transportation forums.

Discussion Topic #6 – Representation for RTD, which currently has one seat, could be increased to match CDOT's four seats. Mr. Weimer inquired if the RTD Service Councils could fill these potential seats and Mr. Helfant said that is an option. Mr. Sirois mentioned RTD is open to having more seats and suggested one could be filled by someone with more of an operational perspective. Mr. Weimer mentioned that CDOT represents multiple regions while RTD represents one region. Mr. Griffith then stated if we go this route with RTD, we might have more TMAs on TAC too.

Discussion Topic #7 – Via Mobility could have its own seat in lieu of a seat for the non-RTD representative of transit interests. Mr. Weimer mentioned this seat could be more open in the future and not specifically reserved for Via Mobility. Lastly, Mr. Wally Weart mentioned cargo should also be considered since it has a significant influence on movement across Colorado.

### **ADMINISTRATIVE ITEMS**

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

- AMP Working Group update

Ms. Emily Lindsey informed the committee that earlier this month the AMP Executive Committee approved the Regional Mobility Data Platform Concept. AMP heard two informational briefings, one from the e-bike incentive program from the City and County of Denver and another on Reimagine RTD. Greg MacKinnon also provided an update on system operations for DRCOG's Regional Transportation Operations and Technology (RTO&T) Strategic Plan. Lastly, Ms. Lindsey noted that AMP will not meet in July but will reconvene as scheduled in August.

#### **Next Meeting – July 25, 2022**

#### **Adjournment**

There were no additional comments from members. The meeting adjourned at 4:11 p.m.

**ATTACH B**

## ATTACHMENT B

To: Chair and Members of the Transportation Advisory Committee

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

Meeting Date	Agenda Category	Agenda Item #
July 25, 2022	Action	4

### SUBJECT

*FY 2022-FY 2023 Unified Planning Work Program (UPWP) Amendments.*

### PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed FY 2022-FY 2023 UPWP amendments.

### ACTION BY OTHERS

N/A

### SUMMARY

The *FY 2022-FY 2023 Unified Planning Work Program (UPWP)* describes the transportation planning activities to be conducted in the Denver region. The UPWP, prepared biennially, is the two-year work program for the MPO and serves as the management tool for scheduling, budgeting, and monitoring the planning activities of participating entities. The FY 2022-FY 2023 UPWP was adopted in July 2021, and most recently amended in February 2022.

Periodically, amendments to the UPWP are necessary to accurately reflect work to be performed or to comply with changes in federal law. This amendment includes modifications to financial revenues and tasks and deliverables, primarily to reflect the revised TIP Calls for Projects process and the required RTP amendment. The proposed amendments to the document are shown in the track changes version of the FY 2022-FY 2023 UPWP (see attachment).

Additional details regarding the amendment will be reviewed at the meeting.

### PREVIOUS DISCUSSIONS/ACTIONS

N/A

### PROPOSED MOTION

Move to recommend to the Regional Transportation Committee amendments to the *FY 2022-FY 2023 Unified Planning Work Program*.

### ATTACHMENT

Link: [Amended FY 2022-FY 2023 Unified Planning Work Program](#) (in track-changes)

### ADDITIONAL INFORMATION

If you need additional information, please contact Josh Schwenk, Planner at (303) 480-6771 or [jschwenk@drcog.org](mailto:jschwenk@drcog.org).

**ATTACH C**

## ATTACHMENT C

To: Chair and Members of the Transportation Advisory Committee

From: Jacob Riger, Manager, Long Range Transportation Planning

Meeting Date	Agenda Category	Agenda Item #
July 25, 2022	Informational Briefing	5

### SUBJECT

2050 Regional Transportation Plan (2050 RTP) Greenhouse Gas (GHG) Analysis Mitigation Measures Update.

### PROPOSED ACTION/RECOMMENDATIONS

N/A

### ACTION BY OTHERS

N/A

### SUMMARY

DRCOG staff has previously presented the mitigation measure concepts proposed for inclusion in a Mitigation Action Plan to demonstrate compliance with the state GHG Transportation Planning Rule's emission reduction levels. Staff has continued to refine the proposed mitigation measures and begun preparing the Mitigation Action Plan (MAP) document.

The Mitigation Action Plan details the region's approach to using mitigation measures. The emission reductions associated with the set of proposed mitigation measures are analyzed and reported at the regional level. However, the mitigation measures are anticipated to be implemented in a portion of specific and strategic geographies where they could be most appropriate and viable. Staff's analysis demonstrates there are ample opportunities throughout the region for these mitigation measures to be considered and implemented and that we can expect successful implementation of enough of the mitigation measures in enough locations to show compliance over time.

At the local level, mitigation measures are voluntary, and the Mitigation Action Plan staff is developing does not require any local jurisdiction to implement any particular mitigation measure in any specific location. DRCOG staff will develop a process with local jurisdictions for tracking where mitigation measures are applied over time to support DRCOG's annual progress reporting to the Transportation Commission.

While the GHG rule defines general content requirements for a MAP, CDOT's Policy Directive 1610 (PD 1610) specifies the information that must be included. It must include a summary of the emissions analysis from the GHG Transportation Report, including the estimated gap to achieve the GHG Reduction Levels for each horizon year. It must also include a summary and description of each mitigation measure.

The MAP is the last step in the GHG analysis process and is needed only to close a "gap" (if one exists) between the proposed cumulative emission reduction amounts from all other strategies and the GHG rule's reduction levels for each analysis year (2025, 2030, 2040, 2050).

Based on the technical analysis conducted to date, staff estimates progress towards meeting the reduction levels as compared to the baseline for the 2030, 2040, and 2050 analysis years as shown in Table 1. Note these values are draft and will continue to be refined.

**Table 1: Draft Progress Towards Achieving GHG Rule Reduction Targets**

<b>GHG Emission Results (MMT per year)</b>	<b>2025</b>	<b>2030</b>	<b>2040</b>	<b>2050</b>
GHG Baseline Plan Model: 2050 RTP, Adopted 2021	10.50	9.23	6.22	3.7
GHG Updated Plan Model: 2050 RTP, 2022 Update	9.82	8.55	5.65	3.35
Modeled Reduction from Baseline	0.68	0.68	0.57	0.35
Additional Programmatic Investment	0.06	0.05	0.03	0.01
<b>Total GHG Reductions from Baseline</b>	<b>0.74</b>	<b>0.73</b>	<b>0.60</b>	<b>0.36</b>
Reduction Requirement from GHG Rule Table 1 (2 CCR 601-22, Section 8.02.6)	<b>0.27</b>	<b>0.82</b>	<b>0.63</b>	<b>0.37</b>
Remaining Gap	<b>N/A</b>	<b>-0.09</b>	<b>-0.03</b>	<b>-0.01</b>

As shown, staff estimates the reduction levels can be met for the 2025 analysis year without the need for mitigation measures. Therefore, the MAP would only apply for the 2030, 2040, and 2050 analysis years.

