

**AGENDA**  
**BOARD OF DIRECTORS**  
**WEDNESDAY August 16, 2023**  
**6:30 p.m. – 8:30 p.m.**  
**1001 17<sup>th</sup> St.**  
**1<sup>st</sup> Floor, Aspen/Birch Conference Rooms**  
**Denver, CO**

1. 6:30 Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of New Members and Alternates
4. Move to Approve Agenda
5. 6:40 Report of the Chair
  - Report on Performance and Engagement Committee
  - Report on Finance and Budget Committee
6. 6:45 Report of the Executive Director
7. 6:50 Public Comment

Up to 45 minutes is allocated now for public comment and each speaker will be limited to 3 minutes. If there are additional requests from the public to address the Board, time will be allocated at the end of the meeting to complete public comment. The chair requests that there be no public comment on issues for which a prior public hearing has been held before this Board. Consent and action items will begin immediately after the last speaker.

**CONSENT AGENDA**

8. 7:00 Move to Approve Consent Agenda
  - i. Summary of July 19, 2023 meeting  
(Attachment A)
  - ii. Draft FY 2024-2025 Transportation Demand Management (TDM) Transportation Improvement Program (TIP) set-aside program project awards.  
(Attachment B)

**TIMES LISTED WITH EACH AGENDA ITEM ARE APPROXIMATE. IT IS REQUESTED THAT ALL CELL PHONES BE SILENCED DURING THE BOARD OF DIRECTORS MEETING. THANK YOU!**

Persons in need of auxiliary aids or services, such as interpretation services or assisted listening devices, are asked to contact DRCOG at least 48 hours in advance of the meeting by calling (303) 455-1000.



### **ACTION ITEMS**

9. 7:05 Discussion on the Draft FY2024-2027 Transportation Improvement Program (TIP) and associated air quality conformity determination and greenhouse gas documents  
(Attachment C) Todd Cottrell, Manager, Transportation Planning and Operations
10. 7:20 Discussion on the FY 2024-2025 Unified Planning Work Program (UPWP) for the Denver Region  
(Attachment D) Josh Schwenk, Planner, Transportation Planning and Operations

### **INFORMATIONAL BRIEFINGS**

11. 7:35 Front Range Passenger Rail District Board update  
(Attachment E) Jacob Riger, Manager, Transportation Planning and Operations
12. 7:50 Update on the statewide transportation program distribution process  
(Attachment F) Ron Papsdorf, Director, Transportation Planning and Operations
13. 8:05 Regional Bus Rapid Transit (BRT) Partnership  
(Attachment G) Jacob Riger, Manager, Transportation Planning and Operations
14. 8:20 Committee Reports  
The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG
  - A. Report from State Transportation Advisory Committee – Nicholas Williams
  - B. Report from Metro Mayors Caucus – Bud Starker
  - C. Report from Metro Area County Commissioners – George Teal
  - D. Report from Advisory Committee on Aging – Jayla Sanchez-Warren
  - E. Report from Regional Air Quality Council – Doug Rex
  - F. Report from E-470 Authority – Deborah Mulvey
  - G. Report from CDOT – Darius Pakbaz
  - H. Report from RTD – Brian Welch

### **ADMINISTRATIVE ITEMS**

15. Next Meeting – September 20, 2023
16. Other Matters by Members
17. 8:30 Adjourn

## CALENDAR OF FUTURE MEETINGS

### August 2023

2	Board Work Session	Cancelled
15	Regional Transportation Committee	8:30 a.m.
16	Performance and Engagement Committee	5:00 p.m.
16	Finance and Budget Committee	5:30 p.m.
16	Board of Directors	6:30 p.m.
25	Advisory Committee on Aging	11:00 a.m.
28	Transportation Advisory Committee	1:30 p.m.

### September 2023

6	Board Work Session	4:00 p.m.
19	Regional Transportation Committee	8:30 a.m.
20	Performance and Engagement Committee	5:00 p.m.
20	Finance and Budget Committee	5:30 p.m.
20	Board of Directors	6:30 p.m.
22	Advisory Committee on Aging	11:00 a.m.
25	Transportation Advisory Committee	1:30 p.m.

### October 2023

4	Board Work Session	4:00 p.m.
17	Regional Transportation Committee	8:30 a.m.
18	Performance and Engagement Committee	5:00 p.m.
18	Finance and Budget Committee	5:30 p.m.
18	Board of Directors	6:30 p.m.
23	Transportation Advisory Committee	1:30 p.m.
27	Advisory Committee on Aging	11:00 a.m.

# ATTACH A

SUMMARY  
BOARD OF DIRECTORS MEETING  
WEDNESDAY, July 19, 2023

Members/Alternates Present

Steve Conklin, Chair	City of Edgewater
Steve O’Dorisio	Adams County
James Marsh-Holschen (Alternate)	City and County of Broomfield
Nicholas Williams	City and County of Denver
Kevin Flynn	City and County of Denver
George Teal	Douglas County
Lesley Dahlkemper (Alternate)	Jefferson County
Lisa Feret	City of Arvada
Larry Vittum	Town of Bennett
Nicole Speer	City of Boulder
Tammy Maurer	City of Centennial
Randy Weil	City of Cherry Hills Village
Ari Harrison	Town of Erie
Josie Cockrell	Town of Foxfield
Paul Haseman	City of Golden
George Lantz	City of Greenwood Village
Chuck Harmon	Town of Idaho Springs
Jeslin Shahrezaei	City of Lakewood
Wynne Shaw	City of Lone Tree
Joan Peck	City of Longmont
Hollie Rogin	Town of Lyons
Colleen Whitlow	Town of Mead
Tom Mahowald	Town of Nederland
Richard Kondo	City of Northglenn
John Diak	Town of Parker
Sarah Nurmela	City of Westminster
Bud Starker	City of Wheat Ridge
Darius Pakbaz	Colorado Department of Transportation
Brian Welch	Regional Transportation District

Others Present: Douglas W. Rex, Executive Director, Melinda Stevens, Executive Assistant, DRCOG; Chris Chovan, Janet Lundquist\*, Art Griffith\*, Douglas County; Mac Callison, Aurora; Phil Greenwald\*, Longmont; Jon Whiting\*, Thornton; Jamie Grim, Danny Herrmann\*, CDOT; Max Nardo\*, Colorado Senate; Molly McKinley\*, Denver Streets Partnership; Randle Loeb\*, Karen Morgan\*, Ariel Taylor\*, Citizen; and DRCOG staff.

\*participated via Zoom

Chair Steve Conklin called the meeting to order at 6:34 p.m. with a quorum present.

Move to approve agenda

Director Whitlow **moved** to approve the agenda. The motion was **seconded** and **passed** unanimously.

## Public Hearing on the draft FY 2024-2027 Transportation Improvement Program (TIP) and associated air quality conformity determination and GHG documents

Todd Cottrell presented an overview of the TIP to directors and the public. The purpose of this public hearing is to receive and consider public testimony on three draft DRCOG planning documents: the FY 2024-2027 Transportation Improvement Program, the Denver Southern Subarea 8-hour Ozone Conformity, and the FY 2024-2027 Transportation Improvement Program Greenhouse Gas Transportation Report. This public hearing also serves as the public comment process for the FTA Section 5307 Programs portion of RTD's Program of Projects. For DRCOG-allocated funding, this TIP is the result of four calls for projects and all projects selected by DRCOG were carried over from a previous TIP, as appropriate. Per federal transportation planning requirements, air quality conformity documents must demonstrate the FY 2024-2027 TIP will not cause a violation of federal air quality conformity standards. The results were used by the state Air Pollution Control Division to calculate pollutant emissions. Per the state Greenhouse Gas Transportation Planning Standard adopted in December 2021, the TIP is considered an "applicable planning document", and therefore must meet the DRCOG region's greenhouse gas emissions reduction target for the year corresponding with the last year of the TIP, using interpolation if that year does not correspond to a target year in the Rule.

DRCOG entered into an IGA with CDOT and the Colorado Department of Public Health and Environment that outlines each agency's responsibilities for travel modeling and emissions modeling. Since all of the projects in the TIP that are regionally significant for air quality are required to be in the current RTP and all TIP investments must be consistent with the RTP, all TIP investments have been evaluated through the previous 2050 RTP GHG emissions analysis. The draft FY 2024-2027 TIP is in compliance with the Greenhouse gas planning rule as outlined in the GHG Transportation Report. The draft TIP and associated documents were released for public comment on June 16. Staff prepared a summary of all public comments for Board review prior to its scheduled action at the August meeting.

Chair Conklin opened the Public Hearing at 6:48 p.m.

Molly McKinley, Denver Streets Partnership, asked to pause plans to fund the Pena Boulevard capacity improvements pre-construction work and, instead, fund projects queued up in Denver's waiting list in this TIP cycle.

Chair Conklin closed the Public Hearing at 6:51 p.m.

## Report of the Chair

Chair Conklin announced that DRCOG will be having their annual awards celebration on October 4 this year.

- Director Diak reported that the Performance and Engagement Committee met earlier in the evening and had a continued discussion of a restricted hybrid option for the DRCOG Board of Directors meetings. The committee will continue to discuss at their August meeting.
- Director Whitlow reported the Finance and Budget Committee met and received a briefing on funding to support the development of a Regional Housing

Assessment. They also discussed and approved three resolutions authorizing the Executive Director to:

- extend negotiate and execute a contract with Knock Software dba Ride Report to implement a regional shared mobility data platform in an amount not to exceed \$75,000 for a one year term with the option to renew for three additional one year terms upon satisfactory performance.
- accept funds of \$279,347 from the Colorado Department of Health Care Policy and Financing (HCPF) for the period of July 1, 2023 through June 30, 2024 to support DRCOG's Community Options program.
- execute a contract with the Colorado Refugee Services Program of approximately \$196,000 for the term of October 1, 2023 through September 30, 2024 in support of DRCOG's Older Adult Refugees and Friends program

#### Report of the Executive Director

- Regional Housing Strategy: DRCOG released an RFP for a consultant on July 11 and proposals are due on August 3.
- The next City/County Managers forum is August 10 and the meeting will be focused on a regional housing strategy.
- Comprehensive Economic Development Strategy (CEDS): The first CEDS leadership meeting was held on July 10. The first in-person meeting will be on August 1.
- Transportation Legislation Review Committee: TLRC requested DRCOG present at their August 21 meeting on the Way to Go program and on the Transportation Improvement Program.
- Bike to Work Day was on June 28 this year and the event was very successful.
- The 2023 Awards Celebration: The event is scheduled for Wednesday, October 4 at the Seawell Ballroom in downtown Denver.
- The fiscal year ended on June 30 and DRCOG staff will begin their annual audit, working with CliftonLarsenAllen.
- DRCOG recently finished performance reviews for the year and staff was grateful for the cost of living and merit adjustments that were approved by the Board.

#### Public Comment

There was no public comment.

#### Move to approve consent agenda

Director Vittum **moved** to approve the consent agenda. The motion was **seconded** and **passed** unanimously.

Items on the consent agenda included:

- Summary of the June 21, 2023 meeting

Discussion on the FY 2022-FY 2023 Unified Planning Work Program (UPWP)

Amendment

Andy Taylor provided a brief overview of the amendment to directors. The UPWP is the two-year work program for the Denver Metropolitan Planning Organization and serves as the management tool for scheduling, budgeting, and monitoring the planning activities of participating entities. This amendment includes the addition of an activity for coordinating planning for housing and transportation in alignment with language added by Congress through the Bipartisan Infrastructure Law to the section of United States Code that governs Metropolitan Planning Organizations in order to address a regional planning priority. This amendment is being recommended prior to the adoption of a new UPWP for federal fiscal years 2024 through 2025 so that efforts to initiate this work and procure consulting services can commence prior to October 1, 2023.

Director Flynn **moved** to adopt Resolution No. 7, 2023, to amend the FY 2022-FY 2023 Unified Planning Work Program. The motion was **seconded** and **passed** unanimously.

FY 2022 Transportation Improvement Program (TIP) Second Year Delays

Brad Williams presented the delays to the directors. Through conversations with project sponsor staff, and confirmed by CDOT, DRCOG is aware of [five projects](#) that had phases delayed in FY 2022 (first-year delay) and will continue to be delayed in FY 2023 for a second year after July 1, 2023. For reference, the FY 2022 first year delayed projects were approved by the Board in January 2023. Each project lists the reasons for the continued delay, the cause for the delay, and the staff recommended action per adopted policy.

Director Starker **moved** to approve the staff recommendation to continue each project and establishing deadlines for each sponsor's project. The motion was **seconded** and **passed** unanimously.

CDOT Transportation Planning Region (TPR) Boundary Study

Ron Papsdorf introduced Jamie Grim of CDOT to present on the study to the Board. On April 28, 2023, Governor Polis signed HB 23-110 and the bill includes a provision requiring CDOT to complete a study of the boundaries of the transportation planning regions, the membership of the Statewide Transportation Advisory Committee and the Special Interim Transit and Rail Advisory Committee, and the consistency/transparency of the transportation planning process across the TPRs. DRCOG is a designated TPR with a boundary covering the entire DRCOG area. While this work may result in recommendations to adjust TPR boundaries, federal rules dictate MPO boundaries, and this study cannot impact those boundaries. The study must consider several factors in its review of TPR boundaries. CDOT staff have been attending TPR meetings and gathering information and data for the study. CDOT staff provided the Board with information about the study process, progress to date, public meetings and engagement efforts, and next steps.



Committee Reports

**State Transportation Advisory Committee** – Director Williams stated the STAC met earlier in July and had a robust discussion on program distribution: Specifically, STAC focused on the Transportation Alternatives Program (TAP) and at their next meeting they will focus on the Regional Priority Program.

