

AGENDA
TRANSPORTATION ADVISORY COMMITTEE
Monday, August 28, 2023 1:30 p.m.
1st Floor Aspen & Birch Conference Room
***In-Person Meeting with Virtual Option for Public (via Zoom)**

1. Call to Order
2. Public Comment
3. July 24, 2023 TAC Meeting Summary
(Attachment A)

INFORMATIONAL BRIEFINGS

4. Regional Transportation Demand Management (TDM) Strategic Plan
(Attachment B) Kalie Fallon, Emerging Mobility & TDM Planner
5. Taking Action on Regional Vision Zero Plan Update
(Attachment C) Emily Kleinfelter, Safety/Regional Vision Zero Planner
6. Regional Crash Data Consortium Update
(Attachment D) Erik Braaten, Crash Data Consortium Senior Planner
7. CDOT Region 1 Bicycle and Pedestrian Safety Study
(Attachment E) Emily Kleinfelter, Safety/Regional Vision Zero Planner
8. 2050 Regional Transportation Plan – 2024 Cycle Amendments
(Attachment F) Alvan-Bidal Sanchez, Transportation Planning Program Manager

INFORMATIONAL ITEM

9. Multimodal Project Discretionary Grant Informational Forms
(Attachment G) Ron Papsdorf, Director, Transportation Planning & Operations

ADMINISTRATIVE ITEMS

10. Member Comment/Other Matters
 - AMP Working Group Update
 - End-of-Year Meeting Schedule
11. Next Meeting – September 20, 2023
12. Adjournment

ATTACH A

ATTACHMENT A
MEETING SUMMARY
TRANSPORTATION ADVISORY COMMITTEE WORK SESSION
Monday, July 24, 2023
***In-Person Meeting with Virtual Option for Public (via Zoom)**

MEMBERS (OR VOTING ALTERNATES) PRESENT:

Shawn Poe	Adams County – City of Commerce City
Sara Dusenberry	Adams County – City of Northglenn
Bryan Weimer	Arapahoe County
Jeff Dankenbring	Arapahoe County – City of Centennial
Brent Soderlin	Arapahoe County – City of Littleton
Phil Greenwald (Vice Chair)	Boulder County – City of Longmont
Jean Sanson	Boulder, City & County
Sarah Grant (Chair)	Broomfield, City & County
David Gaspers	Denver, City & County
Justin Begley	Denver, City & County
Jennifer Hillhouse	Denver, City & County
Art Griffith	Douglas County
Tom Reiff	Douglas County – City of Castle Rock
Mike Whitaker	Jefferson County – City of Lakewood
Maria D’Andrea	Jefferson County – City of Wheat Ridge
Christina Lane	Jefferson County
Brodie Ayers	Aviation Special Interest Seat
Rick Pilgrim	Environment Special Interest Seat
Jeffrey Boyd	Housing Special Interest Seat
Rachel Hultin	Non-Motorized Special Interest Seat
Carson Priest	Transp. Demand Mgmt. Special Interest Seat
Jessica Myklebust	CDOT R1
Marissa Gaughan (Alternate)	CDOT DTD
Ron Papsdorf	DRCOG
Frank Bruno	Via Mobility
Kevin Ash	Weld County – Town of Frederick
Tom Moore	RAQC
Bill Sirosis	RTD

ALTERNATES (OR MEMBERS ATTENDING VIRTUALLY) PRESENT:

Matt Williams (Alternate)	Douglas County
Larry Nimmo (Alternate)	Douglas County – City of Castle Pines
Frank Gray	Business Special Interest Seat
Bill Haas	FHWA (ex-officio)
John Firouzi (Alternate)	Jefferson County – City of Arvada
Mac Callison (Alternate)	Arapahoe County – City of Aurora
Jordan Rudel (Alternate)	CDOT R1
Dawn Sluder (Alternate)	Via Mobility

Lisa Nguyen (Alternate)
Jonathan Webster (Alternate)
David Krutsinger (Alternate)
Kellee Van Bruggen (Alternate)
Mike Vanatta (Alternate)

Aviation Special Interest Seat
Denver, City & County
Denver, City & County
Adams County – City of Arvada
Jefferson County

Public: Josie Thomas, Classic Wagner, Chrissy Breit, Myron Hora, JoAnn Mattson, Danny Herrmann, Bridget Hart, Deanna McIntosh, Zeke Lynch, Lisa Candelaria, Jen Lambrick, Faye Estes, William Keenan

DRCOG staff: Josh Schwenk, Cam Kennedy, Emily Kleinfelter, Steve Cook, Ala Alnawaiseh, Lauren Kirgis, Todd Cottrell, Nisha Mokshagundam, Steve Erickson, Nora Kern, Jacob Riger, Max Monk, Sang Gu Lee, Kalie Fallon, Andy Taylor, Cole Neder, Alvan-Bidal Sanchez, Brad Williams, Aaron Villere

Call to Order

Chair Sarah Grant called the meeting to order at 1:30 p.m.

Public Comment

No public comment was provided.

June 26, 2023 TAC Meeting Summary

The summary was accepted.

ACTION ITEMS

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

Josh Schwenk, Planner, explained that 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

Mr. Rick Pilgrim MOVED to recommend to the Regional Transportation Committee the draft *FY 2024-2025 Unified Planning Work Program for the Denver Region*. The motion was seconded and passed unanimously.

FY 2024-2025 Transportation Demand Management (TDM) Transportation Improvement Program (TIP) Set-Aside Program Funding Recommendations

Nisha Mokshagundam, Way to Go Manager, Communications and Marketing, stated that 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, with a total request for federal funding of \$1,321,375. A review panel convened on June 29, 2023, to review and discuss panel scores and develop a final ranking and funding recommendation.

Mr. Bryan Weimer inquired about why five projects were not funded. Ms. Mokshagundam replied that each project recommendation was based on scoring and the review panel concluded that those projects were not strong enough to fund compared to the other projects. Mr. Steve Erickson added that VMT Reduction was the largest consideration and the projects not recommended for funding did not demonstrate significant VMT reduction.

Mr. Pilgrim asked if the five projects not funded would be allowed to reapply during the next cycle of this program. Ms. Mokshagundam replied that the next round of funding is April 2025, and they can reapply if they choose.

Mr. Pilgrim inquired about contributions from project sponsors and Ms. Mokshagundam stated that each sponsor must provide a local match of 17.21% but can match at a higher rate if they choose.

Mr. Weimer MOVED to recommend to the Regional Transportation Committee the project awards through the FY 2024-2025 TDM Services TIP Set-Aside program, and that the seventh-ranked project be placed on the waiting list. The motion was seconded and passed unanimously.

FY 2024-2027 Transportation Improvement Program (TIP)

Todd Cottrell, Project and Program Delivery Manager explained that 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 were carried over from a previous TIP to this TIP, as appropriate.

Since all TIP investments must be consistent with the RTP all FY 2024-2027 TIP investments have already 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 documented in the FY 2024-2027 TIP GHG Transportation Report.

Mr. Tom Reiff inquired about TIP funding as the presentation broke down the funding percentages into three separate categories - transit which received 23%, Active Transportation which received 62% and roads which received 14%. Mr. Cottrell replied that for each application, the costs within the application were separated. For example, if a roadway operational project was submitted but it did have an active transportation component, that would be separated. When looking at potential funding, those percentages shown reveal what the funding will be focused on improving.

Mr. Justin Begley inquired if the maintenance and monitoring of the GHG rule is separate from the TIP or are the two connected. Mr. Ron Papsdorf stated that under the state's GHG rule, planning documents are subject to the rule and include adoptions and amendments to regional transportation plans and adoptions of new transportation improvement programs. Regarding the TIP, DRCOG can rely on previous analysis to determine our compliance with the rule requirements and the target reductions. The TIP can only implement a regional transportation plan, regionally significant projects cannot be put in the TIP if they are not already in the plan.

Ms. Rachel Hultin asked what the timeframe will be for the next TIP Call for Projects. Mr. Cottrell replied that the next call will go from Summer to Fall 2026 which will cover FY 2028-2031.

Ms. Maria D'Andrea MOVED to recommend to the Regional Transportation Committee the FY 2024-2027 Transportation Improvement Program, and the associated air quality documents and GHG Transportation Report. The motion was seconded and passed unanimously.

INFORMATIONAL BRIEFING

Front Range Passenger Rail District Overview

Ron Papsdorf, Division Director, Transportation Planning and Operations, introduced Chrissy Breit, Front Range Passenger Rail District Program Coordinator, who discussed that since its inception in mid-2022, the Front Range Passenger Rail District has 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.

Mr. Art Griffith inquired about if a segment could be created sooner to link Denver to Fort Collins. Ms. Breit replied that there are a lot of possibilities which include factoring in public and stakeholder support as well as financial considerations.

Mr. Papsdorf asked if an alignment determination had been made for Front Range Passenger Rail that it will follow the Northwest Rail Corridor or not. Ms. Breit responded that all decisions will be subject to NEPA. The legislation that created the district says that the preference is Northwest Rail alignment and indicators are pointing in that direction.

Mr. Tom Moore asked how an operator will be selected. Ms. Breit responded that the district board is looking at a number of factors including a range of operator plans that work well, not just for their needs as the host of the rail and infrastructure but ours too.

Mr. Bryan Weimer inquired about what might go on the ballot considering the financial plan. Ms. Briet replied that the district is still working on what makes the most sense to put on the ballot from a funding perspective. Potentially a sales tax makes more sense than a property tax.

Mr. Griffith inquired if the potential sales or property tax will be part of the NEPA process or will that already be decided before that step is reached. Ms. Briet responded that those will be parallel conversations, as the district prepares for the NEPA process and the ballot initiative in either 2024 or 2026.

INFORMATIONAL ITEM

PROTECT Grant Update Informational Forms

Ron Papsdorf, Director, Transportation Planning & Operations, informed the committee that DRCOG requested that agencies considering applying for an FY 2023 PROTECT grant submit information about their project by July 13, 2023. In response, DRCOG received 13 submittals from 6 agencies. There are four funding categories under the PROTECT Discretionary Grant Program: Planning Grants (up to \$45 million), Resilience Improvement Grants (up to \$638 million), Community Resilience and Evacuation Routes Grants (up to \$45 million), and At-risk Coastal Infrastructure (up to \$120 million).

Mr. Pilgrim inquired if Deer Trail qualified as a rural area while still being in the Denver Region MPO. Mr. Papsdorf replied that under most discretionary grant programs, as long as a city or town is outside of an Urbanized Area (UZA) then it is classified as a rural area, which Deer Trail would fall in the category. Mr. Weimer added that Deer Trail is not actually in the MPO, since the MPO ends at Kiowa Creek.

Mr. Pilgrim also asked if grant application results that come before TAC could be briefed back to the committee regarding if they are ultimately successful or not. Mr. Papsdorf confirmed that this is a possibility for future meetings.

ADMINISTRATIVE ITEMS

Member Comment/Other Matters

- AMP Working Group update

Mr. Carson Priest stated that there is no update to report this month.

Next Meeting – August 28, 2023

Adjournment

There were no additional comments and the meeting adjourned at 2:34 p.m.

ATTACH B

ATTACHMENT B

To: Chair and Members of the Transportation Advisory Committee

From: Kalie Fallon, Emerging Mobility and TDM Planner

Meeting Date	Agenda Category	Agenda Item #
August 28, 2023	Informational Briefing	4

SUBJECT

Regional Transportation Demand Management (TDM) Strategic Plan Update

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

DRCOG's [FY 2022-2023 Unified Planning Work Program](#) includes developing a regional transportation demand management (TDM) strategic plan as part of ongoing efforts to support TDM and mobility services in the Denver region. Prior to this planning process, DRCOG's most recent TDM planning work occurred about a decade ago and culminated in the development of a [TDM Short Range Plan](#). Last summer, staff briefed the TAC on the purpose of the regional TDM Strategic Plan and planning process schedule.