One other element of Table 1 worth noting are the additional programmatic investments. The proposed major project-specific changes staff discussed with TAC in June allow an additional \$900 million to be invested in further non-project specific programmatic investments to help meet the GHG reduction levels. These programmatic investments are calculated separately because they are not modeled in DRCOG's Focus model, and they are not mitigation measures because they are directly tied to 2050 RTP financial allocations and plan investments.

Staff is currently calculating the optimal allocation of additional programmatic investment by category to maximize GHG reductions by analysis year (\$500 million by 2030, \$700 million total by 2040, and \$900 million total by 2050) among the following potential categories:

- Bicycle and pedestrian facilities
- Complete street retrofits
- Re-time/optimize arterial traffic signals
- CDOT's planned Bustang expansion and Transportation Demand Management activities within the DRCOG MPO area
- Community mobility planning (funding for strategies to reduce vehicle miles traveled through integrated land use/mobility planning) similar to DRCOG's recent Community Mobility Planning Implementation (CMPI) TIP set-asides.

To close the remaining gap toward the required GHG reduction levels, DRCOG staff is proposing to include the following mitigation measures and associated GHG reductions in a MAP:

**Table 2: Proposed Mitigation Measures & Associated GHG Reduction Amounts**

Measure	GHG Reduction - Metric Tons		
	2030	2040	2050
Increase Residential Density from <10 units / acre to at least 15/ acre	13,548	16,011	10,557
Increase Job Density from <0.5 FAR to at least 1.0 FAR	2,309	2,822	1,833
Mixed-Use TOD-higher intensity: Area rezoned for mixed-use TOD at least 25 units / acre and 150 jobs / acre	8,588	9,814	6,510
Mixed-Use TOD-moderate intensity: Area rezoned for mixed-use TOD at least 15 units / acre and 100 jobs / acre	18,397	21,157	14,455
Reduce or eliminate minimum requirements and set low maximum levels (residential)	37,750	43,795	29,573
Reduce or eliminate minimum requirements and set moderate maximum levels (residential)	18,332	21,281	14,347
Reduce or eliminate minimum requirements and set maximum levels (commercial)	4,373	3,940	3,511
Adopt local complete streets standards	369	243	44
<b>Grand Total</b>	<b>103,666</b>	<b>119,063</b>	<b>80,829</b>

Attachment 1 shows an example of how an individual mitigation measure (in this example, Mixed Use TOD-Moderate Intensity) would be described and analyzed in the MAP. While draft, this example is representative of how the mitigation measures will be profiled in the final MAP.

Finally, staff has been refining the anticipated public comment, public hearing, and adoption schedule for the revised 2050 RTP, MAP, and associated documents. The current anticipated schedule is:

- July 20 Board meeting: Board chair announces the September 7 public hearing
- August 3 Board work session: Briefing on final draft public review documents
- August 7: Publish legal notice in Denver Post/start 30-day public comment period
- August 8: Submit GHG Transportation Report and Mitigation Action Plan to the Transportation Commission
- September 7: Public comment period ends (32 days)
- **September 7 Board work session: Public hearing**
- September 14/15: Transportation Commission meeting
- September 19: TAC Meeting (recommend adoption):
- September 20: RTC meeting (recommend adoption)
- **September 21: Board meeting (adoption)**
- October 1: GHG rule deadline to update 2050 RTP

#### PREVIOUS DISCUSSIONS/ACTIONS

[June 27, 2022](#) – TAC Informational Briefing

#### PROPOSED MOTION

N/A

#### ATTACHMENTS

1. Example MAP mitigation measure profile
2. Staff presentation

#### ADDITIONAL INFORMATION

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

## Attachment 1: Example Mitigation Action Plan Mitigation Measure Profile

*Mixed-use Transit-Oriented Development (moderate intensity)*. Rezone areas for mixed-use TOD accommodating at least 15 residential units/acre and 100 jobs/acre within ½ mile of high-frequency bust transit or fixed-guideway stations.

This analysis assumes that 1,314 acres in Urban Center/Pedestrian Focus Areas (24%) and Station/BRT Areas (76%) will be rezoned to allow mixed-use TOD accommodating at least 15 residential units/acre and 100 jobs/acre. This represents approximately 158 acres of vacant/redevelopable land in Urban Center/Pedestrian Focus Areas (2% of the region total) and approximately 195 acres of vacant and redevelopable land in Station/BRT Areas (1% of the region total). According to the PD 1610 evaluation, increasing mixed-use TOD areas with moderate residential and job density as described reduces VMT per acre by 109,269 per year resulting in reduced GHG emissions of 40 tons per rezoned acre in 2030, 23.2 tons per rezoned acre in 2040, and 11 tons per rezoned acre in 2050.

It is estimated that 35% of the opportunity land areas would be rezoned by 2030, 35% by 2040, and 30% by 2050.

### Assumptions:

Amount of Total Station/BRT Areas Included in Measure	40%	5,533	acres
Amount of Total UC/Ped Focus Areas Included in Measure	25%	1,767	acres
Amount of area that will develop/redevelop over 30 years	30%	2,190	acres
<b>Amount subject to rezoning</b>	<b>60%</b>	<b>1,314</b>	<b>acres</b>