**Metro Mayors Caucus** – There was no report.

**Metro Area County Commissioners** – There was no report.

**Advisory Committee on Aging** – There was no report.

**Regional Air Quality Council** – ED Rex stated the council met and there were two main items of discussion. The first being the RAQC Board approval to move forward the four remaining chapters to the 2023 Severe Ozone SIP to the State. The second was a discussion and action taken by the RAQC on emission control strategy recommendations associated with lawn and garden equipment.

**E-470 Authority** – Director Diak stated they had a mowing maintenance contract, the 64th Avenue Interchange IGA, and had a review of capital projects.

**Report from CDOT** – Director Pakbaz provided an update on two RAISE grants that were awarded: \$25m was awarded to the CO 119 Diagonal Highway Multimodal Improvement Project and \$20m was awarded to the 6<sup>th</sup> Ave. and Wadsworth Interchange Reconstruction Project. Paul DesRocher is the new Director of Transit & Rail at CDOT.

**Report on FasTracks** – Director Welch stated that RTD ridership was very high this past weekend due to Rockies games and the Taylor Swift concerts. Zero Fare for Better Air started July 1 and will conclude at the end of August. The RTD Board will take action on the new fare structure at their meeting on July 25.

Next meeting – **August 16, 2023**

Other matters by members

Chair Conklin announced that the August BWS will be cancelled.

Adjournment

The meeting adjourned at 7:41 p.m.

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Steve Conklin, Chair  
Board of Directors  
Denver Regional Council of Governments

ATTEST:

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Douglas W. Rex, Executive Director

**ATTACH B**

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director  
(303) 480-6701 or [drex@drcoq.org](mailto:drex@drcoq.org)

Meeting Date	Agenda Category	Agenda Item #
August 16, 2023	Consent Agenda	8-ii

**SUBJECT**

FY 2024-2025 Transportation Demand Management (TDM) Transportation Improvement Program (TIP) set-aside program project awards.

**PROPOSED ACTION/RECOMMENDATIONS**

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

**ACTION BY OTHERS**

[July 24, 2023](#) - TAC recommended approval  
[August 15, 2023](#) – RTC will make a recommendation

**SUMMARY**

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

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

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

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

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

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

Wait List:

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

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

The next step is the approval by the DRCOG Board.

**PREVIOUS DISCUSSIONS/ACTIONS**

[March 15, 2023](#) - Board recommended approval of the eligibility rules and process.

**PROPOSED MOTION**

Move to approve the project awards through the FY 2024-2025 TDM Services TIP Set-Aside Program and place the seventh ranked project on the waiting list.

**ATTACHMENTS**

1. Staff presentation
2. List of all project submissions

**ADDITIONAL INFORMATION**

If you need additional information, please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or [drex@drcog.org](mailto:drex@drcog.org); or Nisha Mokshagundam, Way to Go Manager, (303) 480-6777 or [nmokshagundam@drcog.org](mailto:nmokshagundam@drcog.org).

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

## **FUNDING RECOMMENDATIONS**

Nisha Mokshagundam

Board of Directors

August 16, 2023

**Nisha Mokshagundam**

Way to Go Manager

**Denver Regional Council of Governments**

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

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

## Program goals

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

## Funding available FY 2024-2025 call

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

## Approved criteria and process

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



## Review panel included internal and external stakeholders

- **DRCOG**

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

- **External panelists**

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

## Application timeline

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

**Received 12 applications**

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



# RECOMMENDED PROJECTS



## Review panelists recommend funding for six proposed projects

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

# RECOMMENDED PROJECTS (CONT.)

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

Move to approve the project awards through the FY 2024-2025 TDM Services TIP Set-Aside Program and place the seventh ranked project on the waiting list.



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

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

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

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

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



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

Project Sponsor	Project Title	Recommended Award
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Recommended:

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

Wait List:

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

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

**ATTACH C**

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director  
(303) 480-6701 or [drex@drcog.org](mailto:drex@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
August 16, 2023	Action	9

**SUBJECT**

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

**PROPOSED ACTION/RECOMMENDATIONS**

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

**ACTION BY OTHERS**

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

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

[August 15, 2023](#) – RTC will make a recommendation

**SUMMARY**

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

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

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

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

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

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

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

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

**PREVIOUS DISCUSSIONS/ACTIONS**

N/A

**PROPOSED MOTION**

Move to adopt a resolution to approve the *FY 2024-2027 Transportation Improvement Program*, and the associated air quality documents and GHG Transportation Report.

**ATTACHMENTS**

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

**ADDITIONAL INFORMATION**

If you need additional information, please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or [drex@drcog.org](mailto:drex@drcog.org); or Todd Cottrell, Project and Program Delivery Manager, at 303-480-6737 or [tcottrell@drcog.org](mailto:tcottrell@drcog.org), or Ron Papsdorf, Transportation Planning and Operations Division Director, at 303-480-6747, or [rpapsdorf@drcog.org](mailto:rpapsdorf@drcog.org)

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

Board of Directors  
August 16, 2023

Todd Cottrell, Project and Program Delivery Manager

# DOCUMENTS FOR RECOMMENDATION



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

# FROM REGIONAL VISION TO ACHIEVABLE REALITY



**Metro Vision**



**Metro Vision Regional Transportation Plan**

**fiscally constrained regional transportation plan**



**Air quality conformity regulation modeling**




**Transportation Improvement Program**

# TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

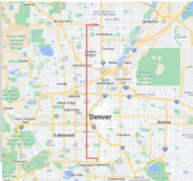


- Short-term 4-year planning program with specific and dedicated funding
- DRCOG-directed funding (competitive grants) – every 4 years
  - Surface Transportation Block Grant (STBG)
  - Congestion Mitigation / Air Quality (CMAQ)
  - Carbon Reduction Program (CRP)
  - Transportation Alternatives (TA)
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

2024-2027 Transportation Improvement Program (Pending TIP) 

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

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



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

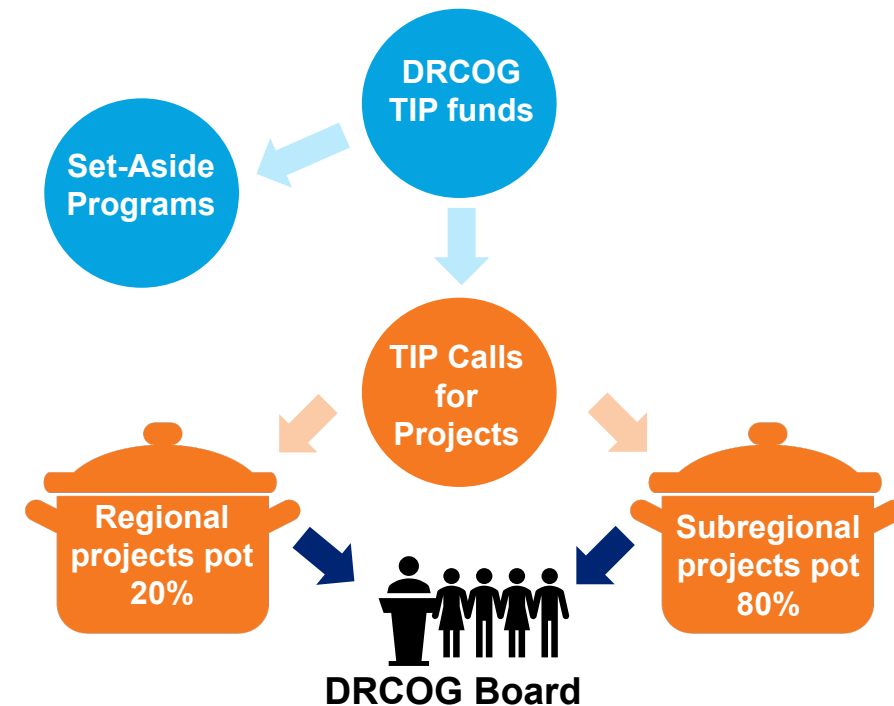
Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal	\$0	\$0	\$0	\$0	\$0		
Federal (STBG)	\$0	\$4,512	\$8,122	\$4,017			
State	\$0	\$0	\$0	\$0			
State (Leg-T)	\$0	\$4,063	\$5,453	\$8,133			
Local	\$0	\$2,950	\$1,750	\$0			
Local (RTD)	\$0	\$1,000	\$0	\$0			
<b>Total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



# MAJOR ELEMENTS



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



# CALLS FOR PROJECTS



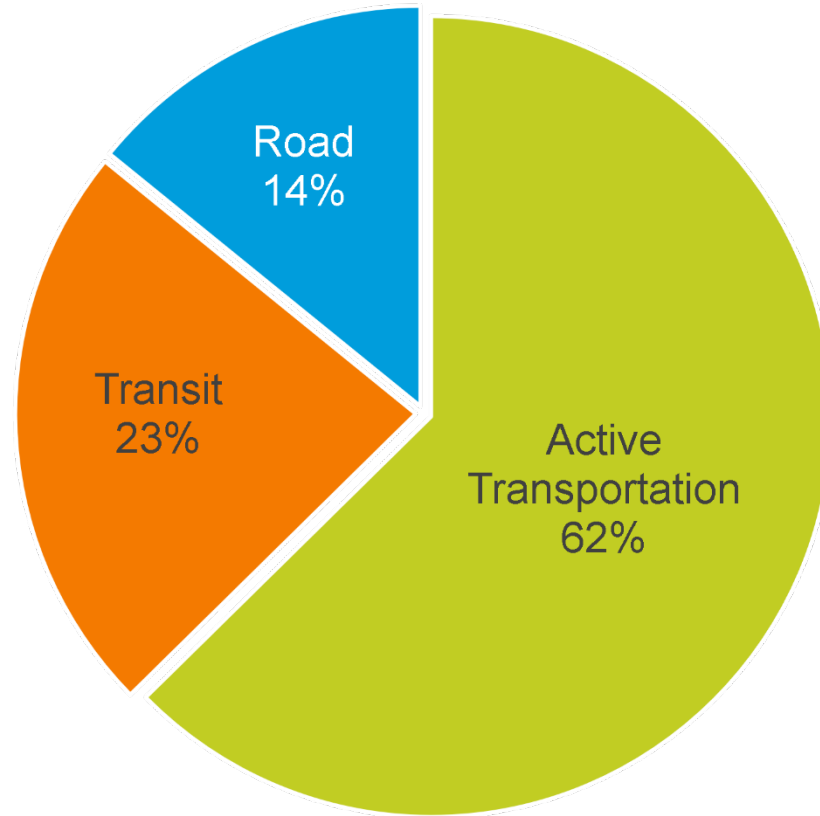
- Four calls for projects: January 2022 - April 2023
  - Five funding sources (4 federal, 1 state), six years (FY 2022-2027), two TIPs (2022-2025, 2024-2027)
  - Different than usual due to timing of IIJA, GHG roadmap, MMOF funds
- Each call with specific process and criteria
  - funding sources and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

# FEDERAL AIR QUALITY CONFORMITY AND STATE GHG



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

# WHAT WILL THIS TIP ACCOMPLISH?



By Funding

# WHAT WILL THIS TIP ACCOMPLISH?



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

# WHAT WILL THIS TIP ACCOMPLISH?



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

# PROPOSED MOTION



Move to adopt a resolution to approve the *FY 2024-2027 Transportation Improvement Program*, and the associated air quality documents and GHG Transportation Report.



QUESTIONS?



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

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

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

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

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

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

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

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

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

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

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

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

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

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

Herman  
Stockinger

Digitally signed by  
Herman Stockinger  
Date: 2023.07.26  
09:42:09 -06'00'

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Herman Stockinger, Secretary  
Transportation Commission of Colorado

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Date

DENVER REGIONAL COUNCIL OF GOVERNMENTS  
STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. \_\_, 2023

A RESOLUTION TO ADOPT THE FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM, DENVER SOUTHERN SUBAREA 8-HR OZONE CONFORMITY, AND THE FY 2024-2027 TIP GHG TRANSPORTATION REPORT.

WHEREAS, the Denver Regional Council of Governments, as the Metropolitan Planning Organization, is responsible for the operation and maintenance of the continuing transportation planning process within the Denver Transportation Management Area designed to prepare and adopt transportation plans and programs; and

WHEREAS, this transportation planning process is carried out through a cooperative agreement between the Denver Regional Council of Governments, the Regional Transportation District, and the Colorado Department of Transportation; and

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) of 2021 requires that a Transportation Improvement Program identifying projects for which federal funds will be spent be prepared; and

WHEREAS, a Transportation Improvement Program containing roadway, transit, multimodal, and active transportation improvements expected to be carried out in the federal fiscal year period of 2024 through 2027 with reasonably anticipated revenues has been prepared through the transportation planning process; and

WHEREAS, Section 176(c)(3) of the Clean Air Act as amended requires that the Metropolitan Planning Organization not give its approval to a transportation plan or program unless such plan or program conforms to an approved or promulgated state implementation plan for air quality; and

WHEREAS, an analysis of the *FY 2024-2027 Transportation Improvement Program* has been prepared consistent with the requirements of the Clean Air Act, as amended, and regulations promulgated by the U. S. Environmental Protection Agency; and

WHEREAS, the *FY 2024-2027 Transportation Improvement Program* demonstrates compliance with the requirements 2 CCR 601-22, known as the Colorado Greenhouse Gas Planning Standard, as demonstrated by the Greenhouse Gas Transportation Report; and

WHEREAS, this analysis found that the *FY 2024-2027 Transportation Improvement Program* conforms to the state implementation plan for air quality and state greenhouse gas rulemaking; and

WHEREAS, the Board of Directors held a public hearing on the *FY 2024-2027 Transportation Improvement Program*, conformity, and greenhouse gas on July 19, 2023; and

WHEREAS, the Regional Transportation Committee has recommended approval of the *FY 2024-2027 Transportation Improvement Program* and associated air quality documents.

A RESOLUTION TO ADOPT THE FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM, DENVER SOUTHERN SUBAREA 8-HR OZONE CONFORMITY, AND THE FY 2024-2027 TIP GHG TRANSPORTATION REPORT.