The project team includes DRCOG staff and a consultant team led by UrbanTrans. The project team is working in partnership with member governments and TDM stakeholders in the region and has been developing various aspects of the plan, guided by a Stakeholder Steering Committee. The project team will detail the work to-date, including a TDM programs inventory, TDM plan review, equity and ROI analyses, planning framework development and stakeholder engagement. The project team anticipates releasing a draft TDM Strategic Plan with specific tactical actions later this year for public and stakeholder review and comment.

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

PREVIOUS DISCUSSIONS/ACTIONS

[May 22, 2023](#) – TAC Meeting

[August 22, 2022](#) – TAC Meeting

PROPOSED MOTION

N/A

ATTACHMENT

Staff Presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Kalie Fallon, Emerging Mobility and TDM Planner at (303) 480-6790 or kfallon@drcog.org.

TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGIC PLAN UPDATE

Kalie Fallon

Emerging Mobility and TDM Planner

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

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

Task 2: Existing Conditions

Task 3: Planning Framework

 **Task 4: TDM Toolkit**

 **Task 5: Recommendations and Plan Preparation**

TIMELINE

	July	August	September	October	November	December
Stakeholder Engagement						
Draft Plan Development						
Comment Period						
Comment Review and Revision						
Approval Process					TAC	RTC/Board

Stakeholder Steering Committee (SSC)

- Five workshops completed

Regional TDM Consortium

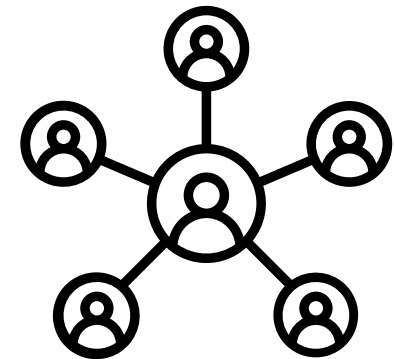
- Two workshops completed

Interviews and Focus Groups

- Equity, large employers, land use, BIDs, mobility operators, TMAs

CDOT and TMA Workshops

- Reviewed draft recommendations and toolkit





DRAFT RECOMMENDATIONS



Draft recommendations were created through:

Stakeholder Steering Committee workshops

Stakeholder focus groups

DRCOG staff workshop

Consultant-led research and existing conditions analysis

The draft recommendations fall into 3 general categories. There are a total of 10 recommendations.

Planning

Policy

TDM Services

There are 3 planning recommendations:

1. Prepare a white paper that explores ways to fund TDM incentive programs.
2. Support and expand Safe Routes to School programs across the region.
3. Establish a TDM technical assistance program for member governments and TDM partners to support: TDM plans, policy and ordinances, zoning and land use regulations, transit-oriented development (TOD), developer TDM support, parking regulations and curbside management.

There are 3 policy recommendations:

1. Consider integrating TDM as a requirement for certain TIP projects during the next update to the TIP Policy document.
2. Explore opportunities to reduce or remove the local match requirement for TDM projects that benefit marginalized communities.
3. Revise TDM Set-Aside scoring criteria as they relate to equity and innovation.

Revise TDM Set-Aside scoring criteria as they relate to equity and innovation:

Equity:

- (a) Consider a composite score that includes multiple factors related to equity, such as the DRCOG equity index, whether the project targets equity populations, and if it reduces transportation burdens for participants.
- (b) Ensure that equity scoring encompasses both the origin and destination, recognizing the importance of addressing equity throughout the entire trip.

Adjust the innovation criterion:

- (a) Revise the criterion to allow maximum points for projects that either implement innovative approaches or replicate previously successful innovative projects.
- (b) Recognize the value of learning from past experiences by giving credit for replicating projects that have been proven to be highly successful."

There are 4 TDM services recommendations:

1. Enhance mobility on demand assistance for member governments, TDM partners and major employers.
2. Collaboratively develop and share an annual work plan for the Way to Go partnership.
3. Broaden the focus of Way to Go to include all trips; these can include non-traditional commutes, such as shift workers, job seeker trips, errands, parent and caregiver trips, visitor trips and recreational trips.
4. Expand ways DRCOG can better understand results delivered by TDM programs across the region; these may include developing new tools, data collection methods and/or storytelling resources for assessing and sharing results of programs provided by TDM program partners.



DRAFT TDM TOOLKIT STRATEGIES



TDM Toolkit is intended to be a **resource** for member governments and stakeholders. TDM strategies fall into **7 general categories**; there are a total of **31 TDM strategies**.

Transportation and
technology services

TDM supportive
infrastructure

Parking management

Incentives, rebates
and subsidies

Roadway
management

TDM policies and
ordinances

Education, outreach
and marketing

DRAFT TOOLKIT STRATEGIES

Theme	Strategy
Transportation and Technology Services	Microtransit
Transportation and Technology Services	Micromobility
Transportation and Technology Services	Car Share
Transportation and Technology Services	Carpool/Vanpool
Transportation and Technology Services	Schoolpool
Transportation and Technology Services	Mobility as a Service (MaaS)
Transportation and Technology Services	ITS
Transportation and Technology Services	Traveler Information
TDM Supportive Infrastructure	First and Last Mile
TDM Supportive Infrastructure	Mobility Hubs
TDM Supportive Infrastructure	Active Transportation Travelways (bikeways, sidewalks, crossings)
TDM Supportive Infrastructure	Active Transportation Supportive Infrastructure (secure parking/end of trip amenities)
TDM Supportive Infrastructure	Transit Service (BRT, Fixed Route, On-Demand)
TDM Supportive Infrastructure	Transit supportive infrastructure (bus shelters, etc.).
Parking Management	Curbside management
Parking Management	Parking management policies
Incentives, rebates and subsidies	Rebates for eBikes, incentives for paying people to walk/bike, zero car households, ride share
Incentives, rebates and subsidies	Subsidies for transit, car share, micromobility
Incentives, rebates and subsidies	EcoPass district creation
Roadway management	Roadway usage fees or use limitations (tolls, congestion, HOV etc.).
Roadway management	Vehicle fees (heavy vehicles, delivery, TNCs)
TDM Policies and Ordinances	New Development/working with developers
TDM Policies and Ordinances	Land use and development
TDM Policies and Ordinances	Commute Trip Reduction/ETRP strategies
Traditional TDM (Education, outreach and marketing)	TMA Establishment and Partnerships
Traditional TDM (Education, outreach and marketing)	Bicycle Education and Encouragement Programs
Traditional TDM (Education, outreach and marketing)	Promotion of RTD Discount Passes
Traditional TDM (Education, outreach and marketing)	Create Localized Transportation Information and Kits
Traditional TDM (Education, outreach and marketing)	Transit Access Marketing Plan
Traditional TDM (Education, outreach and marketing)	Marketing Commuter Tax Benefits
Traditional TDM (Education, outreach and marketing)	Promotional events/fairs/challenges

Each toolkit strategy will include:

- Description
- TDM indicators: low – high applicability
 - Land use, transit access, audience, infrastructure
- Equity methodology
 - FHWA's STEPS methodology
- Potential funding sources
- Case studies
- Resources

Draft **recommendation** and **toolkit strategy review** by partners

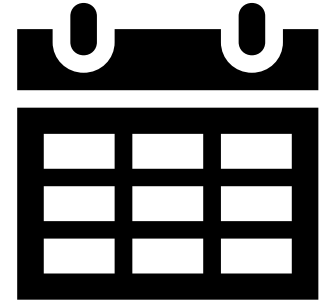
- August / September

Draft **TDM Strategic Plan** available for public comment and final stakeholder meeting

- September / October

Plan approval process through TAC, RTC, and Board

- November / December





THANK YOU!
QUESTIONS?

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

ATTACH C

ATTACHMENT C

To: Chair and Members of the Transportation Advisory Committee

From: Emily Kleinfelter, Safety/Regional Vision Zero Planner

Meeting Date	Agenda Category	Agenda Item #
August 28, 2023	Informational Briefing	5

SUBJECT

Taking Action on Regional Vision Zero Plan Update

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

When DRCOG adopted *Taking Action on Regional Vision Zero* in 2020, it committed to a target of zero fatalities and serious injuries.

DRCOG staff have been working on the strategic update to *Taking Action on Regional Vision Zero*, focused on Chapter 6, to be more in line with emerging best practices in transportation safety.

The objectives for this strategic update are to:

- Consider focused changes to the adopted *Taking Action on Regional Vision Zero*, including updates to key chapters.
- Take a wholistic approach to updating the Implementation Plan Action Initiatives to create a valuable and sustainable approach to addressing multiple aspects of safety across the region, with the goal of achieving zero fatalities and serious injuries.
- Develop an accompanying story map as a resource for staff, local government members, regional partners, safety stakeholders and the public.
- Meet upcoming state accessibility requirements (HB-1110).

Chapter 6, the Implementation Plan, sets out Action Initiatives, stakeholder responsibility, a timeline and some performance measures that are aimed to track regional progress toward a goal of zero. The plan was guided by public engagement and robust participation from the Regional Vision Zero Working Group.

The Regional Vision Zero Working Group has been meeting to conduct workshops focused on the six objectives identified in the plan. The first workshop's objective was to review the current strategies and actions and assess the amount of progress made on them and their effectiveness. The subsequent four workshops have been structured to solicit feedback from the RVZ Working Group stakeholders on the level of impact and difficulty to implement each objective's strategies and actions. Follow-up surveys to identify priorities and stakeholder involvement in the draft strategies and action have been sent out to the Regional Vision Zero Working Group after each workshop.

The Regional Vision Zero Working Group has one more virtual workshop in September to cover objective 5: Increase Funding and Resources, and then the group will convene in-person in October to have a prioritization workshop. This workshop will help determine how to prioritize the various strategies and actions that have been identified in the previous workshops and ultimately allow DRCOG staff to tier these actions by their priority-level, level of impact and difficulty to implement, and timeframe in which they can be accomplished. With this feedback, staff will be able to construct an updated Vision Zero Implementation Plan that is representative of the region and has actions with measurable goals, identified goal year of completion, and the appropriate stakeholders responsible for implementation, with the ultimate goal of achieving zero deaths or serious injuries on our roadways.

DRCOG staff have also been developing a companion story map that explores the fatal and serious injury crash trends in the Denver region, breaking down where these crashes are occurring on the regional roadway system and the top contributing factors. Analyzing the patterns in the data shows where crashes occur, how they happen, and help determine which countermeasures will make the biggest impact. This resource will be another tool in DRCOG's Vision Zero Toolkit and help local agencies with their safety efforts.

Along with the story map and implementation update work, staff have also been ensuring the plan meets upcoming state accessibility requirements and making any necessary changes to be compliant.

Staff aim to have the updated work to the implementation plan, along with the companion Vision Zero story map, completed and prepared for adoption in early 2024.