### GHG Reduction Calculations

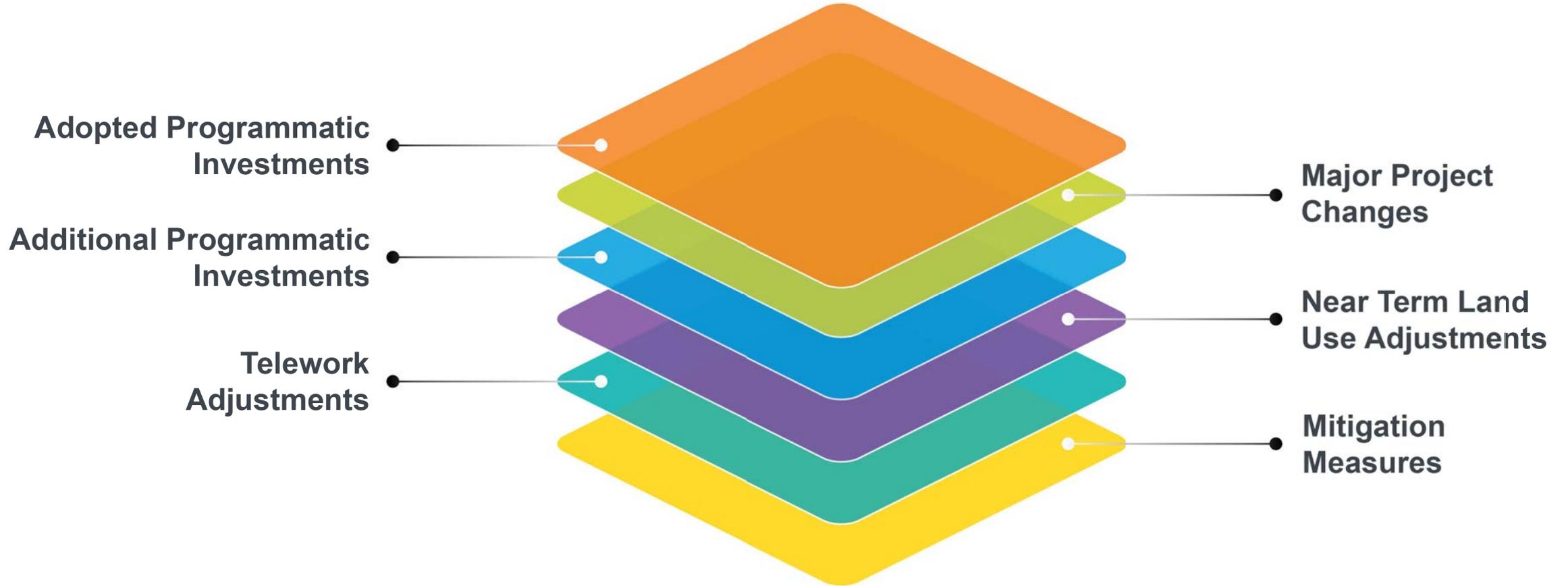
GHG Tons/acre rezoned	2025		2030		2040		2050	
	Reduction/acre		Reduction/acre		Reduction/acre		Reduction/acre	
	49		40		23		11	
GHG Tons reduced	2025		2030		2040		2050	
	Acres Rezoned	Reduction						
	-	-	460	18,397	460	10,578	394	4,336
Amount rezoned per period	0%		35%		35%		30%	
Carryover	-	-	-	-	460	10,578	920	10,118
<b>Total Reduction</b>	-		<b>18,397</b>		<b>21,157</b>		<b>14,455</b>	

# 2050 MVRTP GHG Update Mitigation Measures & Mitigation Action Plan

DRCOG Transportation Advisory Committee  
July 25, 2022

**Jacob Riger, AICP**  
Manager, Long Range Transportation Planning

# Framework to meet GHG reduction levels



# Mitigation Action Plan overview

- Needed as **last step** to close remaining reduction level gap
- Documents **region's approach** to using mitigation measures
- Reports & analyzes measures at the **regional level**
- Implementation anticipated in **small fraction** of region in strategic/applicable geographies
- Ample opportunity to implement successfully **over time** to help achieve compliance



- Mitigation measures and MAP are **entirely voluntary**
- **Not required** to implement in any specific location
- DRCOG will develop tracking mechanism with local jurisdictions for required annual reporting to Transportation Commission
- **Adjust mitigation measures and MAP** over time based on region's implementation progress



# Table 1: Draft progress towards achieving reduction levels

<b>GHG Emission Results (MMT per year)</b>	<b>2025</b>	<b>2030</b>	<b>2040</b>	<b>2050</b>
GHG Baseline Plan Model: 2050 RTP, Adopted 2021	10.50	9.23	6.22	3.7
GHG Updated Plan Model: 2050 RTP, 2022 Update	9.82	8.55	5.65	3.35
Modeled Reduction from Baseline	0.68	0.68	0.57	0.35
Additional Programmatic Investment	0.06	0.05	0.03	0.01
<b>Total GHG Reductions from Baseline</b>	<b>0.74</b>	<b>0.73</b>	<b>0.60</b>	<b>0.36</b>
Reduction Requirement from GHG Rule Table 1 (2 CCR 601-22, Section 8.02.6)	<b>0.27</b>	<b>0.82</b>	<b>0.63</b>	<b>0.37</b>
Remaining Gap	<b>N/A</b>	<b>-0.09</b>	<b>-0.03</b>	<b>-0.01</b>

# Table 2: Proposed measures & reduction amounts

Measure	GHG Reduction - Metric Tons		
	2030	2040	2050
Increase Residential Density from <10 units / acre to at least 15 to 25 units / acre	13,548	16,011	10,557
Increase Job Density from <0.5 FAR to at least 1.0 FAR	2,309	2,822	1,833
Mixed-Use TOD-higher intensity: Area rezoned for mixed-use TOD at least 25 units / acre and 150 jobs / acre	8,588	9,814	6,510
Mixed-Use TOD-moderate intensity: Area rezoned for mixed-use TOD at least 15 units / acre and 100 jobs / acre	18,397	21,157	14,455
Reduce or eliminate minimum requirements and set low maximum levels (residential)	37,750	43,795	29,573
Reduce or eliminate minimum requirements and set moderate maximum levels (residential)	18,332	21,281	14,347
Reduce or eliminate minimum requirements and set maximum levels (commercial)	4,373	3,940	3,511
Adopt local complete streets standards	369	243	44
<b>Grand Total</b>	<b>103,666</b>	<b>119,063</b>	<b>80,829</b>

# Example profile: Mixed-Use TOD (Moderate Intensity)

## Assumptions:

Amount of Total Station/BRT Areas Included in Measure	40%	5,533	acres
Amount of Total UC/Ped Focus Areas Included in Measure	25%	1,767	acres
Amount of area that will develop/redevelop over 30 years	30%	2,190	acres
<b>Amount subject to rezoning</b>	<b>60%</b>	<b>1,314</b>	<b>acres</b>

## GHG Reduction Calculations

GHG Tons/acre rezoned	2025		2030		2040		2050	
	Reduction/acre		Reduction/acre		Reduction/acre		Reduction/acre	
	49		40		23		11	
GHG Tons reduced	2025		2030		2040		2050	
	Acres Rezoned	Reduction						
	-	-	460	18,397	460	10,578	394	4,336
Amount rezoned per period	0%		35%		35%		30%	
Carryover	-	-	-	-	460	10,578	920	10,118
<b>Total Reduction</b>	-		<b>18,397</b>		<b>21,157</b>		<b>14,455</b>	

# Proposed comment period & adoption schedule

- July 20 Board meeting: Board chair announces September 7 public hearing
- August 3 Board work session: Briefing on final draft public review documents
- August 7: Publish legal notice in Denver Post/start 30-day comment period
- August 8: Submit GHG Transportation Report and Mitigation Action Plan to Transp. Comm.
- September 7: Public comment period ends (32 days)
- **September 7 Board work session: Public hearing**
- September 14/15: Transportation Commission meeting
- September 19 & 20: TAC & RTC Meetings (recommend adoption):
- **September 21: Board meeting (adoption) – (Oct. 1<sup>st</sup> deadline)**





THANK YOU!  
QUESTIONS?