Resolution No. \_\_\_\_\_, 2023

Page 2

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Denver Regional Council of Governments, as the Metropolitan Planning Organization, hereby adopts the *FY 2024-2027 Transportation Improvement Program*.

BE IT FURTHER RESOLVED that the Denver Regional Council of Governments hereby determines that the *FY 2024-2027 Transportation Improvement Program* conforms to the applicable implementation plans approved or promulgated under the Clean Air Act, as amended, by virtue of the demonstrations incorporated in the associated *Denver Southern Subarea 8-hour Ozone Conformity* required pursuant to Section 176(c) of the Clean Air Act, as amended, and *FY 2024-2027 TIP GHG Transportation Report*, required under Colorado rule 2 CCR 601-22, known as the Colorado Greenhouse Gas Planning Standard.

RESOLVED, PASSED AND ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2023 at Denver, Colorado.

---

Steve Conklin, Chair  
Board of Directors  
Denver Regional Council of Governments

ATTEST:

---

Douglas W. Rex, Executive Director

**ATTACH D**

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director  
(303) 480-6701 or [drex@drcoq.org](mailto:drex@drcoq.org)

Meeting Date	Agenda Category	Agenda Item #
August 16, 2023	Action	10

#### SUBJECT

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

#### PROPOSED ACTION/RECOMMENDATIONS

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

#### ACTION BY OTHERS

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

[August 15, 2023](#) – RTC will make a recommendation

#### SUMMARY

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

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

Some key priorities over the next two years include:

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

#### PREVIOUS DISCUSSIONS/ACTIONS

[February 1, 2023](#) – Board Work Session

#### PROPOSED MOTION

Move to adopt a resolution to approve the draft *FY 2024-2025 Unified Planning Work Program for the Denver Region*.

ATTACHMENTS
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1. Staff presentation
2. [Action Draft: FY 2024-2025 Unified Planning Work Program for the Denver Region](#)
3. Draft resolution

ADDITIONAL INFORMATION
------------------------

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

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

Board of Directors

August 16, 2023

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



# WHAT IS THE UPWP?



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

# CONTEXT OF UPWP DEVELOPMENT



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

# FEDERAL PLANNING FACTORS



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

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

# FEDERAL PLANNING EMPHASIS AREAS



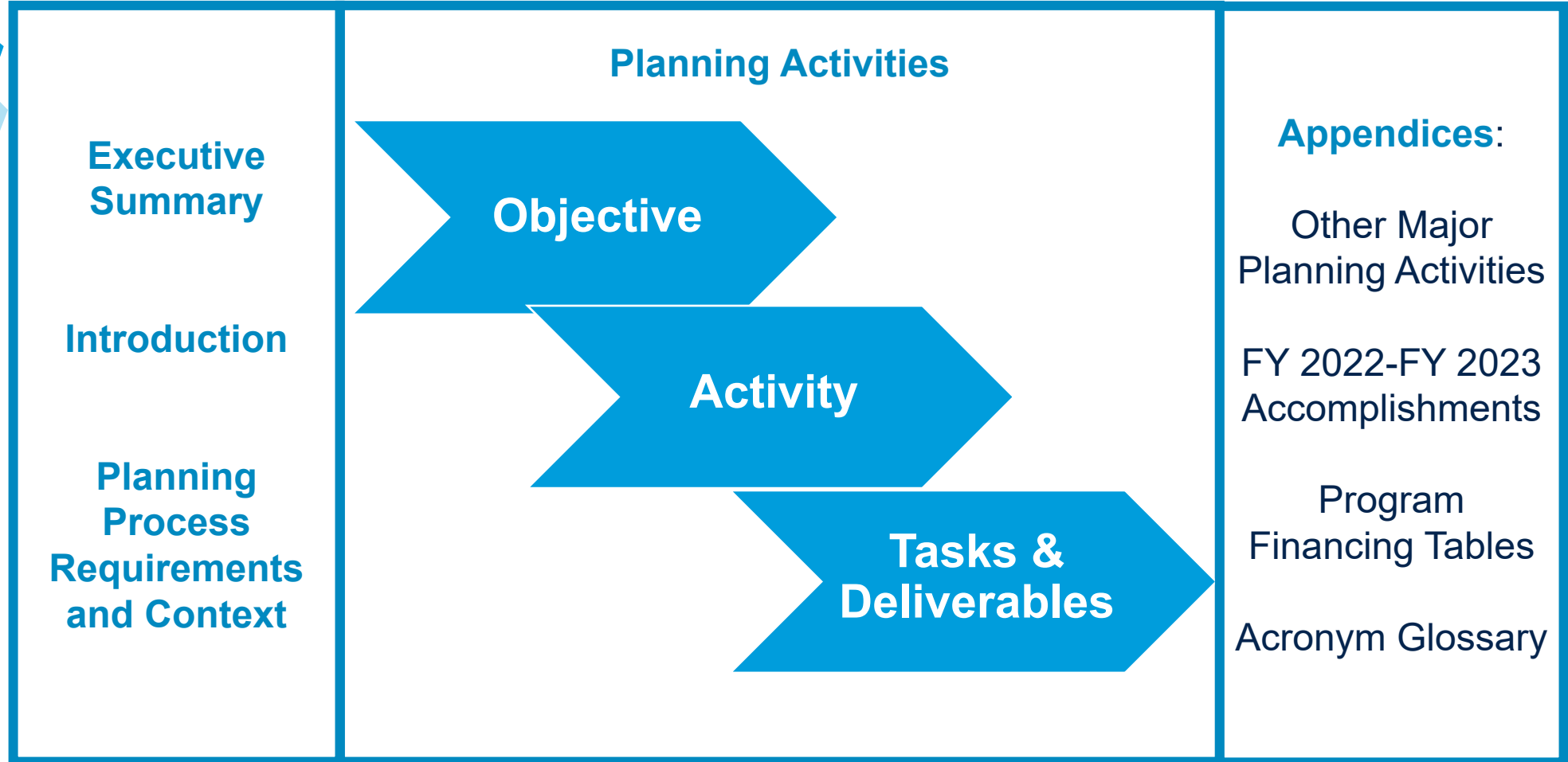
Eight current planning emphasis areas determined by FHWA and FTA that must also be considered by MPOs:

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



# OVERVIEW OF THE FY 2024-2025 UPWP

# FY 2024-2025 UPWP DOCUMENT STRUCTURE



# FY 2024-2025 PLANNING ACTIVITIES



## Nine Objectives:

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

# FY 2024-2025 PLANNING ACTIVITIES (CONTINUED)



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



# FY 2024-2025 UPWP HIGHLIGHTS



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

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

## Developing **new** plans:

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

## **Begin** major plan updates:

- Metro Vision
- RTP
- FY 2028-2031 TIP

## **Implementation** assistance:

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

# PROPOSED MOTION



Move to adopt a resolution to approve the *FY 2024-FY 2025 Unified Planning Work Program for the Denver Region*.



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

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS  
STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. \_\_\_\_\_, 2023

A RESOLUTION TO ADOPT THE FY 2024-FY 2025 UNIFIED PLANNING WORK PROGRAM FOR THE DENVER REGION.

WHEREAS, the Denver Regional Council of Governments, as the Metropolitan Planning Organization, is responsible for carrying out and maintaining the continuing, cooperative, and comprehensive transportation planning process in the Greater Denver Transportation Management Area; and

WHEREAS, the Unified Planning Work Program (UPWP), prepared biennially, is the two-year work program for the Metropolitan Planning Organization and serves as the management tool for scheduling, budgeting, and monitoring the planning activities of participating entities; and

WHEREAS, a Unified Planning Work Program containing the tasks, activities, and deliverables reasonably anticipated to be accomplished in federal fiscal years 2024 and 2025 has been prepared according to the requirements of the metropolitan transportation planning process; and

WHEREAS, the Regional Transportation Committee recommended approval of the *FY 2024-FY 2025 Unified Planning Work Program for the Denver Region*.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Denver Regional Council of Governments, as the Metropolitan Planning Organization, hereby adopts the *FY 2024-FY 2025 Unified Planning Work Program for the Denver Region*.

RESOLVED, PASSED AND ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2023 at Denver, Colorado.

---

Steve Conklin, Chair  
Board of Directors  
Denver Regional Council of Governments

ATTEST:

---

Douglas W. Rex, Executive Director

**ATTACHE**

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director  
(303) 480-6701 or [drex@drcog.org](mailto:drex@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
August 16, 2023	Informational Briefing	11

#### SUBJECT

Overview of Front Range Passenger Rail District Board and its initial planning efforts.

#### PROPOSED ACTION/RECOMMENDATIONS

N/A

#### ACTION BY OTHERS

N/A

#### SUMMARY

DRCOG was a member of the Southwest Chief & Front Range Passenger Rail Commission during its 2017-2022 legislative authorization. Senate Bill 21-238 ([SB-238](#)) replaced the Rail Commission with the Front Range Passenger Rail District in 2022. The new District was created for the purpose of “planning, designing, developing, financing, constructing, operating, and maintaining a passenger rail system...” along Colorado’s Front Range.

The new District, whose boundary stretches from Wyoming to New Mexico along the I-25 corridor, has a 24-member board of directors (17 voting members) comprised of:

- 6 directors appointed by the Governor and confirmed by the state Senate, including one director who is a resident of a city or county with an unfinished FasTracks rail service project.
- 10 directors appointed by metropolitan and rural transportation planning organizations, including DRCOG, and confirmed by the Senate
- 1 director appointed by the executive director of CDOT
- 3 non-voting directors appointed (one each) by BNSF, Union Pacific, and Amtrak
- 1 non-voting director appointed by RTD
- 1 non-voting director appointed by the I-70 Mountain Corridor Coalition
- 2 non-voting directors appointed (one each) by the Governors of Wyoming and New Mexico

DRCOG has four directors, selected by the DRCOG Board in early 2022. Per SB-238, two of the members serve two-year terms, and two of the members serve four-year terms.

Since its inception in mid-2022, the [District](#) has been engaged in a series of internal organizational activities and external planning and engagement efforts. In particular, the District is undertaking a federally required Service Development Plan for the rail corridor, has applied to enter into the Federal Railroad Administration’s Corridor Identification and Development Program, and has recently initiated corridor stakeholder coalition meetings.

District staff will provide an overview of the Front Range Passenger Rail District and its current/future planning activities at the August Board meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Rail District presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or [drex@drcog.org](mailto:drex@drcog.org); or Jacob Riger, Manager, Multimodal Transportation Planning, at 303-480-6751 or [jriger@drcog.org](mailto:jriger@drcog.org)



# Front Range Passenger Rail

DRCOG Board of Directors  
*Chrissy Breit*

---

August 16, 2023

**FRPR** FRONT RANGE  
PASSENGER RAIL



# Planning a New Transportation Option for Colorado's Front Range





# A Growing Need for a Transportation Solution

**LIVE UPDATES**

## Snowstorm in Colorado leads to dangerous driving conditions and broken branches, CDOT issues warning for Denver area

BY CBSNEWS COLORADO | BY CBSCOLORADO.COM STAFF  
UPDATED ON: DECEMBER 29, 2022 / 2:13 PM / CBS COLORADO

GET THE FREE APP

f t r

As the heavy snow was falling late Wednesday night in Thornton, some folks in Thornton came to the aid of a stuck driver off of 104th Avenue.



CBS

NEWS > TRANSPORTATION

## Metro Denver's traffic congestion will go from bad to worse, study predicts

Amount of time stuck in jams will nearly double over next 20 years

f t r

Morning rush-hour traffic moves along on Interstate 25 near Speer Boulevard and West 23rd Avenue on Sept. 25, 2018.

By ALDO SVALDI | a.svaldi@denverpost.com | The Denver Post  
October 17, 2019 at 6:00 a.m.

The Colorado Sun

NEWS > ENVIRONMENT

## Colorado is falling behind on its mandate to cut greenhouse gases

New state assessment shows big gaps in goals for transportation emissions and lag in finalizing closures of fossil fuel power plants

Michael Booth | 4:08 AM MDT on Sep 29, 2022

Credibility: Original Reporting Sources Cited

# Major Issues Now

Congestion,  
Safety,  
Reliability



Air Quality and  
GHG Emissions



Disconnected  
Communities



# Compounded by Population Gain



From 2020 to 2050, an  
**additional 3 million people** are  
expected to live and commute  
along the Front Range

# What is Front Range Passenger Rail?

- ▶ **New inter-city train service.**
- ▶ **Initial service:** Pueblo through Denver and north to Fort Collins, with stops along the way.
- ▶ **Long-term vision:** connecting to New Mexico and Wyoming.
- ▶ **Using existing tracks** shared with freight railroads to minimize costs and accelerate the service start date.



# Commuter Rail

Serves one metropolitan area connecting suburbs to an urban core.



VS

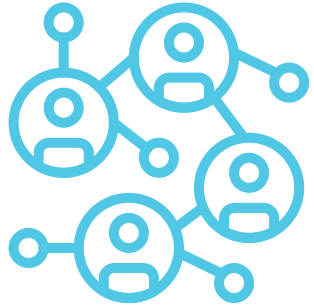
# Inter-City Rail

Connects cities across the state.