PREVIOUS DISCUSSIONS/ACTIONS

February 27, 2023 - TAC informational briefing
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PROPOSED MOTION

N/A

ATTACHMENT

Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Emily Kleinfelter, Safety/Regional Vision Zero Planner, at (303) 480-5647 or ekleinfelter@drcog.org
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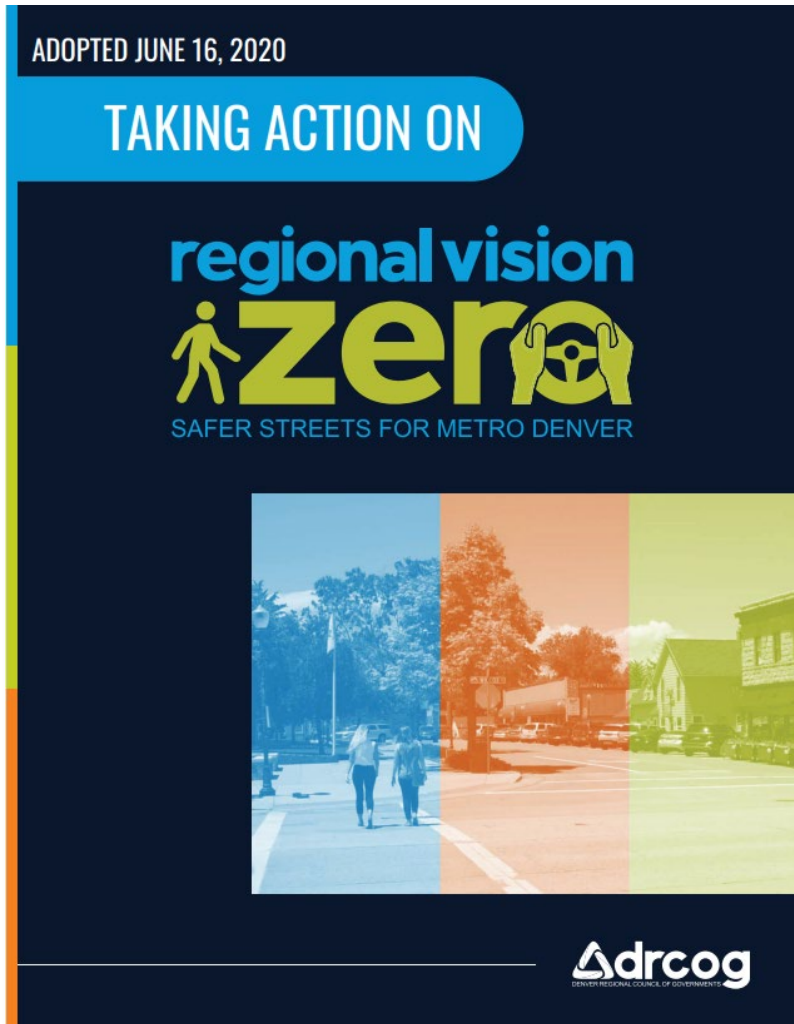
TAKING ACTION ON REGIONAL VISION ZERO UPDATE

Transportation Advisory Committee

August 28, 2023

Emily Kleinfelter, Safety/Vision Zero Planner,
Transportation Planning & Operations

TAKING ACTION ON REGIONAL VISION ZERO



Chapters 1: Background on Vision Zero

Chapter 2: Why the Region Needs Vision Zero

Chapter 3: DRCOG Vision Zero Principles

Chapter 4: Community Engagement

Chapter 5: Regional Vision Zero Toolkit

Chapter 6: Implementation Plan



Chapter 7: Additional Efforts

Chapter 7: How to Stay Engaged

New! Vision Zero Story Map

UPDATE STRUCTURE



Status Check

- Reviewed completion status of current strategies and actions for each Objective.

Objective Workshops & Surveys

- Solicit feedback from RVZ Working Group on the level of impact and difficulty to implement each Objective's strategies and actions.
- Follow-up surveys to identify priorities and stakeholder involvement in the draft strategies and action are sent out to the RVZ Working Group after each workshop

Prioritization Workshop

- Convening RVZ Working Group in person to prioritize and identify Tier 1, Tier 2, and Tier 3 actions. There are multiple criteria for tier levels, including implementation timeline of the action.

OBJECTIVE 1: IMPROVE COLLABORATION BETWEEN ALLIED AGENCIES (DRAFT)



- Many of the actions from the previous plan remain.

Organize a Regional Vision Zero Working Group to convene regular meetings of safety stakeholders. Use the working group as a place to share and expand on Vision Zero issues and activities.

Strategy: Convene Regional Working Groups with A Variety of Allied Agencies to Address Traffic Safety

New!

Facilitate working sessions with local governments, police departments, health providers, and other stakeholders to address dangerous behaviors on the roadway, including impairment, distracted driving, and speeding.

Expected Impact



Medium

Difficulty to Implement



Easy



Low-Medium



Easy



Medium-High



Moderate-Hard

OBJECTIVE 2: INCREASE AWARENESS AND ADOPTION OF VISION ZERO (DRAFT)



- Many of the actions from the previous plan remain here as well.

Strategy: Plan for and identify relevant policies and practices to reduce serious-injury and fatal crashes at the local government level.

Assist member governments in the development of a local Vision Zero Action Plan or similar local safety action plan, or formally adopting support for DRCOG's *Taking Action on Regional Vision Zero* plan.

Identify and promote Vision Zero training opportunities to local governments, including resources from the national Vision Zero Network, Federal Highway Administration, and others.

Expected Impact



Medium-High

Difficulty to Implement



Moderate-Hard



Medium



Moderate-Hard



Medium



Easy

OBJECTIVE 3: DESIGN AND RETROFIT ROADWAYS TO PRIORITIZE SAFETY AND LOWER SPEEDS (DRAFT)



- Objective 3 has a handful of revisions and new actions.

Work with member governments to help update street design guidelines, standards, and municipal codes in accordance with Safe System design principles.

Develop a Vision Zero Quick-Build Toolkit for member governments to provide guidance on the design and implementation of quick-to-deliver, reversible, and adjustable traffic measures to improve safety on the Regional High Injury Network and Critical Corridors.

Prioritize the funding, design, and implementation of at least four Complete Streets/Vision Zero projects located along the Regional High Injury Network on an annual basis. Incorporate proven safety countermeasures that have been shown to support lower speeds, protect vulnerable road users, and reduce fatal and serious-injury crashes, focusing on the Critical Corridors and Historically Disadvantaged Communities.

Expected Impact



Medium-High

Difficulty to Implement



Moderate-Hard



Medium-High



Moderate



High



Moderate-Hard

OBJECTIVE 4: IMPROVE DATA COLLECTION AND REPORTING (DRAFT)



- There were no proposed new actions to this objective, but feedback during the workshop has helped revise some of the previous actions to make them more realistic and impactful.

Strategy: Conduct and prepare crash analyses, including updating crash profiles and the regional High-Injury Network.

Expected Impact



High

Difficulty to Implement



Moderate

Strategy: Update the publicly available crash database annually and improve the timeliness of fatal and serious-injury data processing and reporting.



Medium-High



Moderate

Perform a comprehensive crash data analysis every 3 to five years to understand high-risk actions, contributing factors, and demographics to further build out crash profiles.



Medium-High



Moderate-Hard

OBJECTIVE 6: INCREASE LEGISLATIVE SUPPORT (DRAFT)



- Many of the actions for this objective were revised to reflect a more accurate role that DRCOG can play when it comes to increasing legislative support that results in safety improvements.

Support legislation to increase funding and evaluate reallocation of existing funding to safety projects to create a reliable, dedicated funding stream.

Expected Impact



High

Difficulty to Implement



Moderate

New!

Support legislation or regulatory changes to improve state driver education to improve interactions with pedestrians and bicyclists.



Medium



Moderate

New!

Support legislation that enables approaches for local agencies to lower speed limits on state-owned roadways to reduce vehicle operating speed and crash severity.



Low-Medium



Moderate-Hard

VISION ZERO STORY MAP



- Companion resource to *Taking Action on Regional Vision Zero*.
- Story map explores the fatal and serious injury crash trends in the region by area type, breaking down where these crashes are occurring on the regional roadway system and the top contributing factors.
- Data patterns that show us where crashes occur, how they happen, and help determine which countermeasures will make the biggest impact.

PREVIEW OF STORY MAP



The screenshot shows a web application interface for 'Regional Vision Zero'. At the top, there is a navigation bar with the 'adrcog' logo and the text 'Regional Vision Zero'. To the right of the logo are icons for a star, a menu, and a user profile. Below the navigation bar is a horizontal menu with several options: 'Taking Action on Regional Vision Zero', 'Urban areas crash profiles' (which is highlighted with a light blue background), 'Suburban/compact communities crash profiles', 'Rural areas crash profiles', 'Limited-access highway crash profiles', and 'Behavior profiles'. The main content area is split into two parts. On the left is a video player showing a street scene with cars and buildings. On the right is a white area with the text 'Urban areas crash profiles' in a blue font. A small vertical arrow icon is visible in the bottom right corner of the video player area.

Urban areas crash profiles

NEXT STEPS



Prioritization
workshop

October



DRCOG
internal
review



Public
Review
Period

December



Committee
and Board
adoption

1st Quarter of 2024



THANK YOU!
QUESTIONS?

Emily Kleinfelter

Safety/Vision Zero Planner, Transportation Planning & Operations

ekleinfelter@drcog.org

303-480-5647

ATTACH D

ATTACHMENT D

To: Chair and Members of the Transportation Advisory Committee

From: Erik Braaten, Crash Data Consortium Senior Planner

Meeting Date	Agenda Category	Agenda Item #
August 28, 2023	Informational Briefing	6

SUBJECT

Regional Crash Data Consortium Update

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

Over the past year, DRCOG has been engaging with member governments and other regional, state, and federal stakeholders to investigate and demonstrate the value of a regional crash data consortium to inventory the needs of the region and work to identify and address common issues with crash data collection, processing, and analysis. This project is funded by a 405C traffic records improvement grant from the National Highway Traffic Safety Administration (NHTSA) and administered by CDOT.

DRCOG staff have learned from more than 30 member governments and dozens of other stakeholders about the crash data being used for analysis, their analysis objectives and some of the challenges faced by users and collectors. DRCOG staff will be publishing a written report including a regional crash data inventory and needs assessment based on stakeholder engagement that will be made available in September 2023. DRCOG will facilitate a meeting of stakeholders after the report's release to share and discuss its findings.

Work will continue with the consortium stakeholders to develop and implement solutions to improve crash data used for safety improvements and other programs and projects in the Denver region. A final report will be published in September 2024 that will include recommendations to address issues identified by the consortium and strategies for the continuation of the consortium following the expiration of original 405C grant funding.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

DRCOG Crash Data Consortium presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Erik Braaten, Crash Data Consortium Senior Planner, at 303-480-6711 or ebraaten@drcog.org.

REGIONAL CRASH DATA CONSORTIUM

Transportation Advisory Committee

August 28, 2023

Erik Braaten – Crash Data
Consortium Senior Planner

405C GRANT PRIMARY GOALS



Investigate and demonstrate the value of a regional crash data consortium to inventory the needs of the region

Work to identify and address common issues with crash data collection, processing, and analysis



405C GRANT PERFORMANCE MEASURES



Completeness

The percentage of crash records with no missing critical data elements

Integration

The percentage of appropriate records in the crash database that are linked to another system

Accessibility

Identify the users of the crash database and improve accessibility

AVERAGE ANNUAL CRASHES, 2015 – 2019



Type of Crash	Colorado*	Denver region** (~ 57% of Colorado population, 2020)	Percent share of crashes in Denver region to state
All	120,867	75,215	62.2%
Fatal	558	273	48.9%
Seriously injured	2,605	1,852	71.1%
Fatal and seriously injured	3,163	2,125	67.2%

*Source: Colorado Department of Transportation (CDOT) Crash Data Dashboard

**Source: DRCOG Regional Data Catalog, originally sourced from CDOT

PROJECT TIMELINE



ENGAGEMENT METHODS



Surveys



Conversations



Consortium Meetings



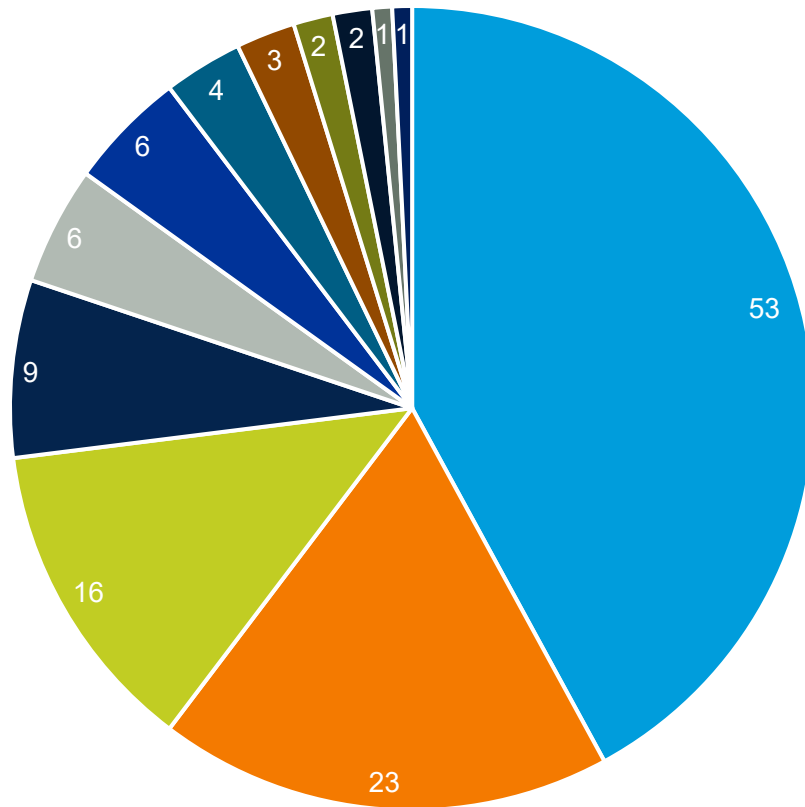
Involvement with related groups

- DRCOG Regional Vision Zero Working Group
- State Traffic Records Advisory Committee's Crash Manual Task Force