Jacob Riger, AICP  
Manager, Long Range Transportation Planning  
[jriger@drcog.org](mailto:jriger@drcog.org)  
303-480-6751

**ATTACH D**

## ATTACHMENT D

To: Chair and Members of the Transportation Advisory Committee

From: Steve Cook, Mobility Analytics and Operations Manager  
(303) 480-6749 or [scook@drcog.org](mailto:scook@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
July 25, 2022	Informational Briefing	6

### SUBJECT

Santa Fe Drive Planning and Environmental Linkages (PEL) Study Update.

### PROPOSED ACTION/RECOMMENDATIONS

N/A

### ACTION BY OTHERS

N/A

### SUMMARY

CDOT has initiated the [Santa Fe Action Plan – Planning and Environmental Linkages Study](#) for the 11-mile segment of Santa Fe Drive between C-470 in Douglas County and I-25/Alameda Avenue in Denver. Like other [PEL studies](#), this effort is considering environmental, community, economic, safety, and mobility goals in the planning process to develop project alternatives.

The Santa Fe Drive corridor exhibits many design styles and traverses several unique development pattern settings in the study area. At any given point along the corridor the roadway carries between 50,000-100,000 vehicles (70,000-140,000 persons) per day. Immediately parallel within the travel corridor is the RTD Southwest (“C” and “D”) light rail line and the Mary Carter Greenway/South Platte Trail multi-use bicycle-pedestrian path

CDOT and consultant staff will provide an update on the PEL study with specific reference to 10-year recommendations and early action project elements.

### PREVIOUS DISCUSSIONS/ACTIONS

N/A

### PROPOSED MOTION

N/A

### ATTACHMENT

1. CDOT presentation

### ADDITIONAL INFORMATION

If you need additional information, please contact Steve Cook, Mobility Analytics and Operations Manager, at 303-480-6749 or [scook@drcog.org](mailto:scook@drcog.org) or Jacob Southard, CDOT, at 303-524-8386 or [jacob.southard@state.co.us](mailto:jacob.southard@state.co.us).



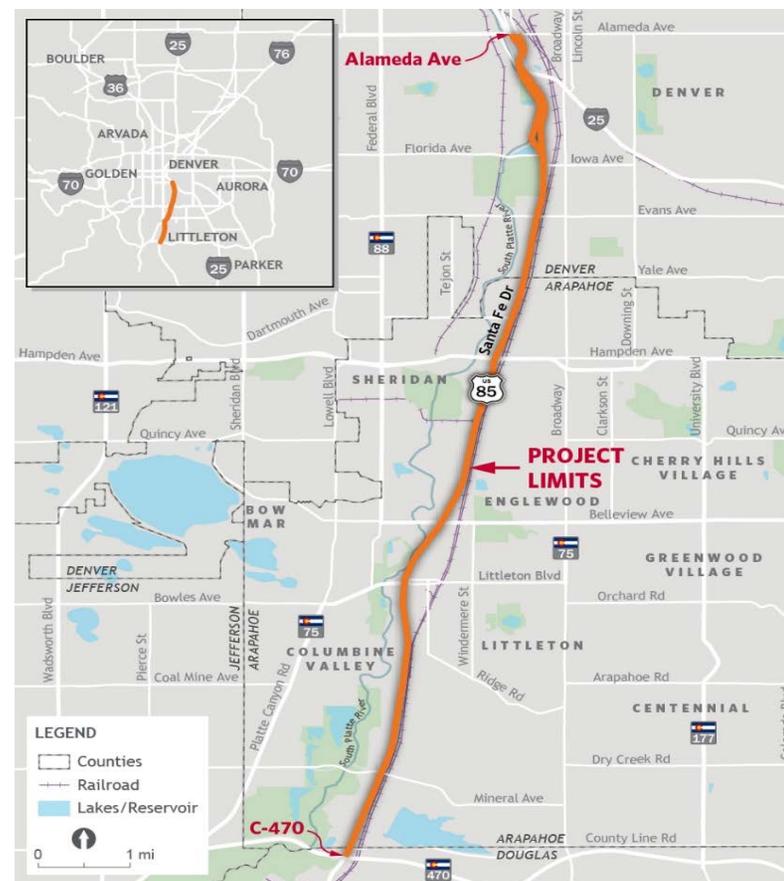
Santa Fe PEL  
C-470 to I-25

# Santa Fe Drive Action Plan



# Project Overview

- 11-mile stretch of Santa Fe Drive (US 85) between C-470 and the junction of Alameda Ave and I-25
- The action plan will:
  - Identify transportation issues, community concerns, and environmental concerns.
  - Develop short and long-term alternatives that create a clear vision for the transportation function of the corridor.