2-4 Miles	STATION DISTANCE	20-30+ Miles
35-45 Miles Per Hour	AVERAGE SPEED	45-55+ Miles Per Hour*
20-75 Miles	SERVICE LENGTH	50-300+ Miles / < 750 Miles

\*Average running speed between stops is 65-90 Miles Per Hour



# Connecting Coloradans to Opportunities, Adventure, and Each Other

- ➔ Working Professionals
- ➔ College Students
- ➔ People with Disabilities

- ➔ Families
- ➔ Sports Fans
- ➔ Festival-Goers
- ➔ Tourists

- ➔ Older Adults and Veterans
- ➔ People without Cars
- ➔ Urban Explorers

# Benefits of New Passenger Rail



## Reliable Travel

A more reliable  
and consistent  
travel  
experience



## Connected Communities

Better  
connections  
along the  
Front Range



## Economic Vitality

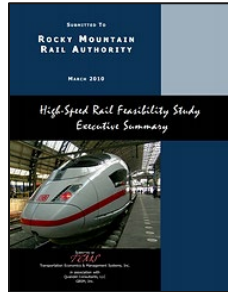
Investments  
that support  
local  
economies



## Sustainable Growth

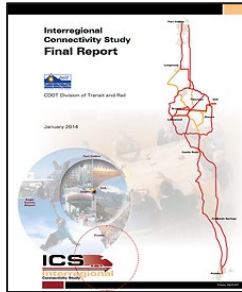
Solutions that  
support a  
sustainable  
future

# History of Front Range Passenger Rail



**10 Years of Visionary Planning**

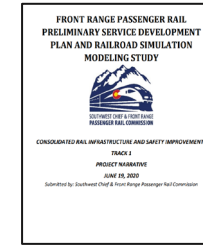
2010-2020



**SOUTHWEST CHIEF & FRONT RANGE  
PASSENGER RAIL COMMISSION**

**Rail Commission**

2017



**Service Development Plan Grant**

2020



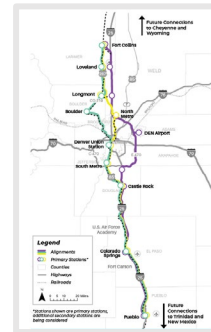
**District Established**

2021

2014  
**Save the Chief**



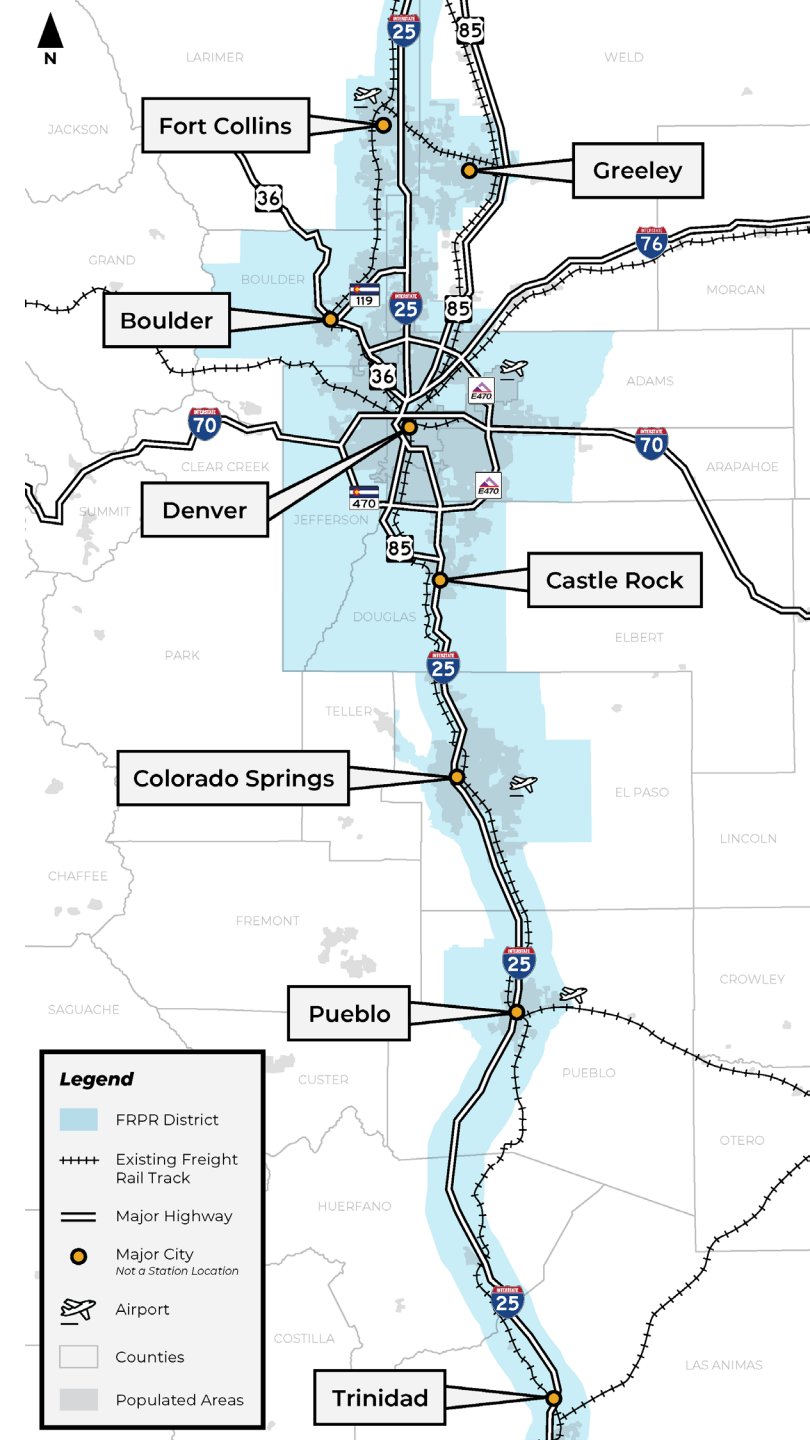
2020  
**Alternatives Evaluation**





# What is the FRPR District?

- Created by Colorado Legislature in 2021.
- New local government with the mission to finance, design, construct, operate a passenger rail service along the Front Range.
- Following voter approval, can levy taxes to finance the rail system.
- Working with local communities to develop train stations.



# District Board of Directors

## MPO/COG

### Representatives (10)

- **Denver Regional Council of Governments**
- **Pikes Peak Area Council of Governments**
- **North Front Range Metropolitan Planning Council**
- **Pueblo Area Council of Governments**
- **South Central Council of Governments COG**

## Governor's Appointees (6)

- **CDOT (1)**
- **Non-Voting Members:**
  - BNSF Railway
  - Union Pacific Railroad
  - Amtrak
  - RTD
  - I-70 Mountain Corridor Coalition
  - State of Wyoming
  - State of New Mexico

# Once-in-a-Lifetime Opportunity

- ▶ Foundation of 15 years of advocacy and planning.
- ▶ District established.
- ▶ Strong state support.
- ▶ New passenger rail programs and funding established through Bipartisan Infrastructure Law.



**FRPR**  
FRONT RANGE  
PASSENGER  
RAIL





**Where We Are Today**

# Corridor Identification and Development Program (FRA)

- ▶ Comprehensive inter-city passenger rail planning program.
  - ▶ Creates a pipeline of projects ready for implementation.
  - ▶ Opens up millions of dollars in new funding – 90/10 federal match.
- ▶ Submitted Application in March 2023.
  - ▶ Notice of Acceptance in Fall 2023.
  - ▶ If accepted into the Program, District receives initial \$500,000.



# Service Development Plan



**Began Late 2022 and  
Concludes Mid/Late 2024**



**Pueblo to Fort Collins**

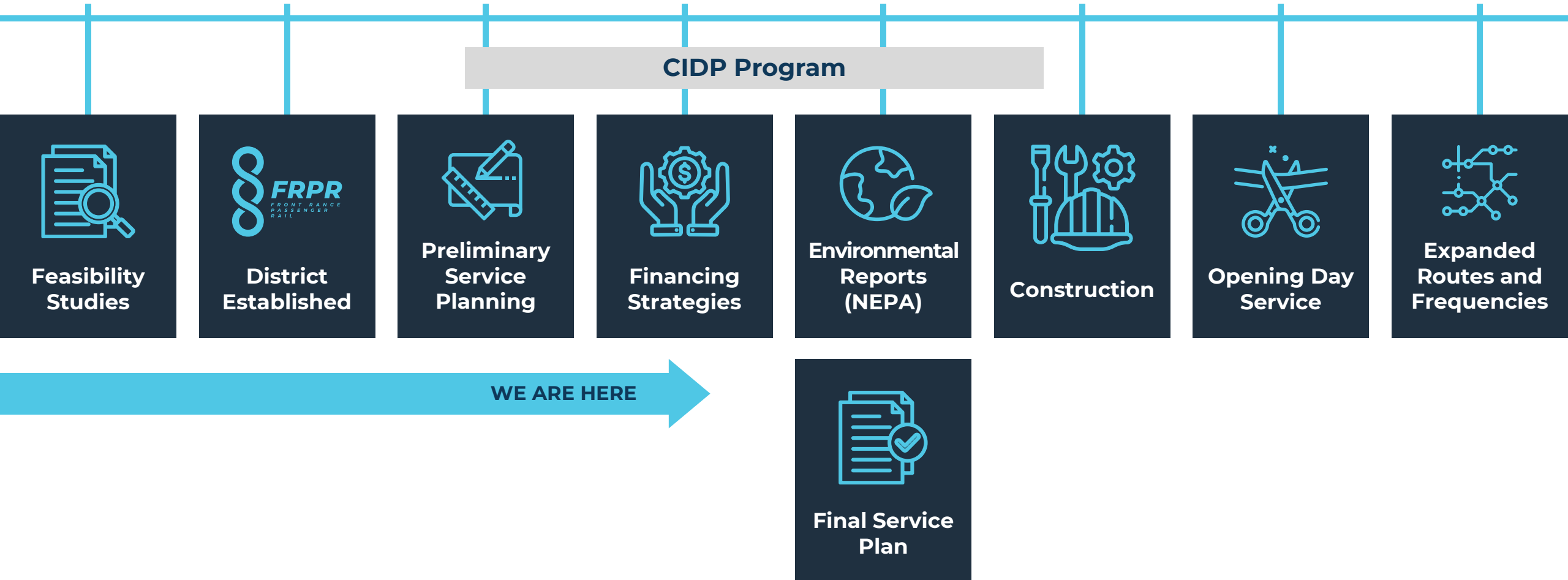


**Implementation Plan  
for Initial FRPR Service**

## **The SDP process defines:**

- Station Locations
- Service Frequency
- Onboard Amenities
- Ticket Price
- Infrastructure Improvements
- Costs and Financing Plan
- Railroad Partnerships

# Route to Front Range Passenger Rail



# Partnerships and Local Coordination



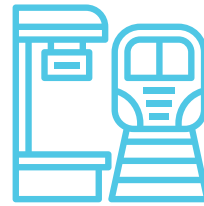
## Financial Support

- ▶ Local governments
- ▶ State legislature
- ▶ Governor's office
- ▶ Colorado DC delegation
- ▶ USDOT and FRA



## Generating Public Support for Ballot Measure

- ▶ Chambers of commerce
- ▶ Environmental, Accessibility, Active Transportation, and Equity Orgs
- ▶ Local governments
- ▶ State legislature
- ▶ Governor's office



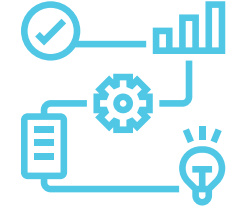
## Station Planning and Station Improvement Districts

- ▶ Local governments
- ▶ Downtown business organizations
- ▶ Landowners
- ▶ Developers



## Multimodal Connectivity

- ▶ Local governments
- ▶ MPOs/COGs
- ▶ CDOT
- ▶ Transit agencies



## Planning, Design, Engineering, Implementation

- ▶ Freight railroads
- ▶ FRA
- ▶ CDOT
- ▶ RTD



# 4 Year Plan Leading into a Ballot Initiative

2022

## District Stand-Up

- ▶ Board Directors Appointed
- ▶ Express Interest in Corridor Identification and Development Program (CIDP)

2023

## SDP, Communications, and Partner Coordination

- ▶ Service Development Planning
- ▶ Initial Briefings
- ▶ Board Identifies an Operator
- ▶ Application and Acceptance into CIDP; receive \$500k

2024

## SDP and Outreach

- ▶ Service Development Plan (Finished Late 2024)
- ▶ O&M and Capital Costs Determined
- ▶ Financing Plan Determined
- ▶ Phase II CIDP \$ (90/10 Match)

2025

## 2025 – NWR, Local Govt Outreach, NEPA

- ▶ Begin Joint Operations Plan with RTD for NWR Segment
- ▶ Local Government Outreach Going Into Ballot
- ▶ NEPA
- ▶ Freight Railroad Agreements
- ▶ Phase III CIDP \$ (80/20 Match)

2026

## District Ballot Initiative



**Get On Board**

# Stay in Touch

**Andy Karsian**

General Manager

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(303) 883-9381

**Chrissy Breit**

Program Coordinator

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Join our Mailing List:

**RideThe  
FrontRange.com**



**ATTACH F**

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director  
(303) 480-6701 or [drex@drco.org](mailto:drex@drco.org)

Meeting Date	Agenda Category	Agenda Item #
August 16, 2023	Informational Briefing	12

**SUBJECT**

Update on the statewide transportation program distribution process.

**PROPOSED ACTION/RECOMMENDATIONS**

N/A

**ACTION BY OTHERS**

N/A

**SUMMARY**

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

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

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

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

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

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

**PREVIOUS DISCUSSIONS/ACTIONS**

[June 21, 2023](#) – Board discussion of the program distribution process

**PROPOSED MOTION**

N/A

**ATTACHMENTS**

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

**ADDITIONAL INFORMATION**

If you need additional information, please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or [drex@drcog.org](mailto:drex@drcog.org); or Ron Papsdorf, Transportation Planning and Operations Division Director, at 303-480-6747 or [rpapsdorf@drcog.org](mailto:rpapsdorf@drcog.org).