ENGAGEMENT BREAKDOWN

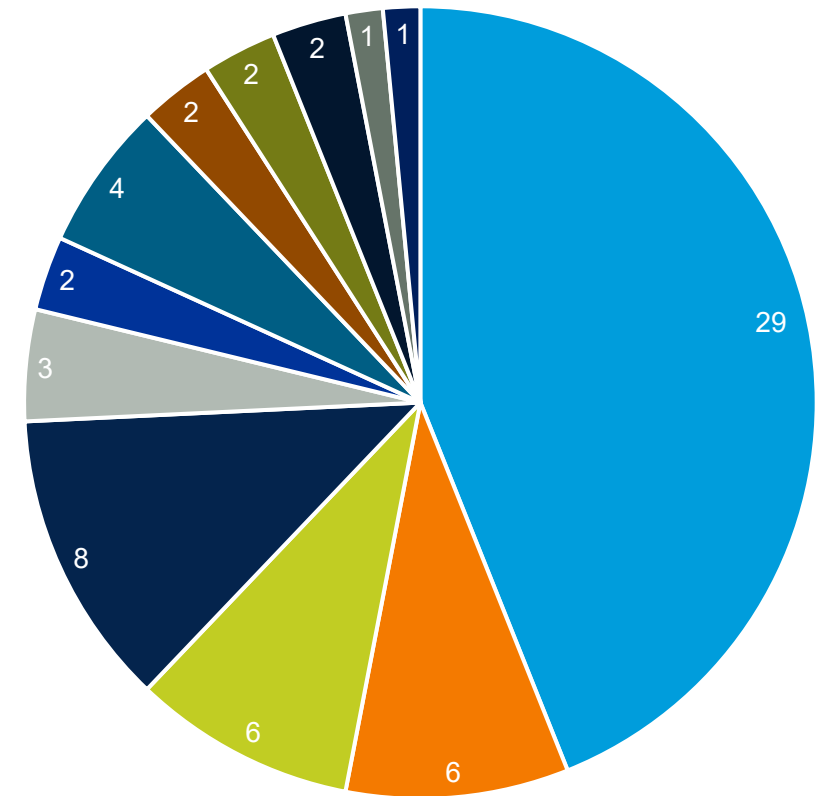


Individual Responses
by Type of Organization

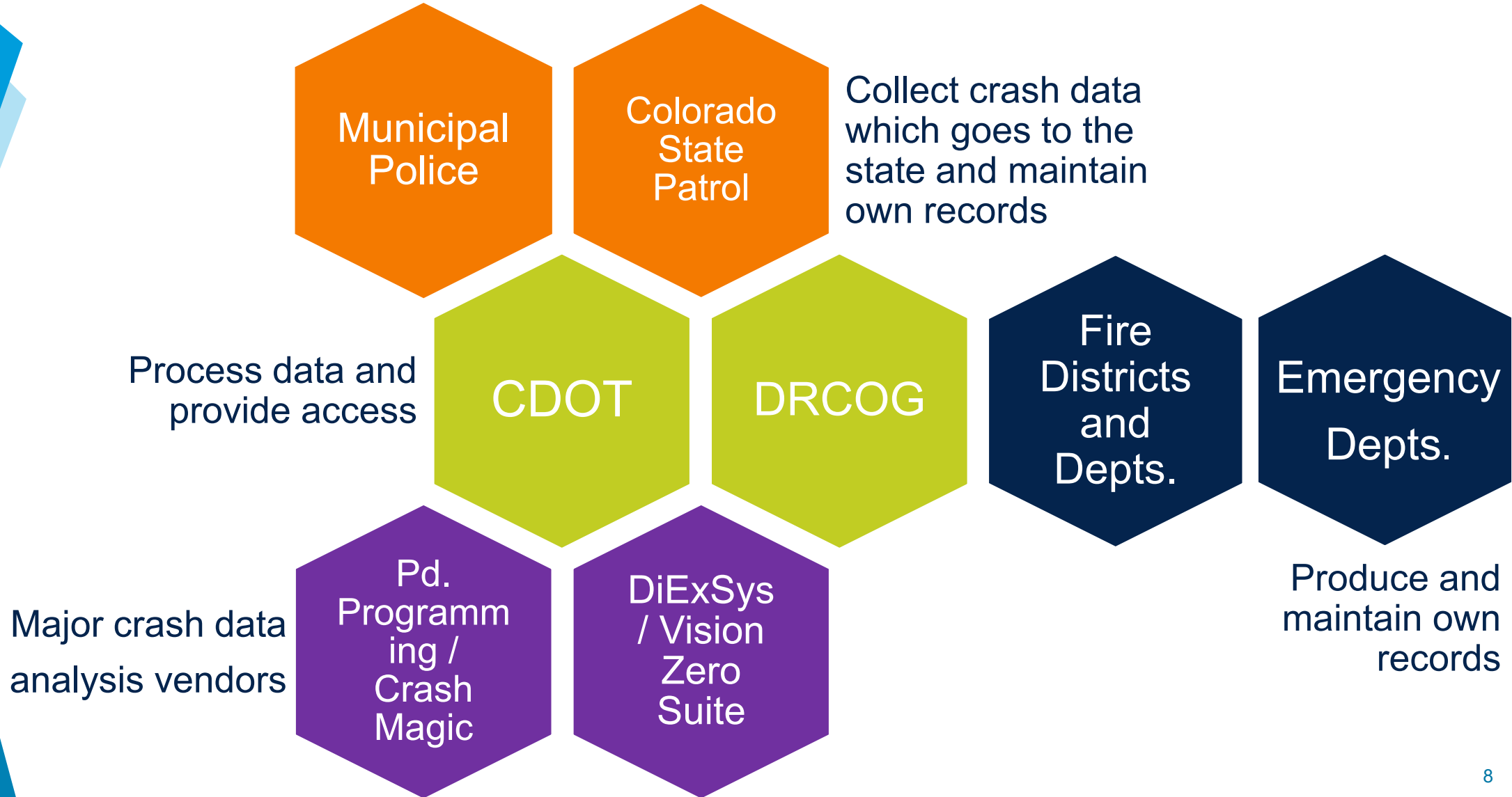


- Municipality
- State
- County
- Consultant
- Federal
- Fire District
- Advocacy
- Vendor
- Higher Education
- MPO
- Airport
- Regional Transportation

Organizations
by Organization Type



DATA SOURCES



STAKEHOLDERS OFTEN USE MULTIPLE DATA SOURCES



Local

Many local governments can access local law enforcement records

Do not go through same quality control as state and regional data

Can often be accessed more quickly than state or regional data

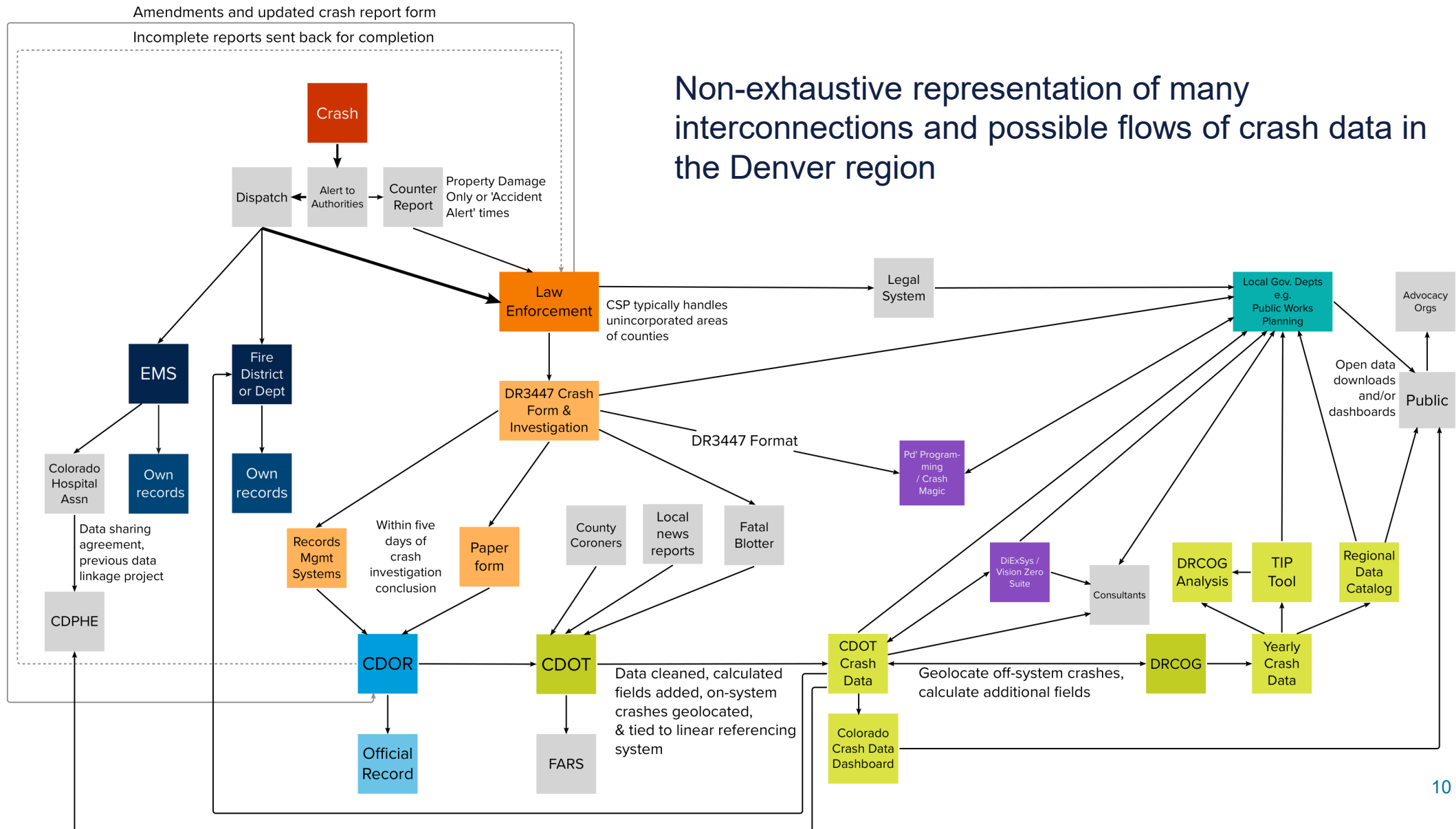
State and Regional

Useful to identify trends and how communities compare

Detailed information with extensive quality checks

Not always recent enough when making decisions

DATA PROCESS MODEL



ISSUES AND PROBLEMS ENCOUNTERED



Location accuracy and availability

- Many local governments do not have consistently geolocated data
- Most off-system data from CDOT is not geolocated, requiring extra processing



Timeliness

- State crash data considered quickly out of date by many stakeholders
- Local decision makers often expect information that is more recent than is provided by CDOT and DRCOG



Consistency of police reports

- Crash location accuracy, spelling and street naming conventions vary
- Crash narratives not always present or detailed
- 'Impairment suspected' inconsistent



Accessibility

- Relationships between data users and law enforcement vary greatly
- 'Unsure where to get data and what is currently available'

NEXT STEPS



**Complete
Needs
Assessment**

**Develop and
implement
solutions**

**Additional
Law
Enforcement
engagement**

**Peer
Analysis**

NEXT CONSORTIUM MEETING



- September 28, 2023
- 10:00 – 11:30 A.M.
- Zoom; link available on DRCOG Event Calendar online





THANK YOU!
QUESTIONS?