# Purpose and Need

“The purpose of the recommended transportation improvements from this study is to improve safety for all users, improve operational performance, and enhance multimodal connectivity for the Santa Fe Drive corridor from C-470 to I-25”



# Local Agency Partners



**ARAPAHOE COUNTY**  
COLORADO'S FIRST



**DENVER**  
THE MILE HIGH CITY



**DOUGLAS COUNTY**  
COLORADO



# Process

## Project Management Team (PMT)

Included project level staff from:

- CDOT
- DRCOG
- FHWA
- RTD
- Arapahoe County
- City and County of Denver
- Douglas County
- Englewood
- Littleton
- City of Sheridan

## Executive Oversight Committee (EOC)

Included elected officials and executives from:

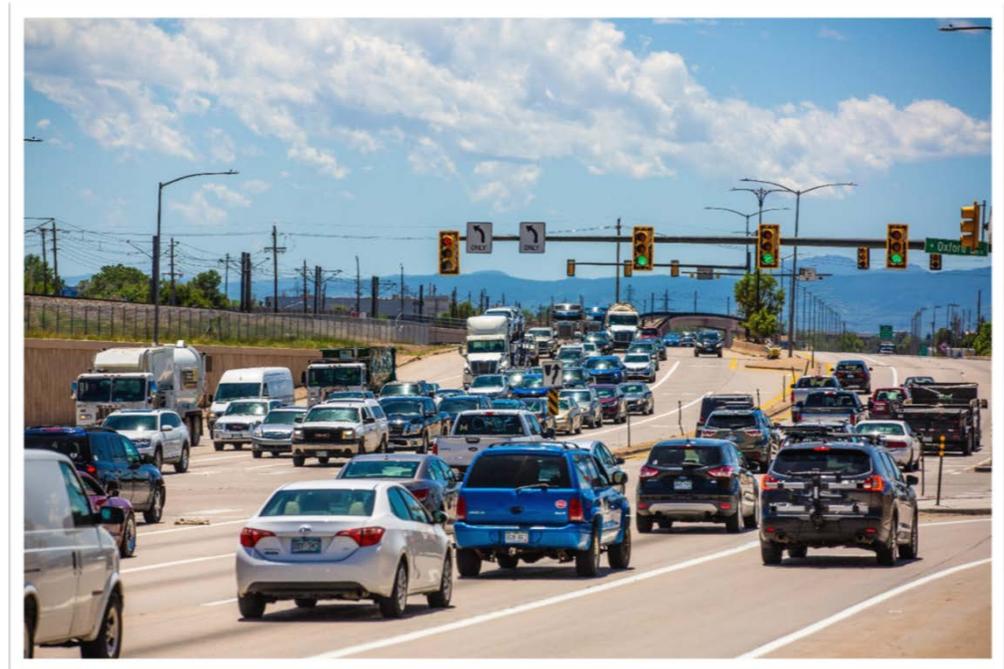
- CDOT
- DRCOG
- FHWA
- RTD
- Arapahoe County
- City and County of Denver
- Douglas County
- Englewood
- Littleton
- City of Sheridan

## Public Engagement

- Received comments from the public through the project website
- Sent out a digital public survey to residents in the corridor.
- Held two online public events to show the public the process and to allow the public to provide comments on the process and alternatives.

# Santa Fe Action Plan Recommendations

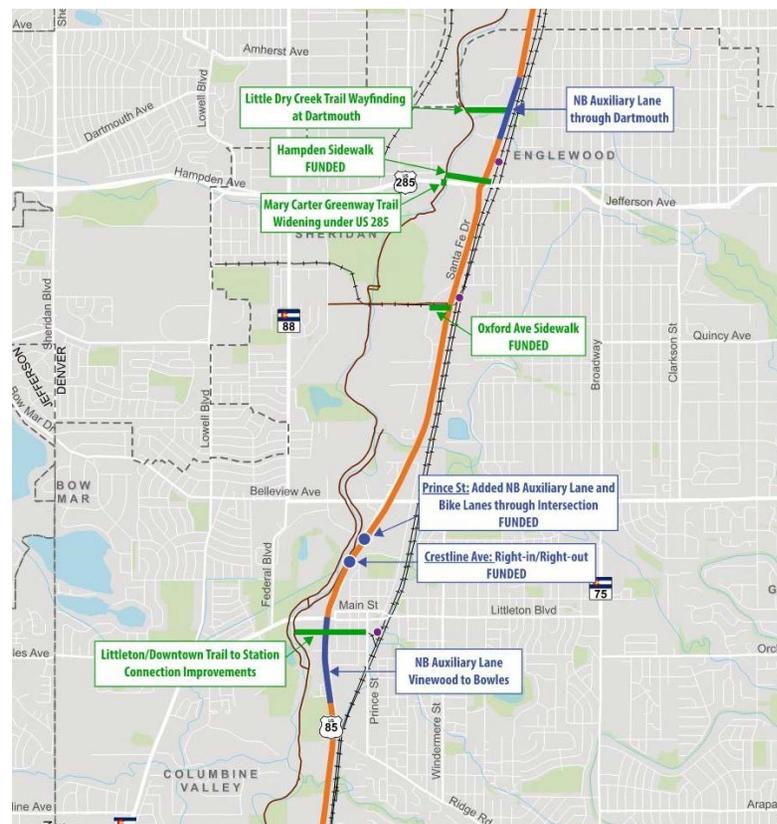
- Early Action Projects
  - Projects that can be accomplished with reasonable budgets and can be implemented within 2-5 years.
  - 5 multimodal recommendations and 4 safety recommendations.
- Project Recommendations
  - Projects that improve safety, operations, and multimodal connectivity and can be implemented within a 10-year time frame.
  - 22 multimodal recommendations and 20 roadway recommendations.
- Future Actions
  - Projects that are expected to take longer than a 10-year time frame to implement.