# Transportation Program Distribution

Board of Directors  
August 16, 2023

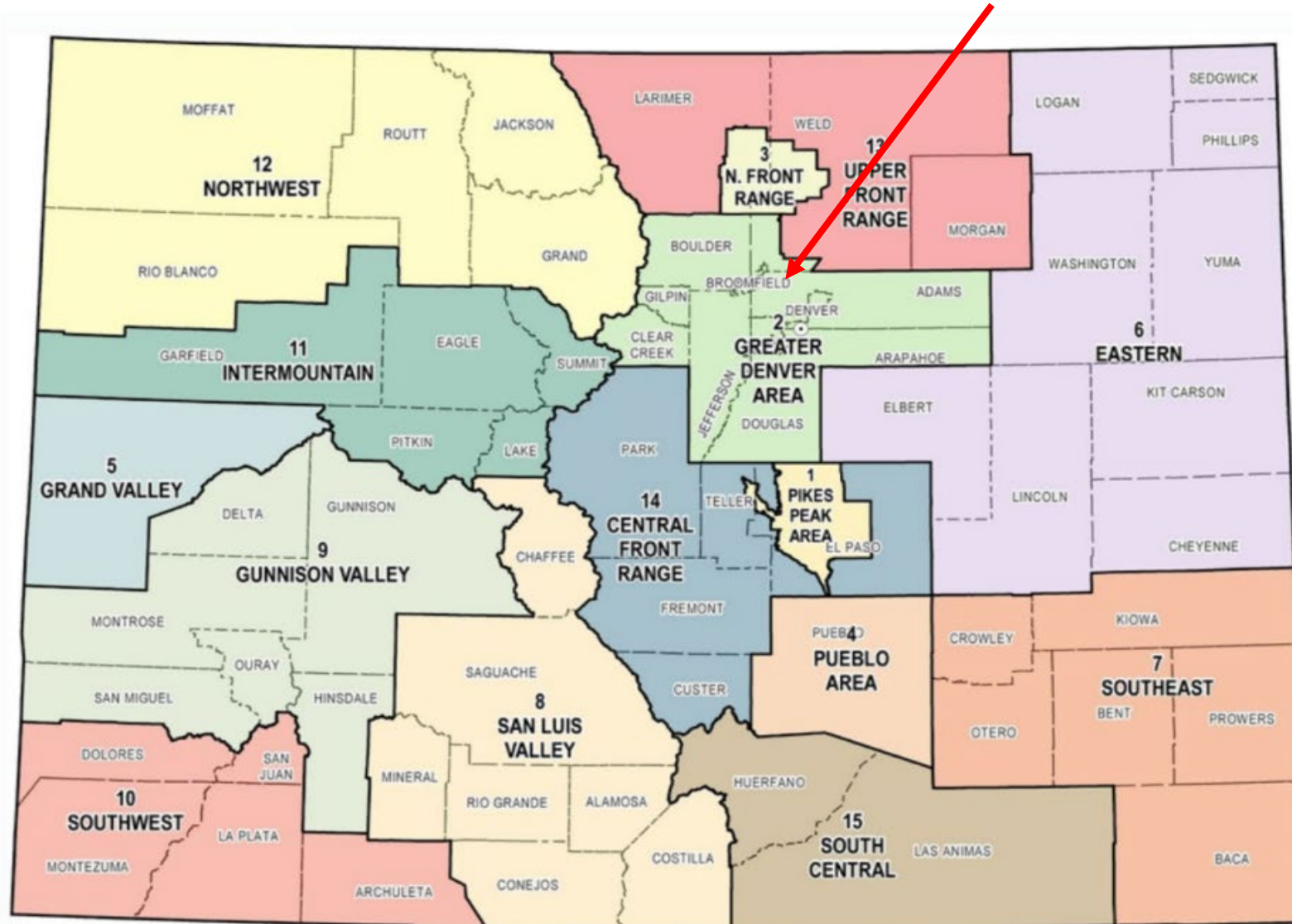
**Ron Papsdorf, Transportation Planning & Operations Director**

# Program Distribution reminders

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

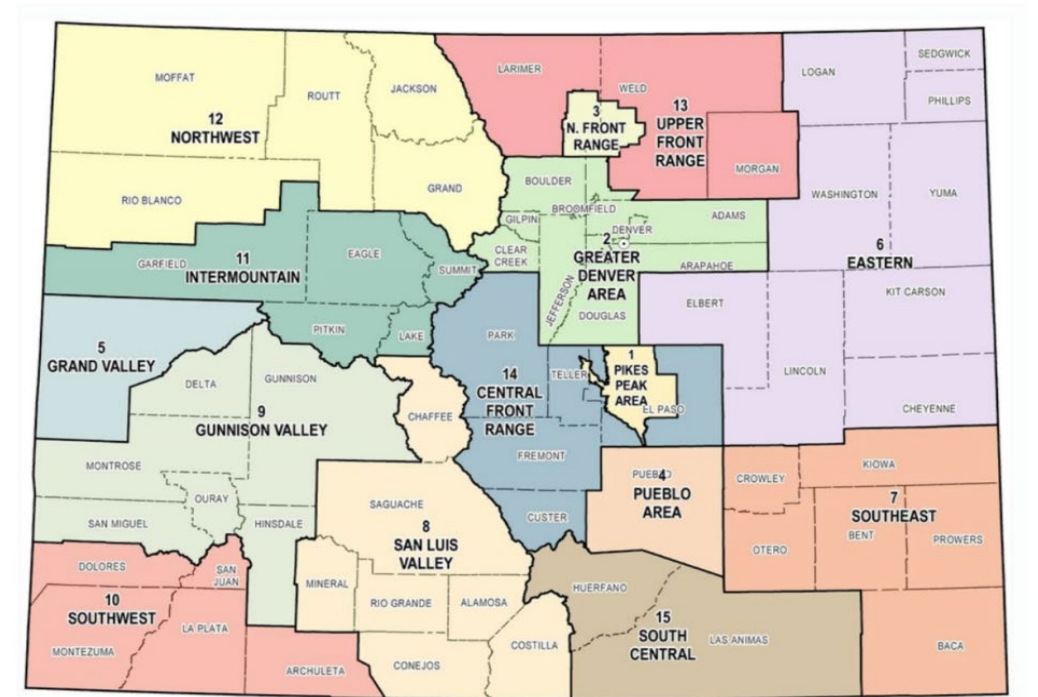


# DRCOG – Greater Denver Area “TPR”



# DRCOG share of the state – demographics/economy

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



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

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

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

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

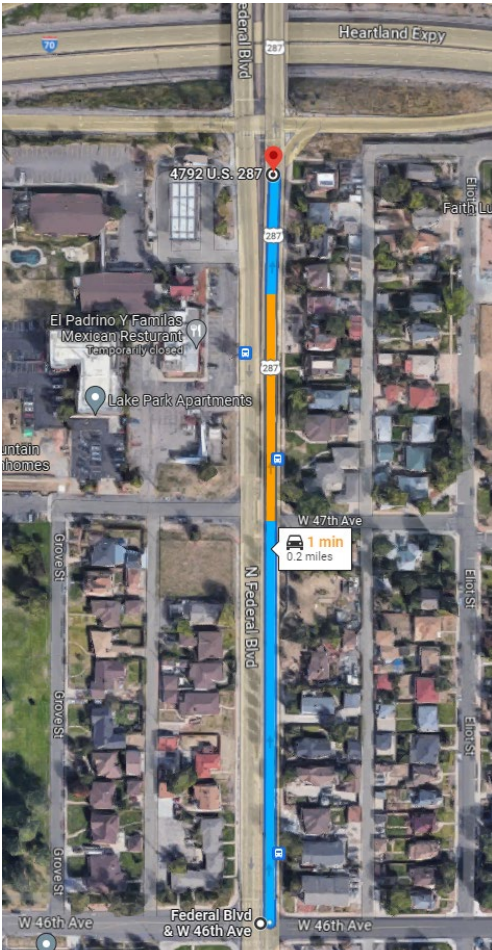
# Principles for Program Distribution

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

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

# Lane Miles – Functional Classification

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



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

## SH318 – West of Maybell, Moffat County



0.6 miles x 2 lanes = 1.2 lane miles  
Major Collector

# OTIS vs. "Real World"

**OTIS Online Transportation Information System**

Highway Data Traffic Data Data Catalog Reports Map View Help

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

Zoom to County (optional):  
select a county

CDOT Route Number:  
025A Find by Name

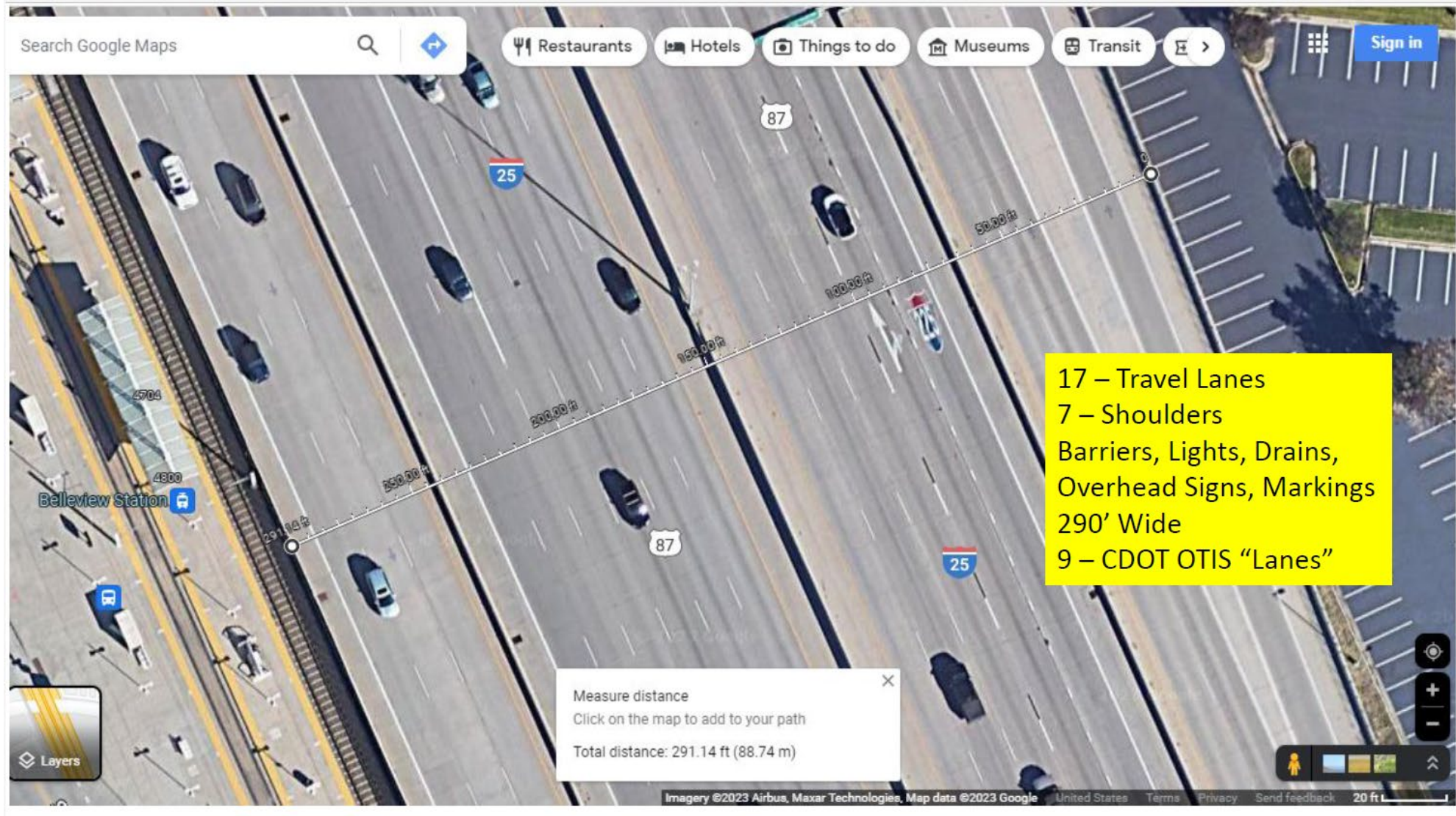
Begin Reference: Min(0)  
199

End Reference: Max(298,879)  
200

- Search by traffic station
- Search by structure
- Section between intersections