ERIK BRAATEN
EBRAATEN@DRCOG.ORG

ATTACHE

ATTACHMENT E

To: Chair and Members of the Transportation Advisory Committee

From: Emily Kleinfelter, Safety/Regional Vision Zero Planner

Meeting Date	Agenda Category	Agenda Item #
August 28, 2023	Informational Briefing	7

SUBJECT

Colorado Department of Transportation (CDOT) Region 1 Bicycle and Pedestrian Safety Study

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

CDOT has been studying ways to improve safety for bicyclists and pedestrians across the state and recently completed a comprehensive Bicycle and Pedestrian Safety Study within CDOT Region 1, consisting of Adams, Arapahoe, Broomfield, Clear Creek, Denver, Douglas, Gilpin, and Jefferson counties.

This safety study directly contributes to DRCOG's Vision Zero objective of eliminating traffic fatalities and serious injuries by identifying critical safety enhancements for people walking and biking. It also aligns with DRCOG's 2050 Regional Transportation Plan by addressing the core tenets of safety, active transportation, and multimodal mobility. By evaluating systemic improvements that encompass roadway features correlated with specific crash types, the study enhances safety considerations within the broader transportation network.

DRCOG participated as a member of the Technical Advisory Committee (TAC) during the study process. The TAC consisted of up to two staff from each of the cities and counties within Region 1, plus CDOT, FHWA and DRCOG staff. This group guided the inputs and assumptions during the study, while local agencies and the public provided feedback on areas of concern and ideas for improvement through a robust online survey called MetroQuest. CDOT staff will provide an overview of the study's process, outcomes, recommendations, and next steps at the August TAC meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

CDOT presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Emily Kleinfelter, Safety/Regional Vision Zero Planner, at (303) 480-5647 or ekleinfelter@drcog.org

CDOT R1 Bicycle & Pedestrian Safety Study

Purpose of Study

- Improve safety for bicyclists and pedestrians on CDOT roads in Region 1
- Identify locations with a known crash history
- Identify locations with factors known to contribute to higher risk for bicyclists and pedestrians
- Identify potential improvements (countermeasures) to improve safety
- A final report to support future safety grant applications



CDOT R1 Bicycle & Pedestrian Safety Study

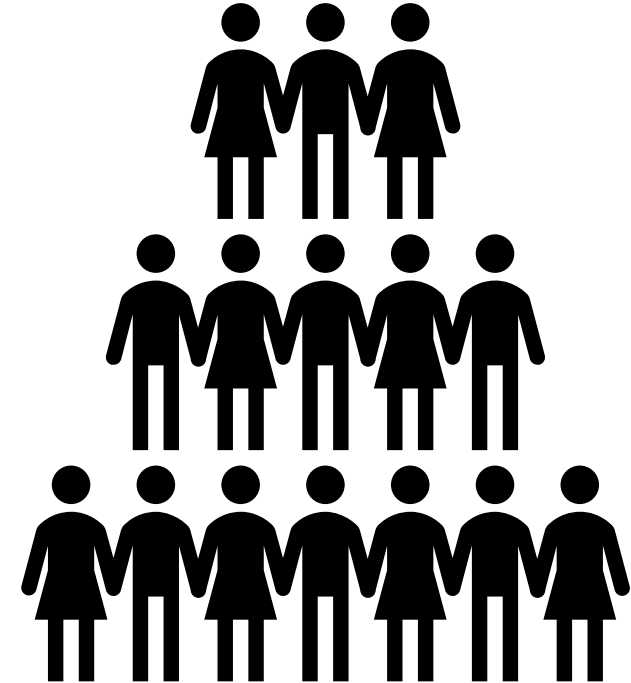
Project Team Structure

Project Team

- R1 CDOT Staff, RTD & DRCOG

Technical Advisory Committee (TAC)

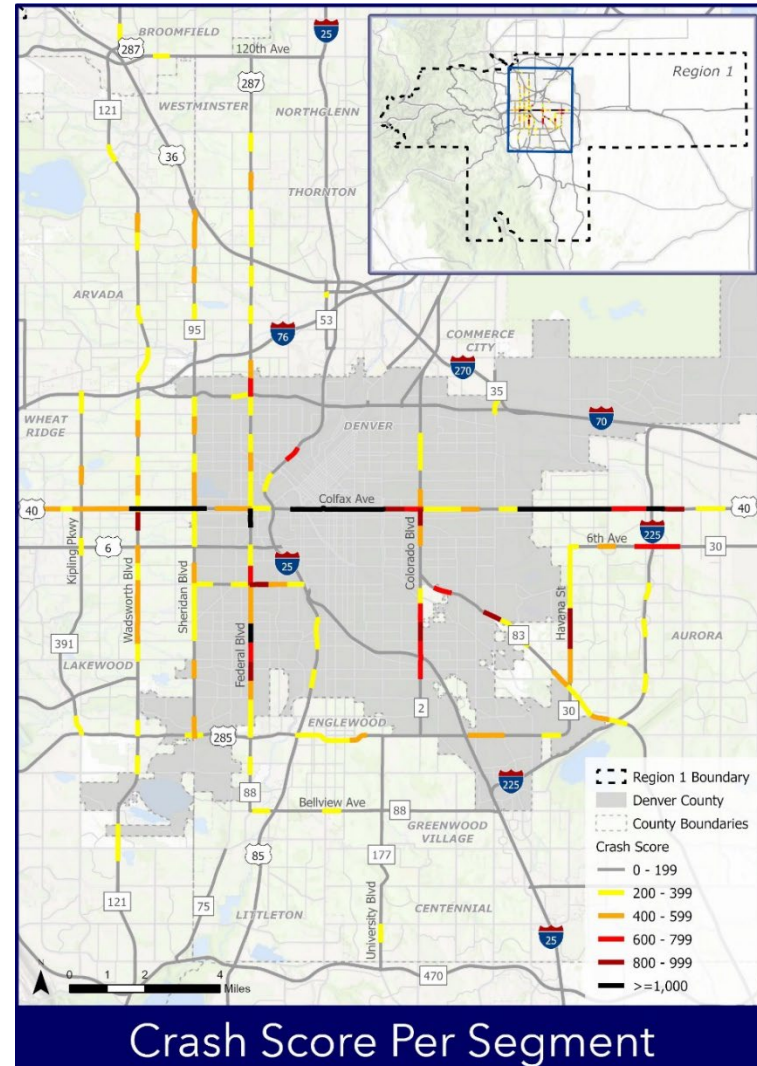
- 1-2 members from each County, and select Cities and Towns
 - R1 - 8 Counties, 55 Cities and Towns



CDOT R1 Bicycle & Pedestrian Safety Study

Network Screening – Crash Analysis

- Crash data from 7/2015 – 6/2020
- 2,222 total crashes involving bicyclists or pedestrians
- 68% Pedestrian / 32% Bicycle
- Evaluated # and severity of crashes on ½ mile segments
- 15 Crash Hot Spot locations identified:
 - 12 intersections
 - 3 segments



Network Screening – Crash Hot Spots

City	Segment/Intersection
Aurora	Segment of Colfax Ave from Moline St to Peoria St
Lakewood	Segment of Colfax Ave from Allison St to Sheridan Blvd
Aurora	Intersection of Colfax Ave & Havana St
Glendale	Intersection of Colorado Blvd & Mississippi Ave
Aurora	Intersection of Colfax Ave & Moline St
Aurora	Intersection of Colfax Ave & Chambers Rd
Lakewood	Intersection of Colfax Ave & Wadsworth Blvd
Aurora	Intersection of Colfax Ave & Peoria St
Lakewood	Intersection of Colfax Ave & Teller St
Lakewood	Intersection of Colfax Ave & Sheridan
Lakewood	Intersection of Colfax Ave & Lamar
Lakewood	Intersection of Wadsworth * 14 th Ave
Glendale	Intersection of Colorado Blvd & Ohio Ave
Aurora	Intersection of Colfax Ave & Dayton
Aurora	Segment of 6 th Ave from Billings to Chambers

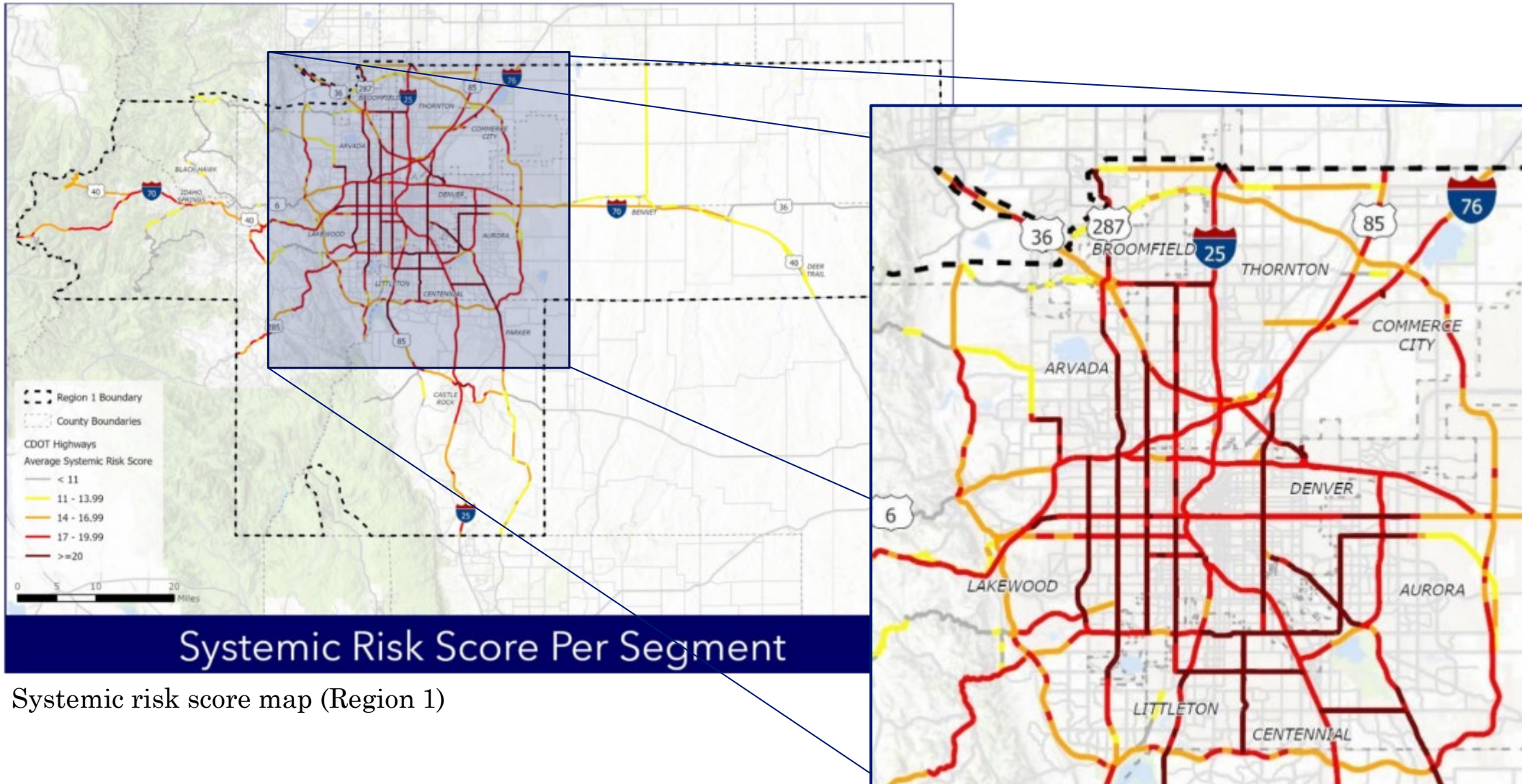
CDOT R1 Bicycle & Pedestrian Safety Study