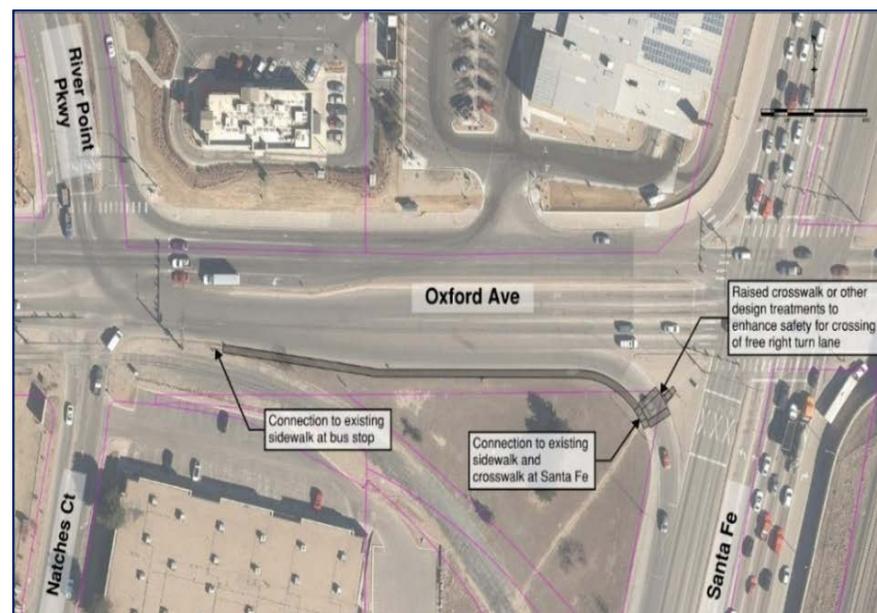
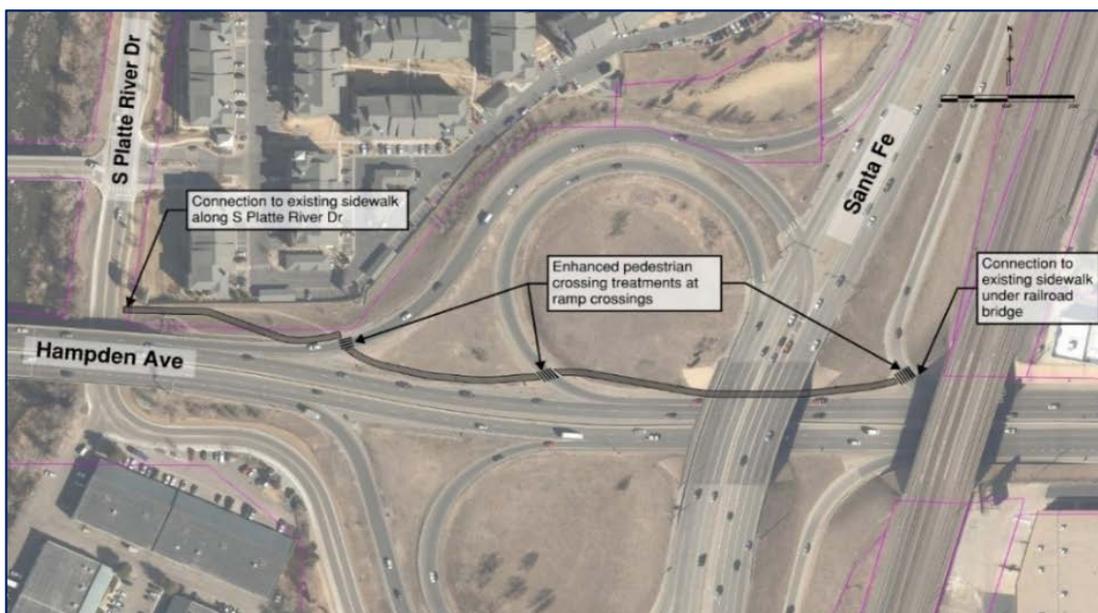
# Early Action Projects (Funded)

## CDOT Funded (FASTER SAFETY)

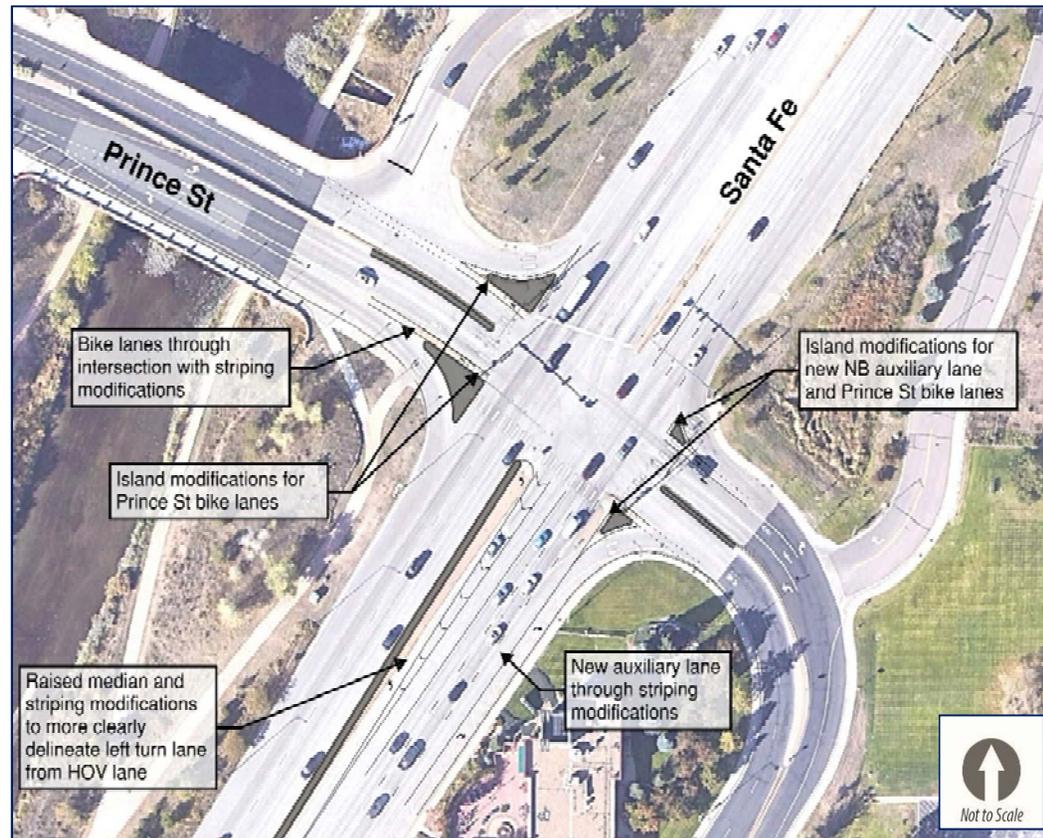
- Hampden Ave Sidewalk
- Oxford Ave Sidewalk
- Prince St NB Auxiliary Lane and Bike Lanes
- Crestline Ave Conversion to right-in/right-out