# OTIS vs. "Real World"



# Upcoming impacts on RTP and TIPs

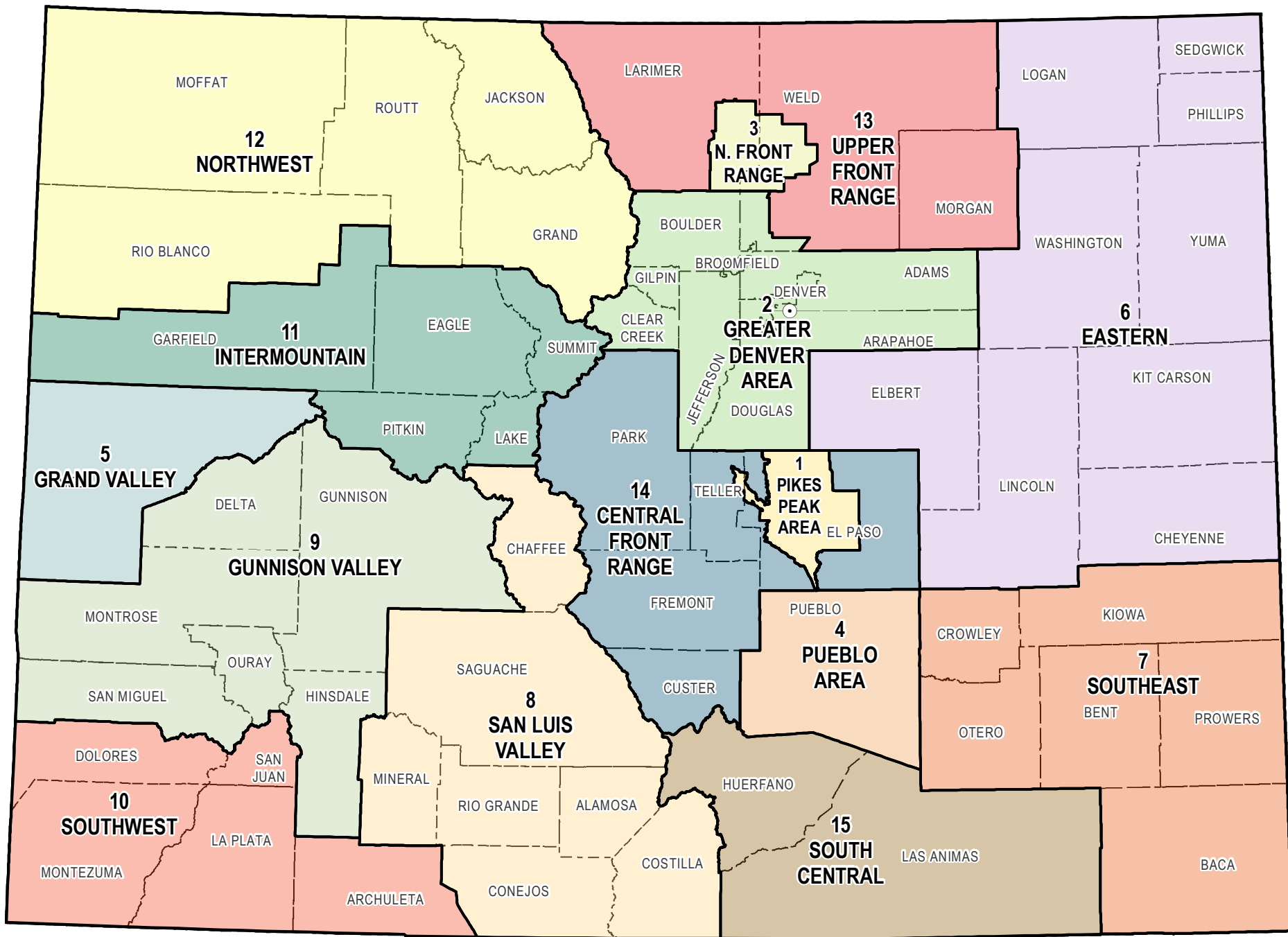
	2023	2024				2025				2026				2027			
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
<b>Program Distribution</b>																	
<b>RTP Update</b>																	
<b>TIP Update</b>																	

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



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

**Ron Papsdorf**  
*Division Director, Transportation Planning and Operations*  
[rpapsdorf@drcog.org](mailto:rpapsdorf@drcog.org)  
303-480-6747



1" = 40 Miles

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

# Transportation Planning Regions



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

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

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

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

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

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

Source: 2020 Census, 2021 CDOT On-system OTIS Reports

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

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

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

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

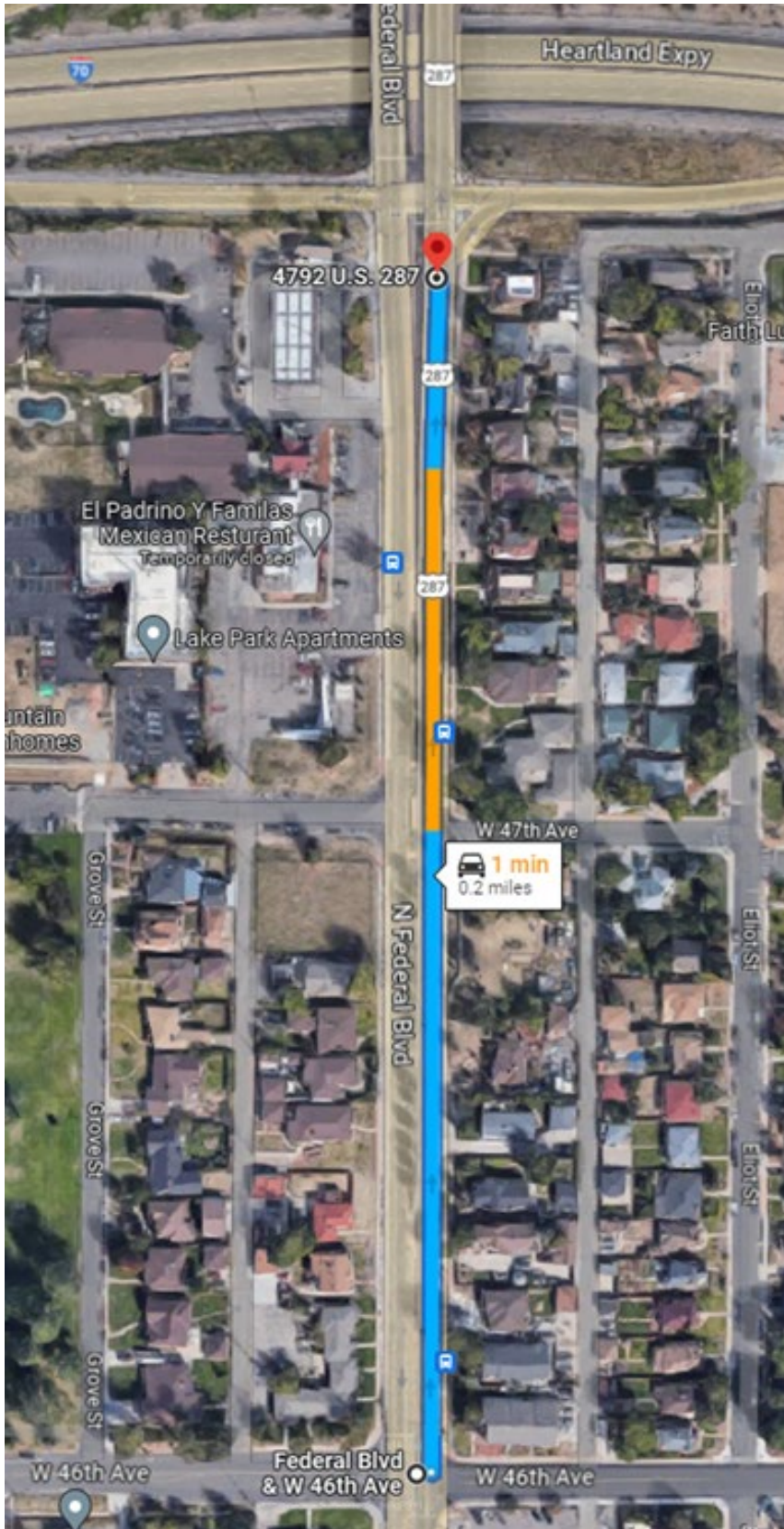
## CDOT On-System VMT by Functional Classification

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

## CDOT On-System VMT by Access Category

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

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

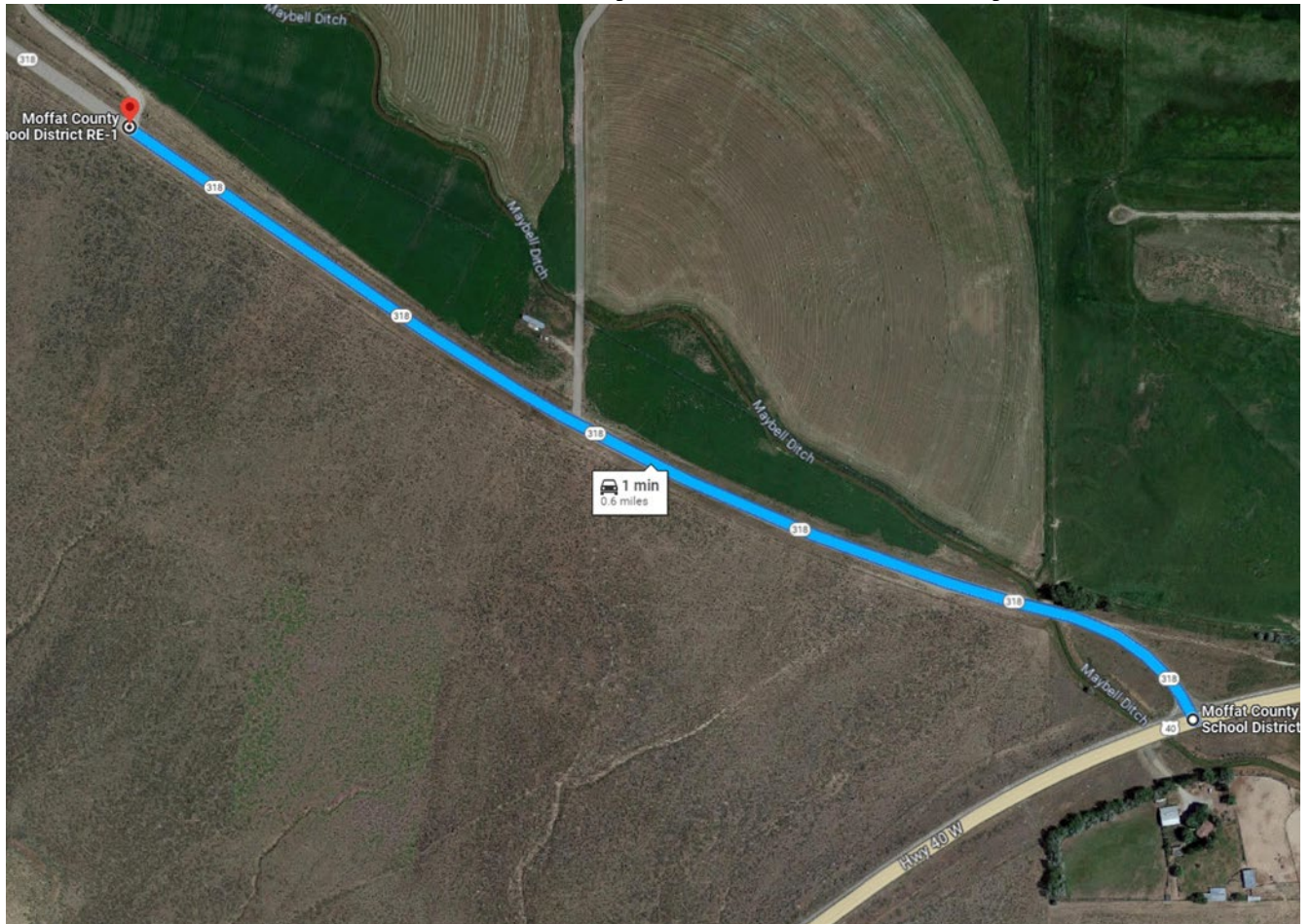


Principal Arterial

0.2 miles x 4 lanes = 0.8  
lane miles



## SH318 – West of Maybell, Moffat County



Major Collector

0.6 miles x 2 lanes = 1.2 lane miles



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

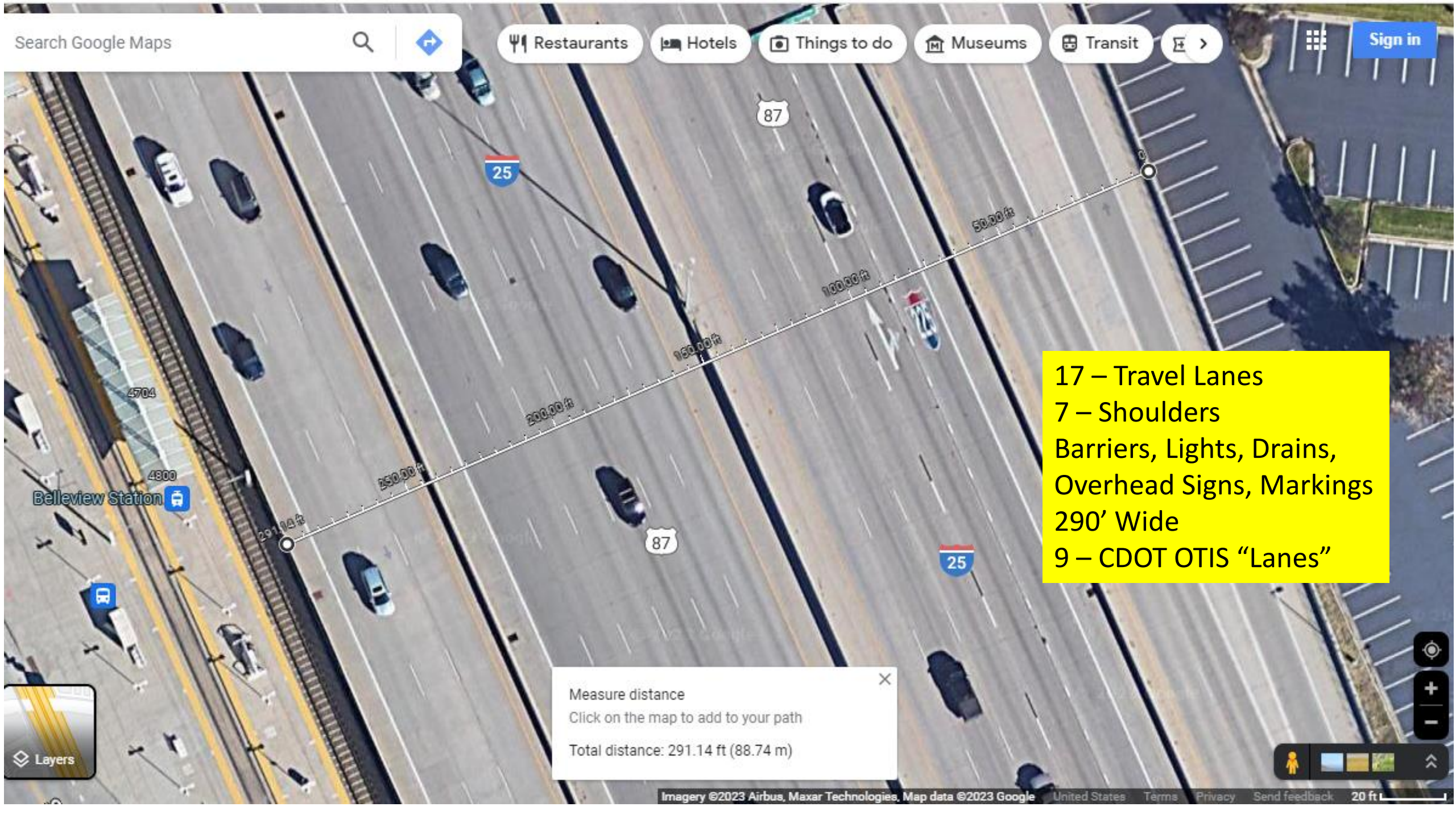
Zoom to County (optional):  
select a county