Network Screening – Systemic Analysis

- Evaluated roadway characteristics (Risk Factors) to determine level of risk on segments throughout R1
- Several Risk Factors evaluated including:
 - Traffic volume
 - Presence of lighting
 - Posted speed limit
 - Shoulder widths
 - Presence of sidewalk / bike lanes
- Risk scores assigned to ½ mile segments to show roads with an increased level of risk

CDOT R1 Bicycle & Pedestrian Safety Study

Network Screening – Systemic Analysis

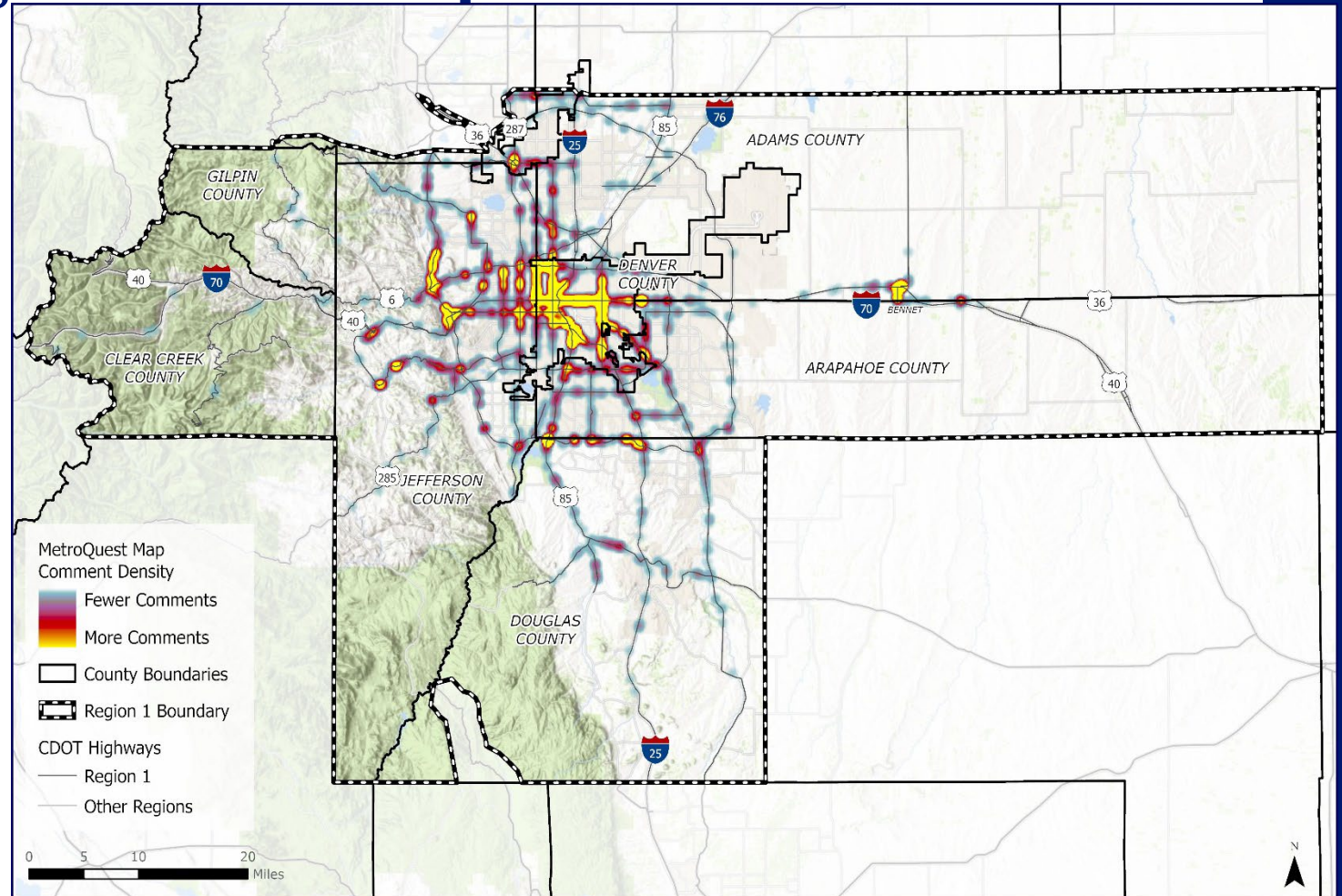


Systemic risk score map (Region 1)

CDOT R1 Bicycle & Pedestrian Safety Study

Network Screening – Public Input

- MetroQuest on-line, interactive survey
- Accessible to the public for 6 weeks
- Over 2,300 people participated with over 5,800 inputs on map
- MetroQuest Hot Spots identified based on high concentrations of comments
 - Cross referenced with systemic risk scores and ordered highest risk to lowest



MetroQuest Interactive Map Comment Density

Network Screening – MetroQuest Hot Spots

City	Location	Risk Score
Lakewood	Intersection of US 6 and Wadsworth Blvd at underpass and on/off ramps.	<p>VERY HIGH</p> <p>HIGH</p>
Wheat Ridge	CO 391 (Kipling St) South of W 44th Ave Near Clear Creek Trail Crossing to 41st Ave.	
Wheat Ridge	Intersection of Wadsworth Blvd and 32nd Ave.	
Wheat Ridge	Wadsworth Blvd from 26th Ave to 29th Ave and from 32nd Ave to 35th Ave.	
Wheat Ridge/Lakewood	Intersection of Wadsworth Blvd and 26th Ave.	
Edgewater/Denver	Sheridan Blvd from W Colfax Ave to W 25th Ave/W Byron Pl.	
Unincorporated Douglas County	US 85 and C 470 EB On/Off Ramps.	
Broomfield/ Westminster	US 287 (W 120th Ave) from Main Street to Federal Blvd.	
Littleton	US 85 and West Mineral Ave.	
Aurora	Intersection of US 40 (Colfax Ave) & Florence St.	
Lakewood	US 40 (Colfax Ave) from Wadsworth Blvd (121) to Sheridan Blvd (95).	
Westminster/Adams Co.	Intersection of US 287 (Federal Boulevard) and 70th Ave.	
Broomfield	CO 121 (Interlocken Loop) between CO 128 and W Midway Blvd	

Network Screening – MetroQuest Hot Spots

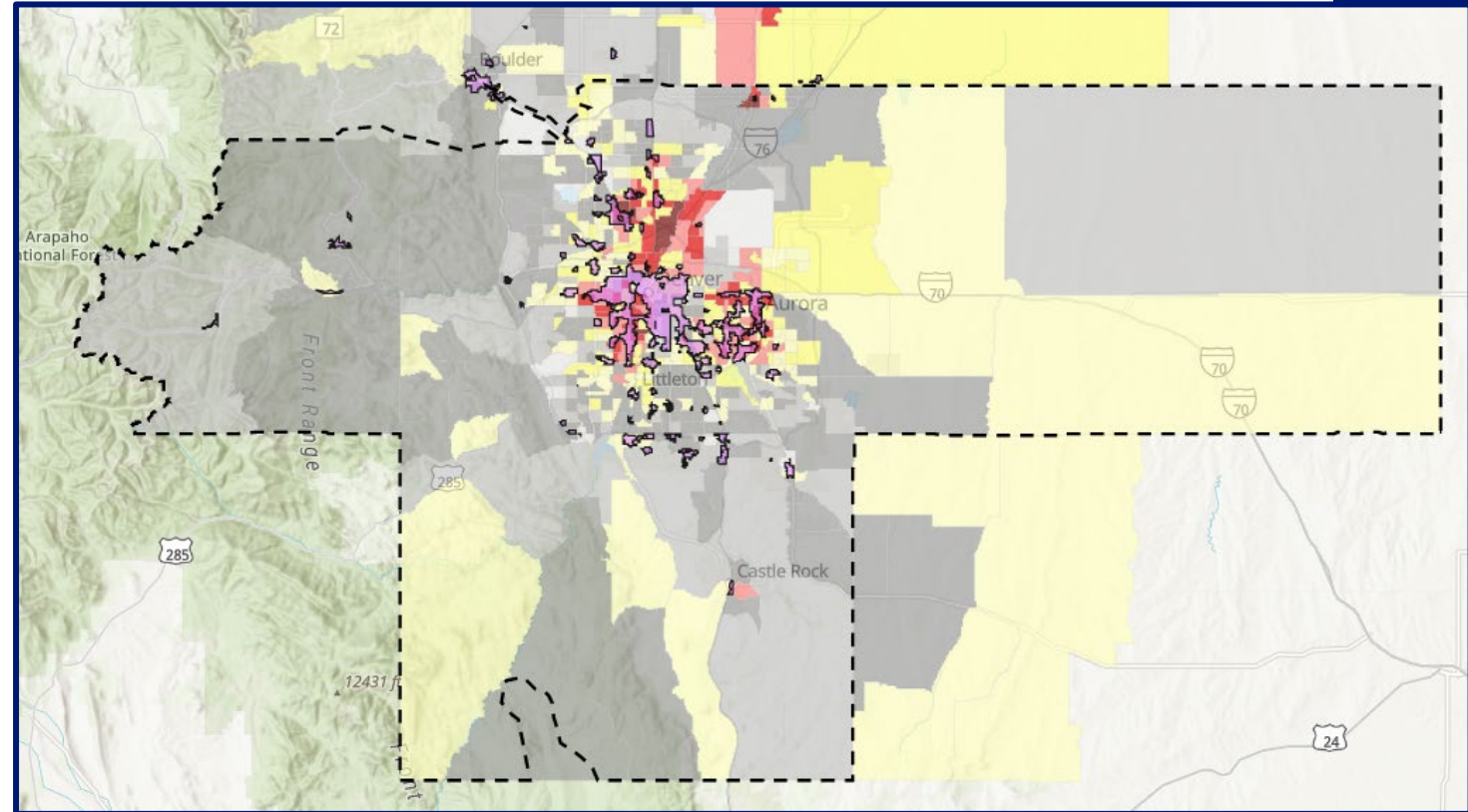
City	Location	Risk Score	
Golden	Intersection of 6th Ave and Johnson Rd		
Golden	US 6 and Heritage Rd/W 10th Ave Intersection		AVERAGE
Golden	US 93/Washington Ave/Washington St		
Golden	US 93/Iowa Dr		
Golden	US 40 (Colfax Ave) from roughly the Park-N-Ride north to Rooney Rd. (1.6 miles)		
Arvada	SH 72 (Indiana St) Near Railroad...South of W 86th Pkwy		
Kittredge (Unincorporated JeffCo)	SH 74 from Myers Gulch Rd to Lines Lane. (1,000 ft) (possibly extend further into town)		
Bennett	S 1st Street from Colfax Ave to I 70 (1.25 miles)		
Evergreen (Unincorporated JeffCo)	SH 74 in Downtown Evergreen from Hwy 73 to Meadow Drive. (1,800 ft)		
Bennett	Intersection of E Colfax Ave and Adams St		
Bennett	Palmer Ave from Colfax Ave to 8th St (0.28 miles)		
Bennett	Intersection of 1st Street & Centennial		LOW