# Hampden Ave and Oxford Ave Sidewalk



# Prince St NB Auxiliary Lane and Bike Lanes

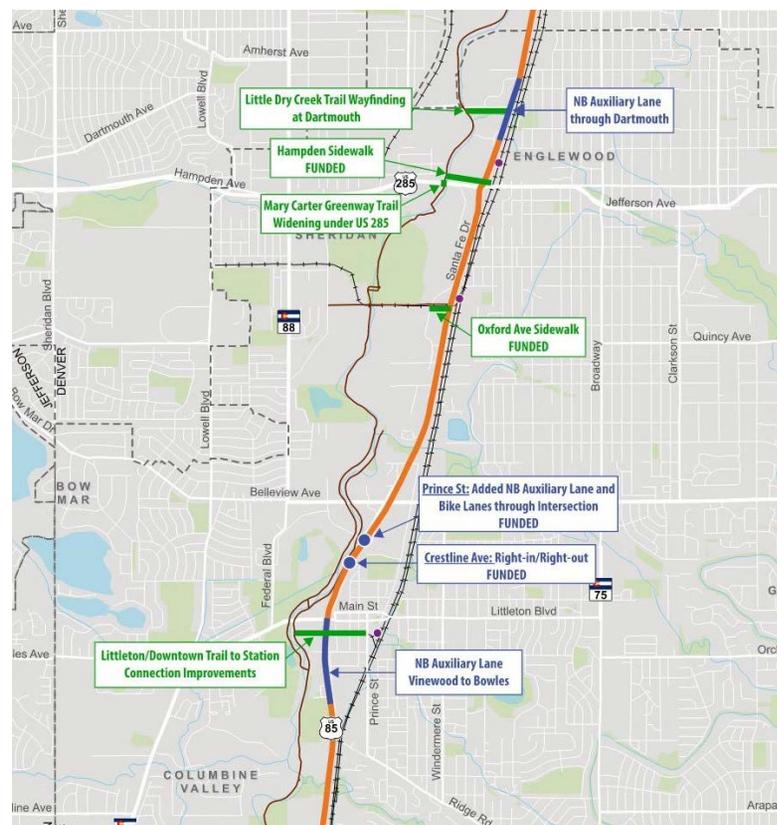


# Crestline Ave Conversion to right-in/right-out

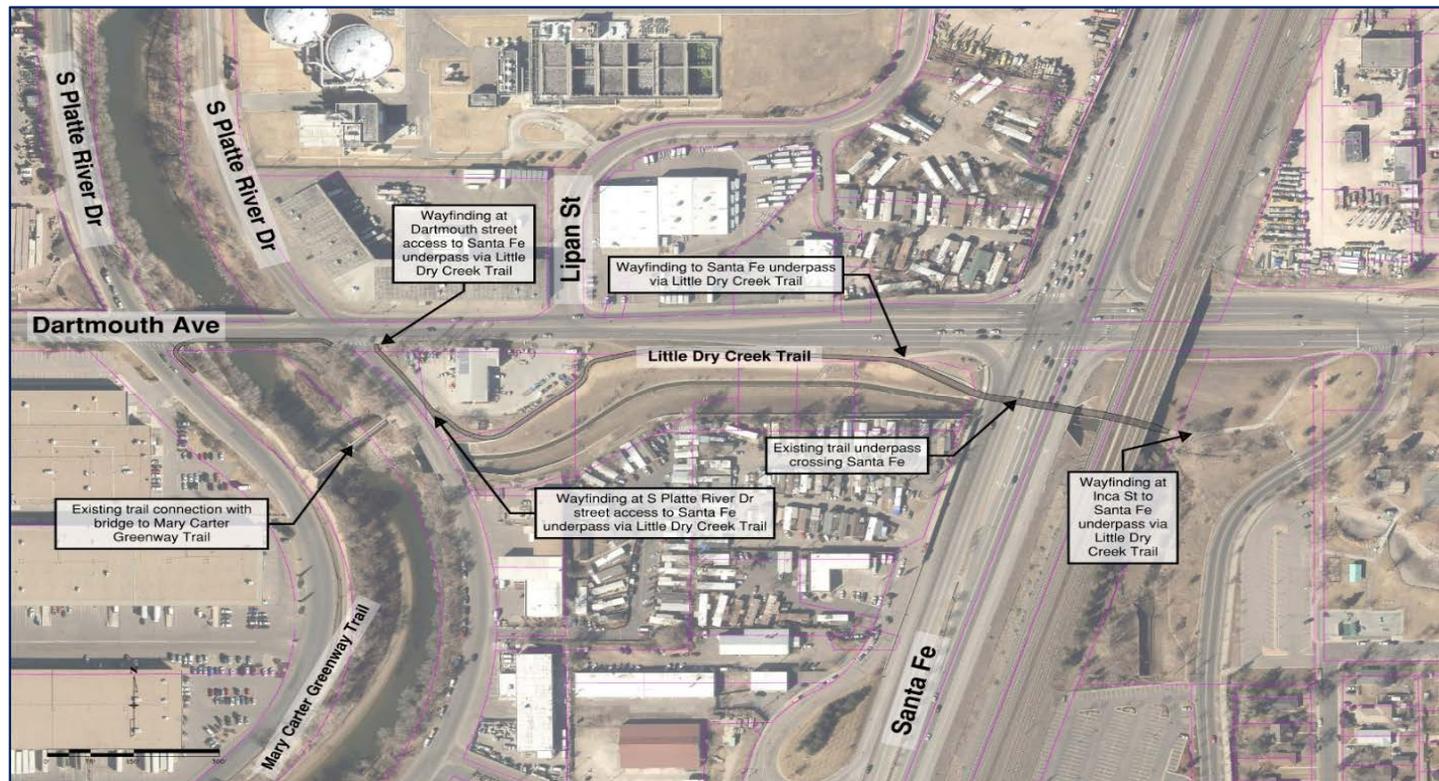


# Early Action Projects (Unfunded)

- Little Dry Creek Wayfinding at Dartmouth
- NB Auxiliary Lane Through Dartmouth
- Mary Carter Greenway Trail Widening under US 285
- NB Auxiliary Lane Vinewood to Bowles
- Littleton/Downtown Trail to Station Connection Improvements.