CDOT Route Number:  
025A Find by Name

Begin Reference: Min(0)  
199

End Reference: Max(298.879)  
200

- Search by traffic station
- Search by structure
- Section between intersections

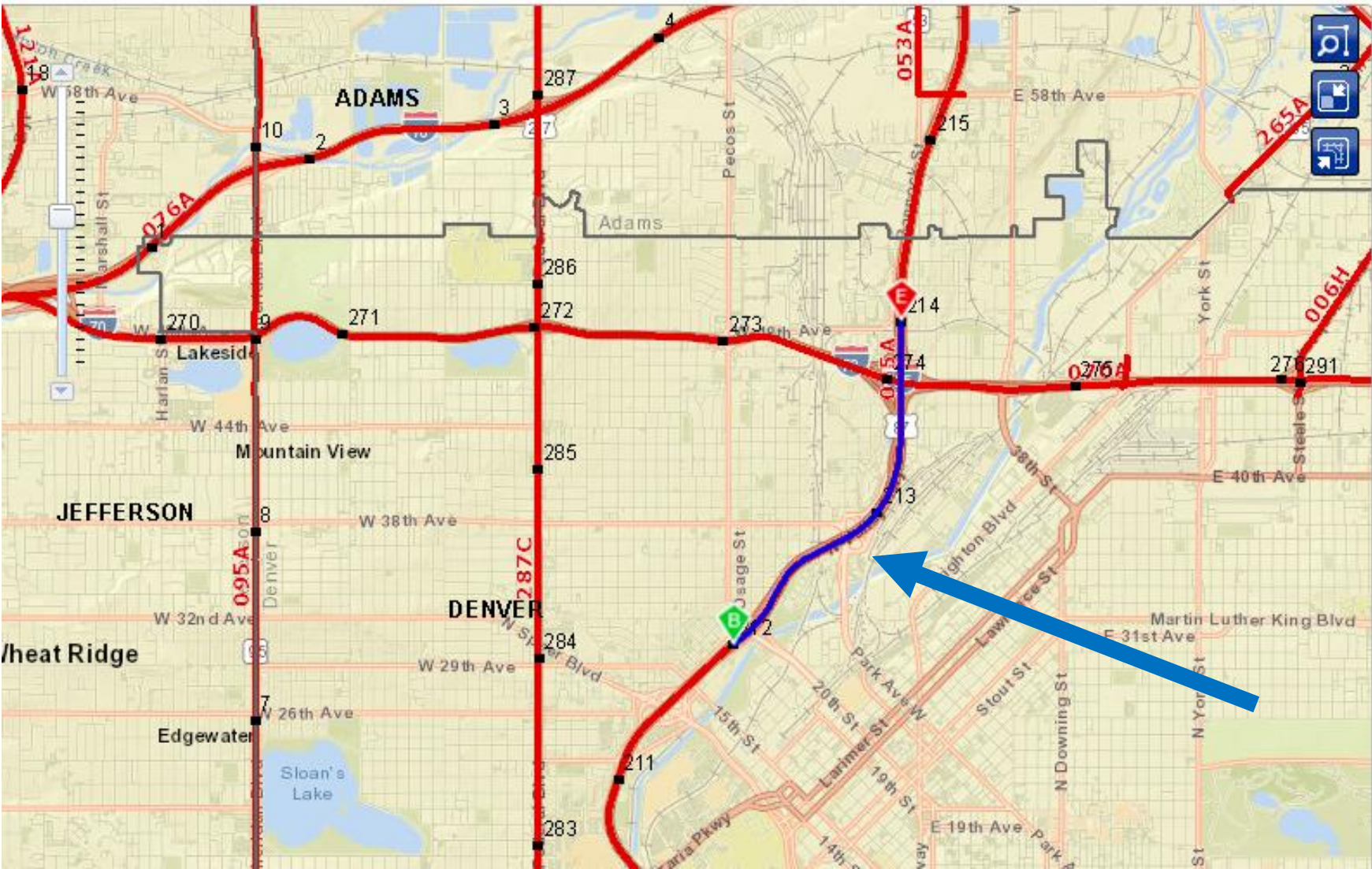


17 – Travel Lanes  
7 – Shoulders  
Barriers, Lights, Drains,  
Overhead Signs, Markings  
290' Wide  
9 – CDOT OTIS "Lanes"

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

# Highway Data Explorer

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



## Search by highway segment

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

Zoom to County (optional):

select a county

CDOT Route Number:

Begin Reference: Min(0)

End Reference: Max(298.879)

## Search by traffic station



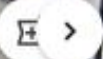
Restaurants

Hotels

Things to do

Museums

Transit



Sign in

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

387.35 ft

300.00 ft

200.00 ft

100.00 ft

S Valley Hwy

Interstate 25 HOV (Toll road)

87

25

87

Interstate 25 HOV (Toll road)

E & J Cabinets

Globeville rd

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





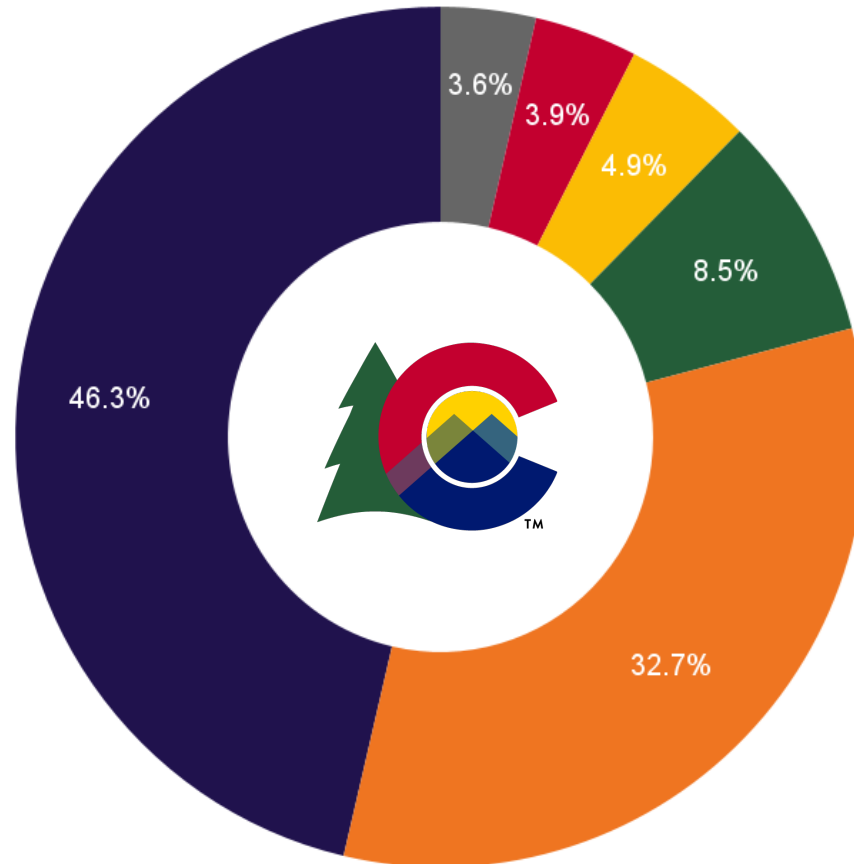
## WHERE DO FUNDS COME FROM?

FY2024

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

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

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



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

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

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



# Distribution of HUTF Funding

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



# Key Acronyms

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

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





# Notable Funding Programs: Federal

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

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



# Consolidated Planning Grant (CPG)

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

\*Based on FY 24 Transportation Commission Budget



# Surface Transportation Block Grant (STBG)

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

\*Based on FY 24 Transportation Commission Budget



# Transportation Alternatives (TA)

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

\*Based on FY 24 Transportation Commission Budget



# Congestion Mitigation and Air Quality (CMAQ)

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

\*Based on FY 24 Transportation Commission Budget



# Highway Safety Improvement Program (HSIP)

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

\*Based on FY 24 Transportation Commission Budget



# National Highway Freight Program (NHFP)

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

\*Based on FY 24 Transportation Commission Budget



# National Highway Performance Program (NHPP)

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

\*Based on FY 24 Transportation Commission Budget





# Carbon Reduction Program

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

\*Based on FY 24 Transportation Commission Budget



# Bridge Formula Program

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

\*Based on FY 24 Transportation Commission Budget



# PROTECT Formula & Discretionary Program (NEW)

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



# Notable Funding Programs:

## State

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



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



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



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



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





# Enterprise Funding

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

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



# Bridge and Tunnel Enterprise

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

\*Based on FY 24 Transportation Commission Budget



# High Performance Transportation Enterprise NOW the Colorado Transportation Investment Office

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

\*Based on FY 24 Transportation Commission Budget



# SB260 Clean Transit Enterprise

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

\*Based on FY 24 Transportation Commission Budget



# SB 260 Non-Attainment Enterprise

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



# Other TC Directed Funding: Regional Priority Program

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

**ATTACH G**

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director  
(303) 480-6701 or [drex@drcog.org](mailto:drex@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
August 16, 2023	Informational Briefing	13

**SUBJECT**

Regional Bus Rapid Transit (BRT) Partnership

**PROPOSED ACTION/RECOMMENDATIONS**

N/A

**ACTION BY OTHERS**

N/A

**SUMMARY**

The DRCOG region has committed to implement a regional Bus Rapid Transit network of 11 BRT corridors. This BRT network is included in DRCOG's [2050 Metro Vision Regional Transportation Plan](#), CDOT's [Statewide Transportation Plan](#), and in applicable local plans. As part of meeting state [GHG transportation planning requirements](#) (and federal air quality conformity requirements), the region has committed to an assertive implementation schedule for the regional BRT network – five corridors open for revenue service by 2030, another five by 2040, and the final one by 2050.

The regional BRT network, which is based on RTD's [Regional BRT Study](#), is in various stages of implementation that span the spectrum from conceptual visioning, “pre-NEPA” planning, NEPA/project development, to near construction. There is a clear need to leverage economies of scale, resource efficiencies, and creativity in planning, project development, financing, and construction to meet the planned implementation schedule. And while each BRT corridor has unique context, there is also an opportunity to define a systemwide framework around common issues relating to design standards, operations, fare payment, branding, and many others.

Key partners (Aurora, CDOT, Denver, Boulder County, DRCOG, CDOT, FTA, and RTD) are part of a Regional BRT Partnership to lead the implementation of the regional BRT network and to coordinate the work of individual BRT corridor planning and project development efforts. Key foundations of the Regional BRT Partnership are:

- Developing and implementing the regional BRT network is more than a single agency can lead or undertake alone;
- Different agencies will lead various individual BRT corridor planning and project development efforts;
- All stakeholders will have the opportunity to participate fully in each corridor, regardless of which agency is leading a particular corridor, and
- Regional BRT network implementation is not just a multi-agency planning partnership, but will also require a multi-agency funding partnership of federal, state, local, and other funding sources.



Senior staff from the partnership agencies have begun meeting monthly to define the framework of the partnership effort and the specific issues, resources, timelines, and other components important to this effort.

At the August Board meeting, DRCOG staff will provide an overview of the regional BRT network and the Regional BRT Partnership.

PREVIOUS DISCUSSIONS/ACTIONS
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N/A

PROPOSED MOTION
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N/A

ATTACHMENTS
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1. Staff presentation
2. Regional Bus Rapid Transit Corridors Map

ADDITIONAL INFORMATION
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If you need additional information, please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or [drex@drcog.org](mailto:drex@drcog.org); or Jacob Riger, Manager, Multimodal Transportation Planning, at 303-480-6751 or [jriger@drcog.org](mailto:jriger@drcog.org)

# **Regional Bus Rapid Transit Partnership**

**DRCOG Board of Directors**  
**August 16, 2023**

**Jacob Riger, AICP – Multimodal Transportation Planning Manager**

# Regional Bus Rapid Transit Network context

- Based on RTD NW Area Mobility Study & Regional BRT Study
- DRCOG 2050 RTP includes 11 BRT corridors (and new bus maintenance facility)
  - Updated 2050 RTP advanced implementation timeframe of several BRT corridors as part of overall GHG Planning Standard compliance strategy
- CDOT 10-Year Plan also includes BRT corridors (GHG compliance)
  - CDOT Regionwide Arterial BRT & Transit Improvements (\$170 m)
- Denver Moves Everyone 2050, other plans