CDOT R1 Bicycle & Pedestrian Safety Study

Network Screening – Context Factors

CONTEXT FACTORS

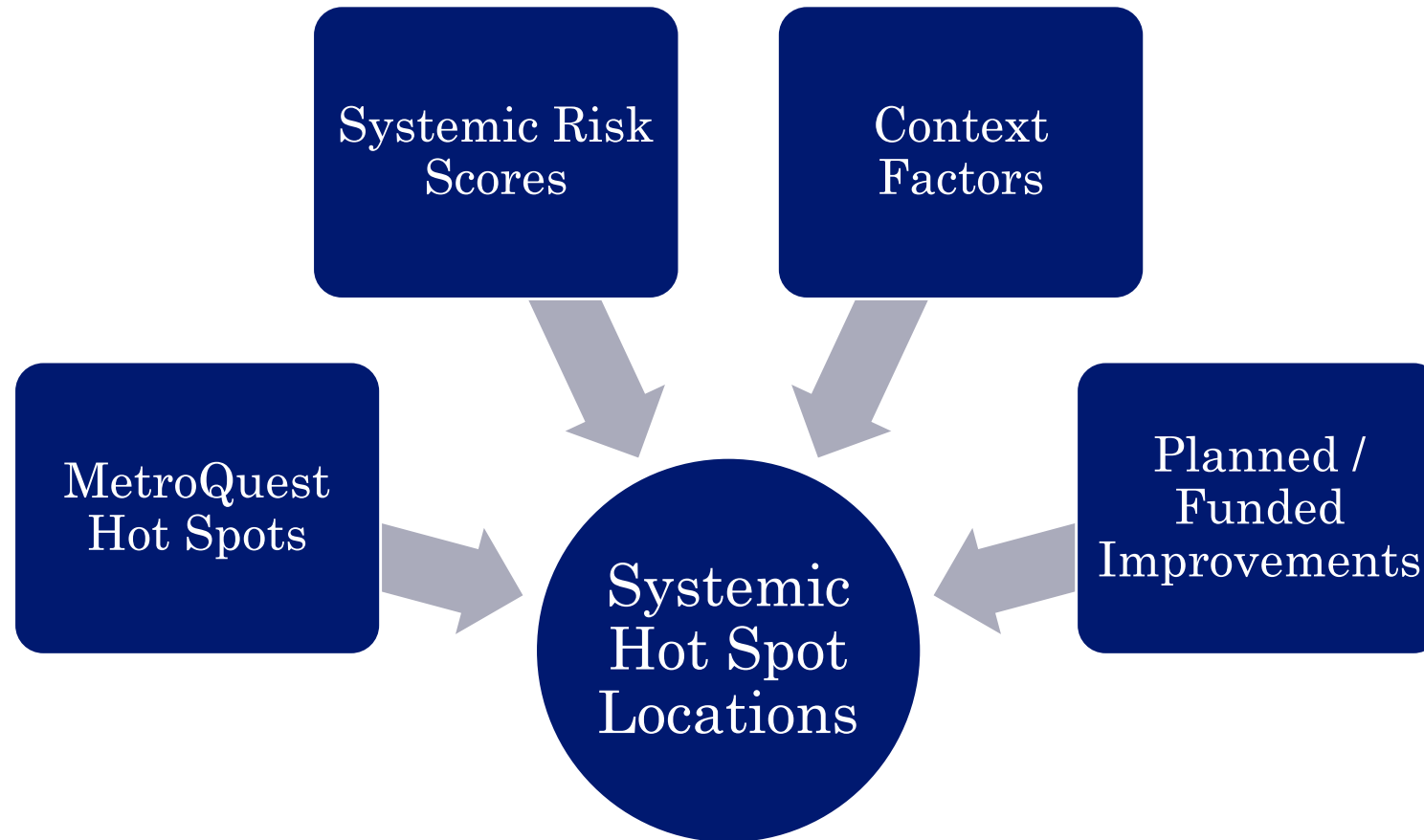
- DRCOG Data
 - Pedestrian Focus Areas
 - Vulnerability
 - High Injury Network
- Surrounding Land Uses
- Proximity to Transit Stations
- Connections to Existing/Proposed Bike/Ped Facilities
- Distribution of Urban and Rural Locations
- Boundary Roadways



Map of DRCOG vulnerability (light grey least vulnerable to red, most vulnerable) and pedestrian focus areas (pink).

CDOT R1 Bicycle & Pedestrian Safety Study

Network Screening – Top Systemic Locations



Network Screening – Systemic Hot Spot Locations

Jurisdiction	Segment/Intersection	Considerations	
Westminster / Adams Co	Intersection of US 287 (Federal Blvd)/70 th Ave	<ul style="list-style-type: none"> • High Network Risk Score • Pedestrian Focus Area • Med/High Vulnerability 	<ul style="list-style-type: none"> • High Injury Network • Within ¼ mile of RTD Station
Wheat Ridge	Wadsworth Blvd from 32 nd to 35 th plus Wadsworth/32 nd Intersection	<ul style="list-style-type: none"> • Very High Network Risk Score • Pedestrian Focus Area • Medium Vulnerability 	<ul style="list-style-type: none"> • High Injury Network • Connection to planned multiuse trail
Wheat Ridge / Lakewood	Intersection of Wadsworth Blvd/26 th Ave plus Wadsworth from 26 th to 29 th	<ul style="list-style-type: none"> • Very High Network Risk Score • Medium Vulnerability 	<ul style="list-style-type: none"> • High Injury Network • Listed as #27 on top crash locations
Bennett	Intersection of Colfax Ave/Adams St	<ul style="list-style-type: none"> • Medium Vulnerability • Rural 	<ul style="list-style-type: none"> • Provides connection to schools, park, library
Bennett	Adams Street/Palmer Ave from Colfax to 8 th St	<ul style="list-style-type: none"> • Medium Vulnerability • Rural 	<ul style="list-style-type: none"> • Provides connection to schools, park, library
Bennett	Intersection of 1 st St and Centennial Dr	<ul style="list-style-type: none"> • Medium Vulnerability • Rural 	<ul style="list-style-type: none"> • Provides connection to schools and park across high-speed road

Top Crash & Systemic Locations

Local Agency	Top Locations	Type
Aurora	Segment of Colfax from Moline to Peoria	Crash
Aurora	Intersection of Colfax & Havana	Crash
Glendale	Intersection of Colorado & Mississippi	Crash
Aurora	Intersection of Colfax & Moline	Crash
Aurora	Intersection of Colfax & Chambers	Crash
Westminster/ Adams Co.	Intersection of US 287 (Federal Blvd) & 70 th Ave	Systemic
Wheat Ridge	Intersection of Wadsworth & 32 nd plus Wadsworth from 32 nd to 35 th	Systemic
Wheat Ridge/ Lakewood	Intersection of Wadsworth & 26 th plus Wadsworth from 26 th to 29 th	Systemic
Bennett	Intersection of Colfax & Adams	Systemic
Bennett	Palmer from Colfax to 8 th	Systemic
Bennett	Intersection of 1 st & Centennial	Systemic

Countermeasures for Top Locations

- Curb Extensions on Colfax
- Signal Rebuilds
 - Improved signal operations
 - Improved intersection lighting
 - Upgrade bike detection
 - Improved signage
 - Upgrade curb ramps
- Protected Mid-Block Crossings
- Access Control near Intersections
- Sidewalk Connectivity
- Right turn channelization
- Remove negative vehicle offsets
- Continuous bike lanes through intersections
- Tighten curb radii to slow vehicles
- Relocating/providing maintenance where sight distance was obstructed
- Two-Way to All-Way Stop
- Replace travel lane with wider median

Next Steps

1. Design

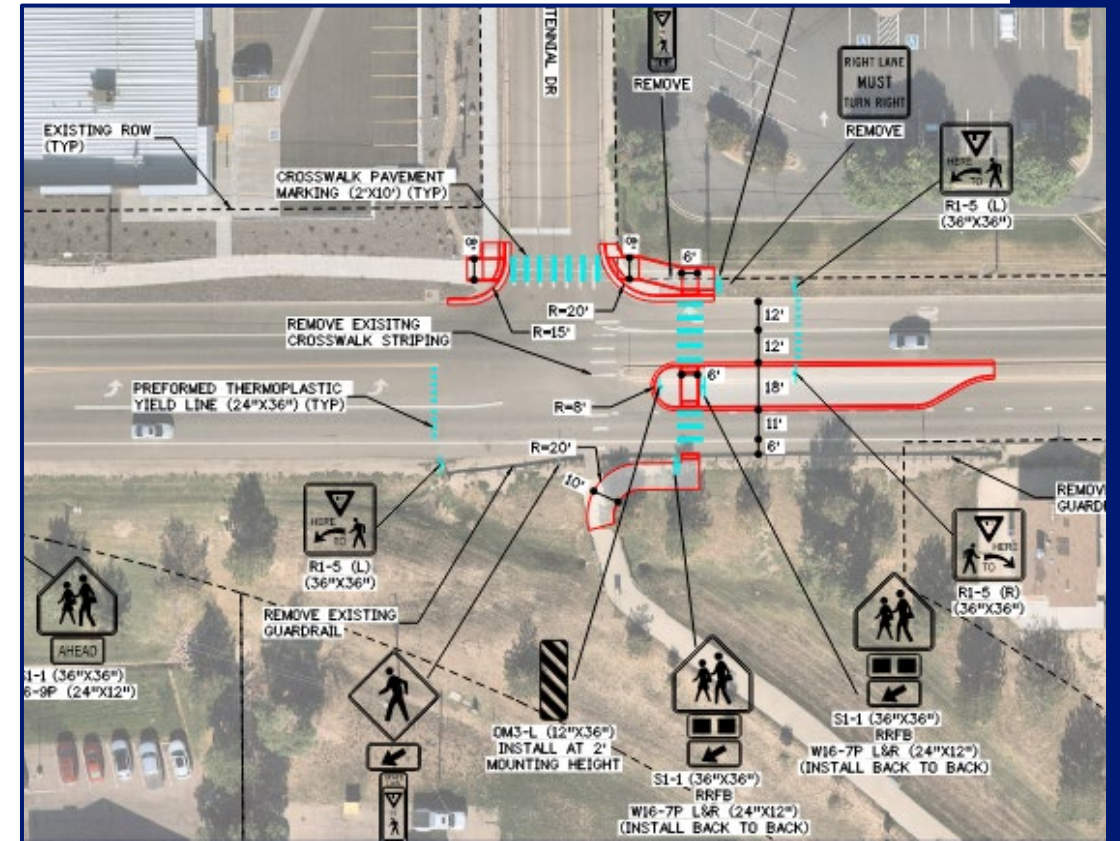
- Colfax from Moline to Peoria
- Colfax & Havana
- Colfax & Chambers
- Colfax & Adams
- 1st St & Centennial

2. HSIP / FASTER Grant Application

- Colfax & Moline
- Palmer Ave from Colfax to 8th
- Wadsworth & 26th and Wadsworth from 26th to 29th

3. Others

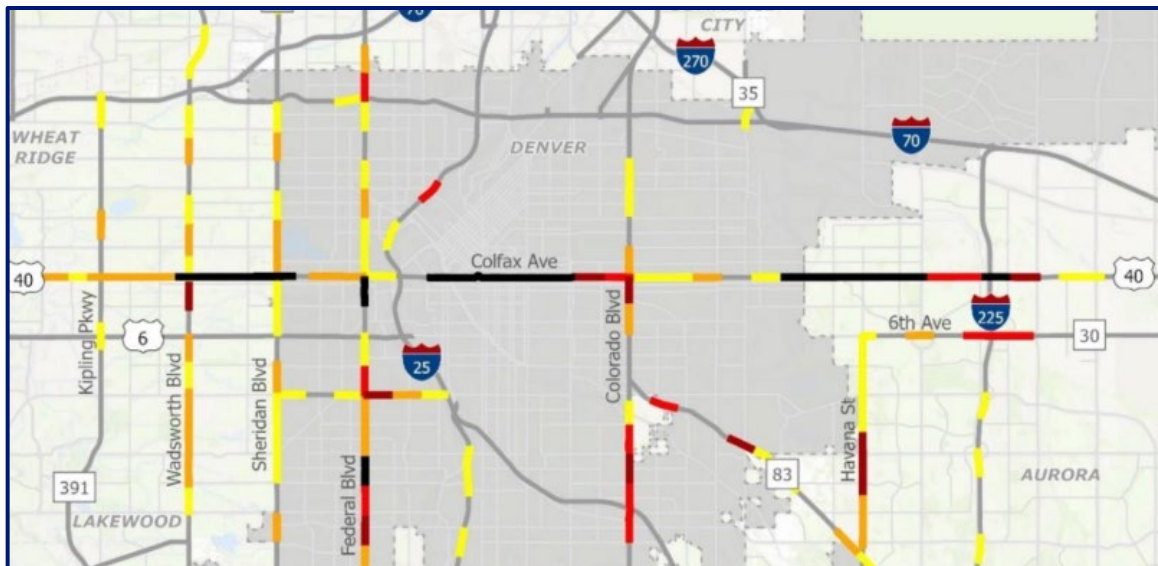
- US 287/70th Ave – HSIP Funded
- Wadsworth & 32nd Ave and Wadsworth from 32nd to 35th – TIP Funded
- Colorado/Mississippi – CDOT/CCD Coordination