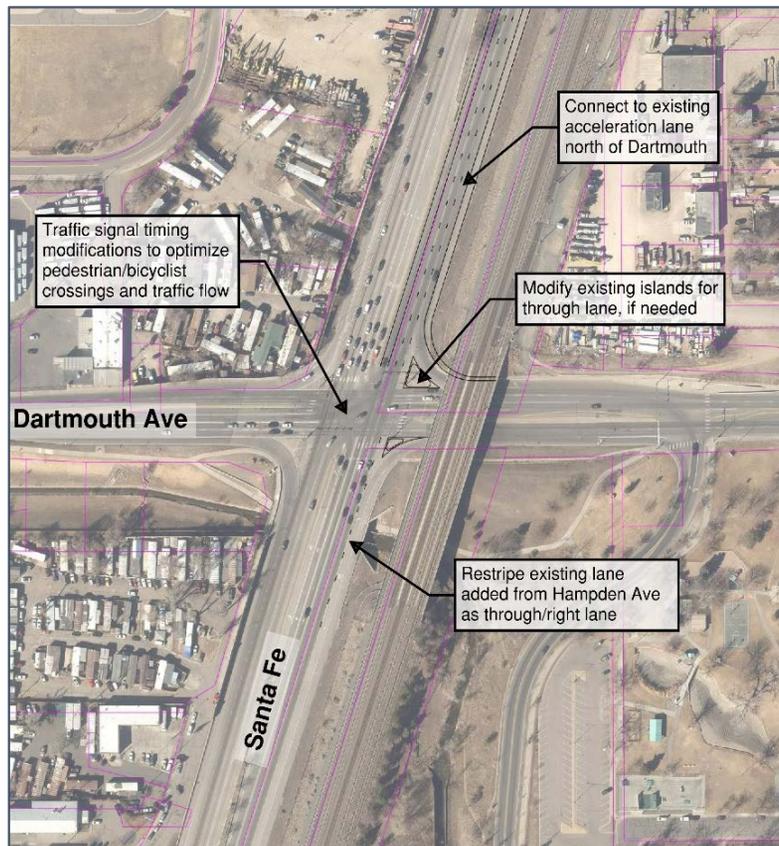


# Little Dry Creek Wayfinding at Dartmouth



Cost <\$1M

# NB Auxiliary Lane Through Dartmouth



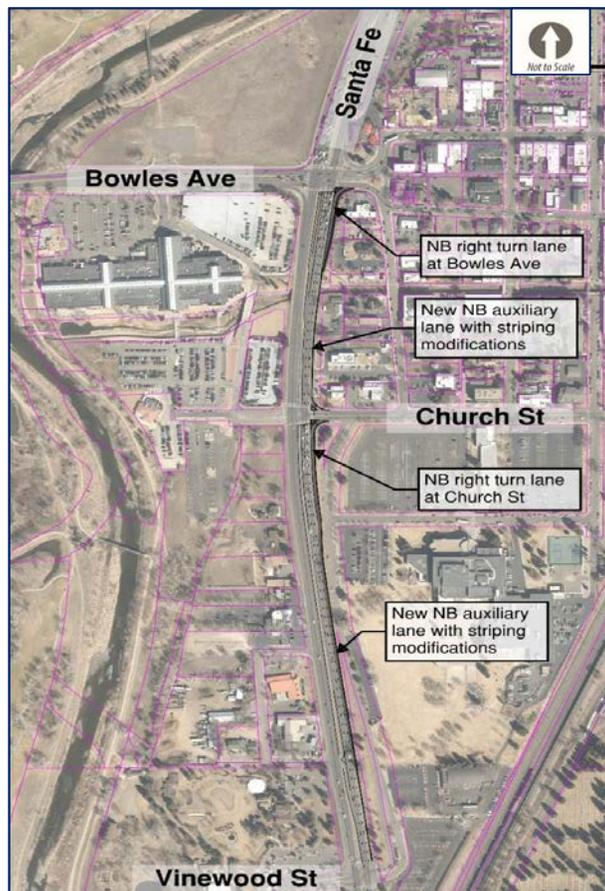
Cost ~\$1M-\$2M

# Mary Carter Greenway Trail Widening under US 285



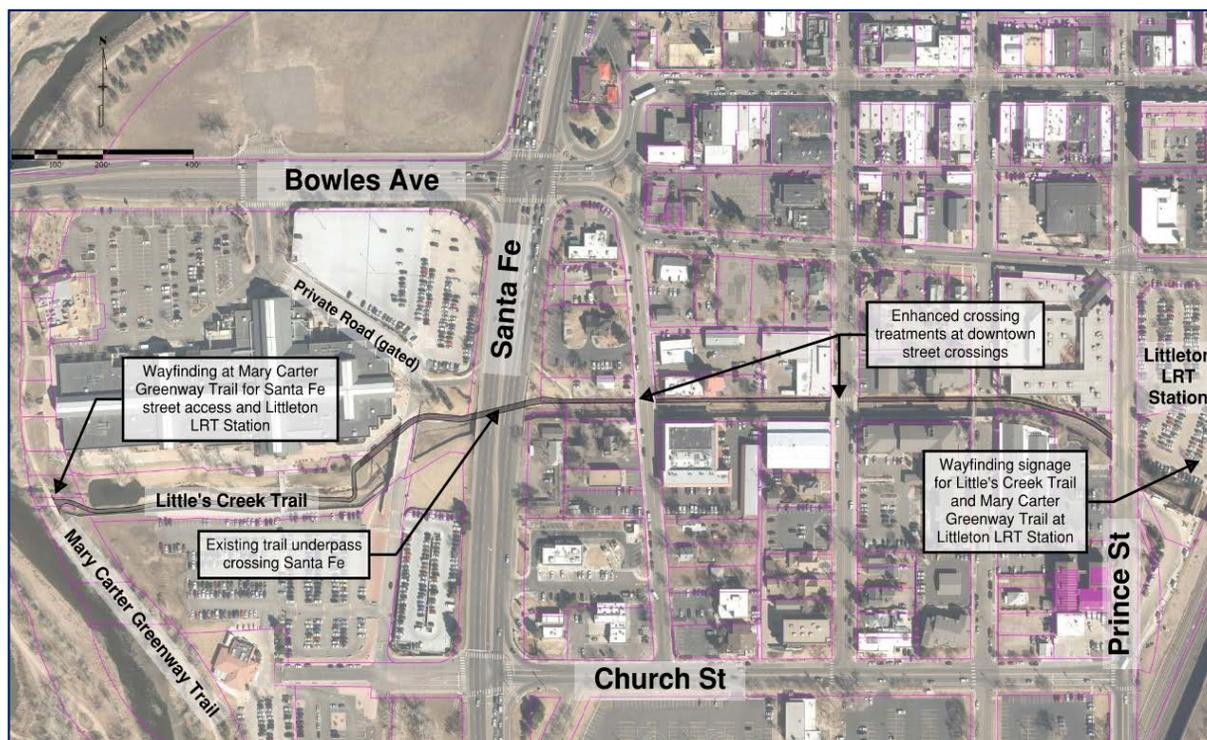
Cost: Unknown

# NB Auxiliary Lane Vinewood to Bowles



Cost \$2M-\$4M

# Littleton/Downtown Trail to Station Connection Improvements



Cost \$1M-\$2M

# DRCOG TIP Application

- Santa Fe Action Plan provides local governments the opportunity to apply for funds and deliver projects on the corridor.
- DRCOG Regional TIP Application
  - Mineral Station Bike/Ped Improvements
  - Oxford Bike Lanes
  - Santa Fe Sidewalk Improvements
  - Mary Carter Greenway Trail Improvements
  - Pike/Ped Grade Separation at Englewood Station
- Projects Awarded Funding
  - Mineral Station Bike/Ped Improvements



# Questions?