# Implementation timeframe

## 2020-2030 (5 corridors, \$679m)

- Colorado Blvd.
- East Colfax
- East Colfax Ext.
- Federal Blvd.
- SH-119

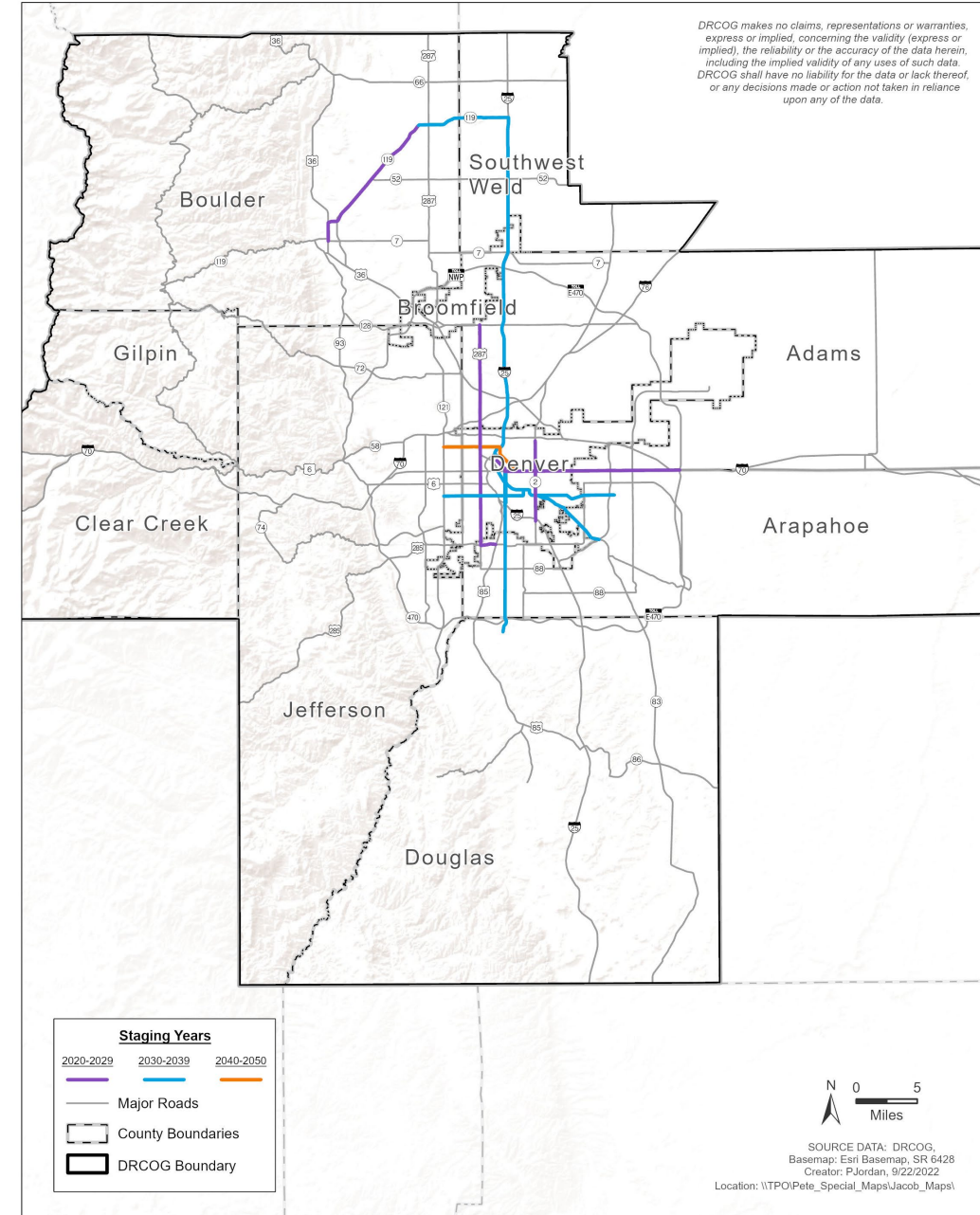
## 2030-2040 (5 corridors, \$414m)

- Alameda Ave.
- Broadway/Lincoln
- I-25 North
- Speer/Leetsdale/Parker
- SH-119 Ext.

## 2040-2050 (1 corridor, \$40m)

- 38<sup>th</sup> Ave./Park Ave.

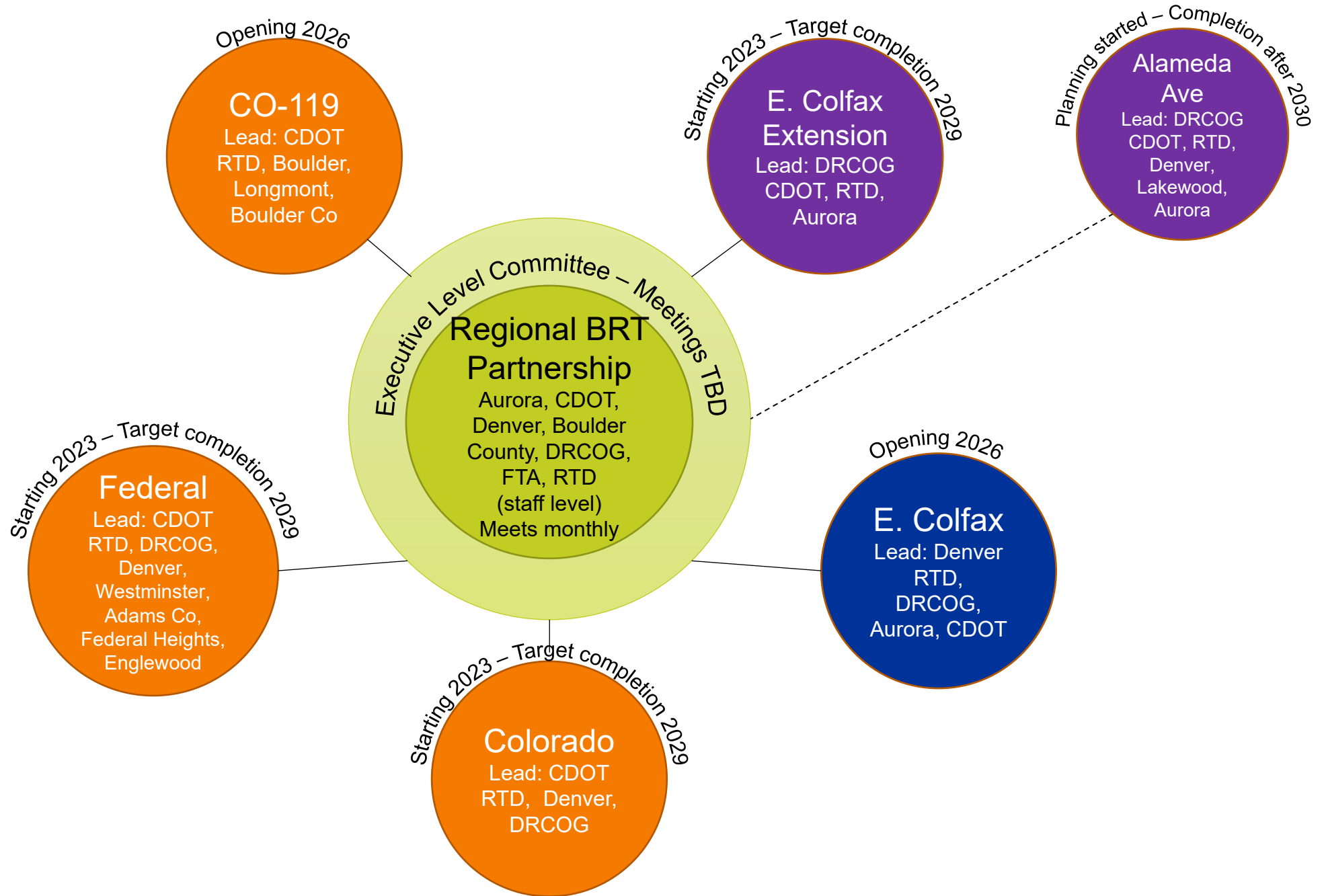
**Bus Maintenance Facility: \$50m**



# Regional BRT Partnership framework & purpose

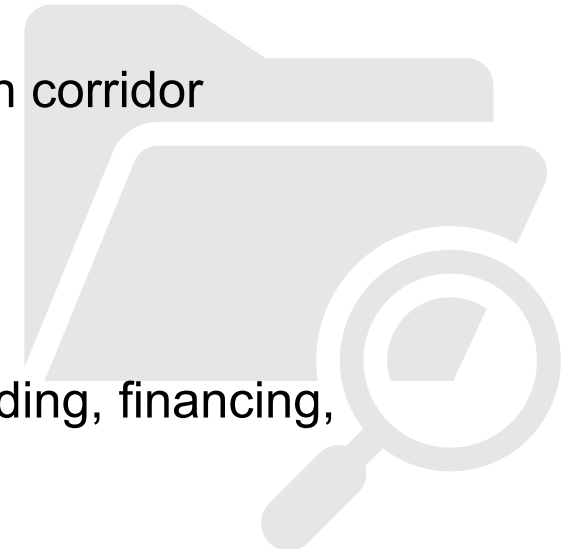
- Multi-agency planning, funding & implementation partnership
  - (more work (esp. by 2030) than any single agency could lead or do alone)
- Collaborate and assist multiple BRT corridors simultaneously
  - Coordinate/monitor corridor work, issues, schedules, resources
  - Systemwide efficiencies and consistency (project development, financing, operations, branding, etc.)
- Initial focus: AA, NEPA, planning and design work on:
  - Colorado Blvd., CO-119, Federal Blvd. (CDOT lead)
  - East Colfax (Denver lead)
  - East Colfax Ext. (DRCOG lead)
- Also begin work on next priority corridors
  - Alameda (DRCOG starting initial corridor study)
  - Broadway/Lincoln, I-25 North, Speer/Leetsdale/Parker, CO-119 Ext.





# Regional BRT Partnership initial activities

- Monthly meetings (rotating hosts)
- Partnership framework
  - Partnership charter
  - Program Management Plan?
  - Other organizational/framework structure
- Planning & project development framework
  - Defining major process milestones & timelines for each corridor
  - Coordinating/integrating corridor-level planning efforts
- Implementation-related issues
  - Design standards, operations, payment systems, branding, financing, maintenance, others





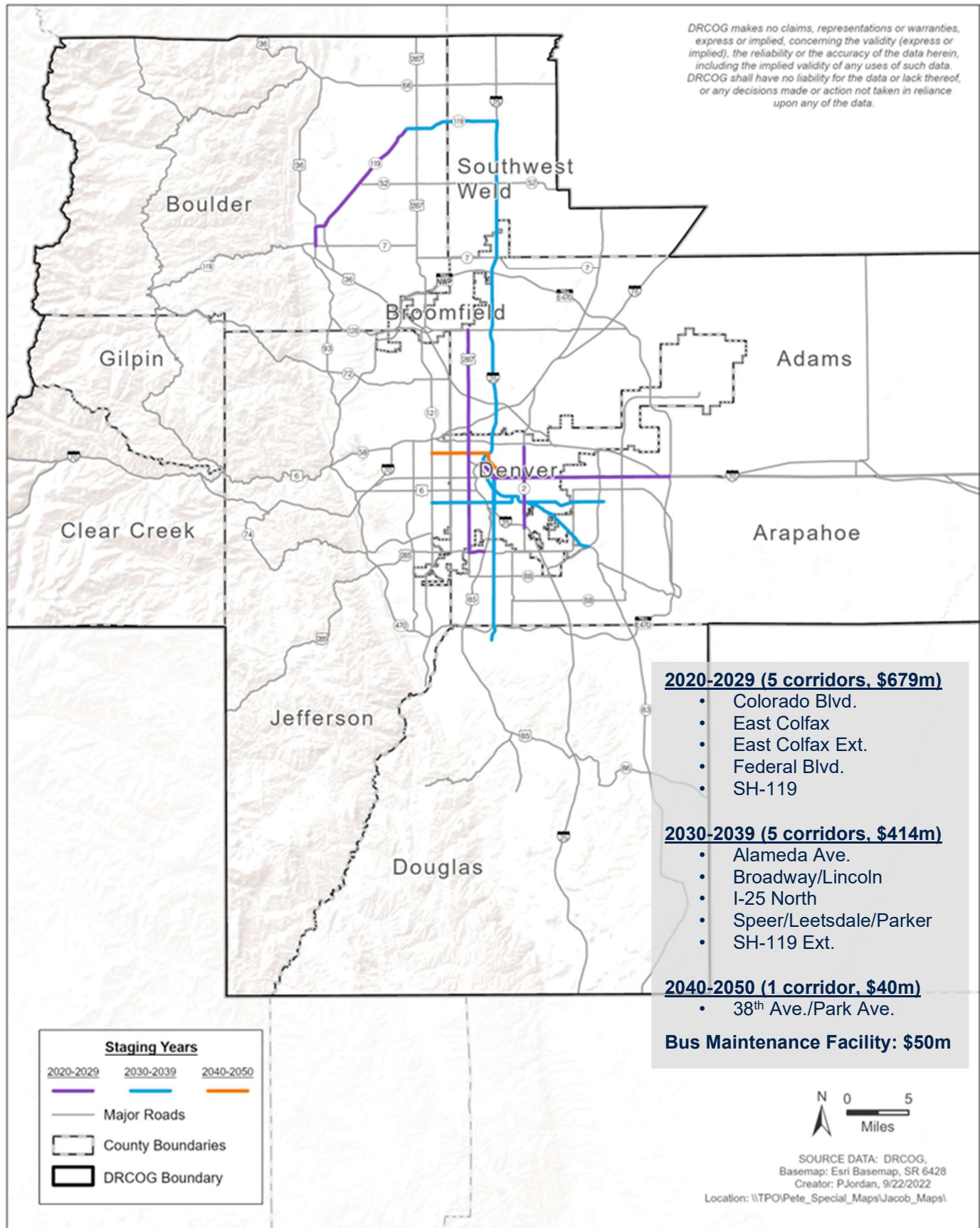
**Thank you!**



# DRCOG 2050 Regional Transportation Plan Bus Rapid Transit Corridors



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- 2020-2029 (5 corridors, \$679m)**
- Colorado Blvd.
  - East Colfax
  - East Colfax Ext.
  - Federal Blvd.
  - SH-119
- 2030-2039 (5 corridors, \$414m)**
- Alameda Ave.
  - Broadway/Lincoln
  - I-25 North
  - Speer/Leetsdale/Parker
  - SH-119 Ext.
- 2040-2050 (1 corridor, \$40m)**
- 38<sup>th</sup> Ave./Park Ave.
- Bus Maintenance Facility: \$50m**

**Staging Years**

2020-2029	2030-2039	2040-2050
Major Roads		
County Boundaries		
DRCOG Boundary		



SOURCE DATA: DRCOG,  
 Basemap: Esri Basemap, SR 6428  
 Creator: PJordan, 9/22/2022  
 Location: \\TPO\Pete\_Special\_Maps\Jacob\_Maps\