Example Concept Design: 1st & Centennial

Study Elements to Support Grants

- Roadway Level of Risk
 - Crash Map
 - Systemic Risk Score Map
 - Top Crash and Systemic Lists



Example: Crash Scores Per Segment (Region 1)



Example: Systemic Scores Per Segment (Region 1)

ATTACH F

ATTACHMENT F

To: Chair and Members of the Transportation Advisory Committee

From: Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager

Meeting Date	Agenda Category	Agenda Item #
August 28, 2023	Informational	8

SUBJECT

2050 Regional Transportation Plan – 2024 Cycle Amendments

PROPOSED ACTION/RECOMMENDATIONS

NA

ACTION BY OTHERS

N/A

SUMMARY

Between federally required four-year updates to the Regional Transportation Plan, DRCOG staff have historically provided an opportunity for project sponsors to make targeted revisions to fiscally constrained projects in the adopted RTP in a process called Cycle Amendments. The next cycle amendments process will be initiated in September 2023 and conclude in mid-2024.

DRCOG does not intend to conduct a Cycle Amendment process in 2025, so this will be the last opportunity to request project-based amendments until the development and adoption of the next federally required four-year update to the 2050 RTP. The anticipated adoption date for the next RTP is the second half of 2026.

Staff have identified the following tentative milestones for the upcoming cycle that are subject to change:

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

DRCOG staff have begun coordination with external partners (CDOT, RTD, E-470 and APCD) and project sponsors through the County Subregional Forums. Project-based amendments that staff are soliciting include:

- Adding a new regionally significant project.
- Removing a regionally significant project.
- Major changes to an existing regionally significant project, including:
 - Major scope changes.
 - Major cost or funding changes.
 - Completion year changes.

Regardless of funding source, regionally significant projects are required to be included in the RTP. Please review [Appendix I](#) of the 2050 RTP for a complete definition of regionally significant roadway and transit projects.

Following the receipt of project amendment requests, DRCOG staff will contact project sponsors to discuss any further required project details. All proposed amendments must meet federal fiscal constraint requirements, meaning there must be reasonably expected funding to implement the proposed project. The 2050 RTP as amended must also meet federal air quality conformity requirements and state transportation greenhouse gas emission reduction requirements.

PREVIOUS DISCUSSIONS/ACTIONS

NA

PROPOSED MOTION

NA

ATTACHMENTS

1. Staff presentation
2. Draft Project Amendment Request Form

ADDITIONAL INFORMATION

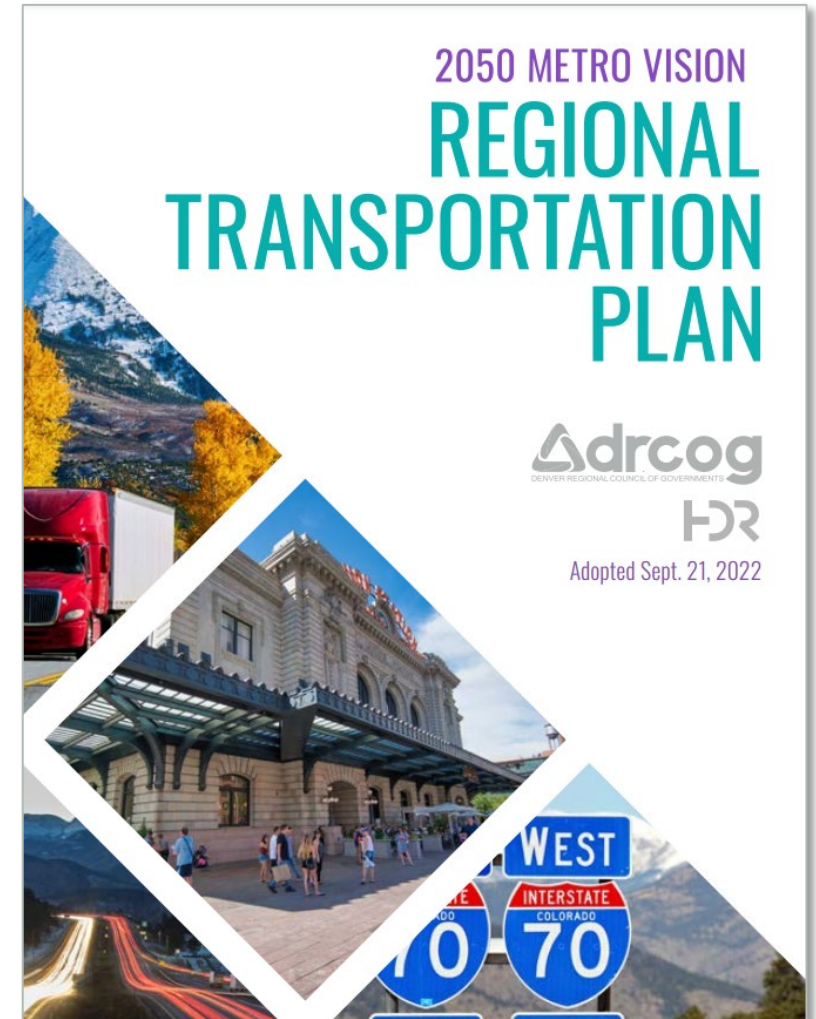
If you need additional information, please contact Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager, 720-278-2341 or asanchez@drcog.org.

2024 Cycle Amendments to the 2050 Metro Vision Regional Transportation Plan

Transportation Advisory Committee
August 28, 2023

Alvan-Bidal Sanchez, AICP
he, him, el

- Between required four-year updates, DRCOG staff historically provide an opportunity for **project-based amendments**.
- The 2050 Metro Vision Regional Transportation was **adopted in September 2022**.
- The amended RTP must meet **fiscal constraint, federal air quality, and state greenhouse gas emission reduction level requirements**.



- **Call for Amendments:** September 5 – October 3
- **Deadline:** October 3, by close of business
- **Submittals:**
 - Amendment request form
 - Additional documentation, as applicable
 - GIS shapefile, as applicable
- **Eligible agencies:**
 - Only public sector agencies (municipal/county governments, CDOT, and RTD) can submit amendments to projects currently included or requesting to be included in the 2050 RTP.
 - Only RTD can submit amendments to FasTracks rapid transit projects.
 - Only private toll companies or toll highway authorities can submit amendments to toll road projects (E-470, NW Parkway, Jefferson Parkway).

Project-based amendments

- **Adding** a new regionally significant project.
- **Removing** a new regionally significant project.
- **Major changes** to an existing regionally significant project:
 - Major scope changes.
 - Major cost or funding changes.
 - Completion year changes.



**Regionally significant project
criteria and revision procedures**

- Basic project information (name, limits, description, required forms).
- For new projects:
 - Cost, source of funding, year of completion.
 - Consistency with the six 2050 RTP priorities.
- For existing projects:
 - Components that are changing (scope, cost or funding, year of completion).
 - Removal of project.
- Justification and explanation.

Important consideration

- This will be the last opportunity provided to project sponsors to amend projects until the development of the next required four-year update to the RTP.
- The anticipated adoption date for the next RTP is second-half 2026.

- Eblast and website changes announcing the call for amendments.
- Announcements at Subregional County Forums.
- Coordination with external partners (CDOT, RTD, E-470, APCD).
- Following submittal, DRCOG staff will contact project sponsors to discuss any further required project details.

Cycle Amendments Schedule

Call for Amendments

- Opens September 5
- Closes October 3
- Announcement and promotion at Subregional Forums

September
2023

Modeling and coordination

- Project sponsor follow-up
- Network coding and modeling
- External partners coordination

October-December
2023

Document development

- Finalize 2050 RTP
- Finalize the GHG Transportation Report

January
2024

Public and stakeholder review

- Public review and hearing
- Transportation Commission
- Air Pollution Control Division

February-March
2024

Adoption and finalization

- TAC recommendation
- RTC recommendation
- Board adoption
- Federal submittal
- Accessibility remediation

April-June
2024

Upcoming 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
RTP Cycle Amendment																	
RTP Update																	
TIP Update																	

- 2024 Cycle Amendments
 - Adoption April 2024
- 2050 Regional Transportation Plan four-year update
 - Due winter of 2026 (will address all federal/state requirements, including GHG)
- Two new Transportation Improvement Program documents
 - Fiscal Years 2026-2029 (Fall 2024 to Spring 2025) – **no new calls for projects**
 - Fiscal Years 2028-2031 (Fall 2025 to Summer 2027) – **Regional/Subregional Calls for Projects**



Thank you!

Questions?

Alvan-Bidal Sanchez, AICP

Program manager

direct: (720) 278-2341

email: asanchez@drcog.org

Project Amendment Request Form

Overview

Between the required four-year updates to the Metro Vision Regional Transportation Plan, DRCOG staff historically provide an opportunity to project sponsors to make targeted revisions to fiscally constrained projects included in the currently adopted RTP in a process called Cycle Amendments. While staff did not conduct a Cycle Amendments opportunity in 2023, staff are planning on conducting a Cycle Amendment process that will conclude in 2024.

Important: DRCOG does not intend to conduct a Cycle Amendment process in 2025, so this will be the last opportunity to request project-based amendments until the development and adoption of the next federally required four-year update to the 2050 RTP. The anticipated adoption date for the next RTP is the second half of 2026. If you are unsure of project timing or potential impacts to the project development process, please reach out to DRCOG staff.

Please complete this form to request a project-based amendment to the [2050 Metro Vision Regional Transportation Plan](#). All proposed amendments must meet federal fiscal constraint requirements, meaning there must be reasonably expected funding to implement the proposed project. The 2050 RTP as amended must also meet federal air quality conformity requirements and state greenhouse gas emission reduction requirements.

Call for Amendments: September 5 – October 3.

Deadline: October 3, by close of business.

Amendment Request Submittals: Please submit the following, as applicable.

- This completed request form, with the following:
 - a. One location map/graphic.
 - b. CDOT/HPTE Form (if applicable, see below).
 - c. Non-CDOT/HPTE Form (if applicable, see below).
 - d. Affected agency endorsement or concurrence (if applicable).
 - e. Required consultation with CDOT and DRCOG (if interchange amendment request).
 - f. Availability of funding commitment documentation (if requesting a new project).
- A single zipped GIS shapefile of your project, if requesting a new project or changes to an existing project's limits.

Eligible Agencies:

- Only public sector agencies (municipal/county governments, CDOT, and RTD) can submit amendments to projects currently included or requesting to be included in the 2050 RTP.
- Only RTD can submit amendments to FasTracks rapid transit projects.
- Only private toll companies or toll highway authorities can submit amendments to toll road projects (E-470, NW Parkway, Jefferson Parkway).

Eligible Projects:

Regardless of funding source, regionally significant projects are required to be included in the 2050 RTP. Please review [Appendix I](#) of the 2050 RTP for a complete definition of regionally significant roadway and transit projects.

- Adding a new regionally significant project.
- Removing a regionally significant project.
- Major changes to an existing regionally significant project, including:
 - a. Major scope changes.
 - b. Major cost or funding changes.
 - c. Completion year changes.

Next steps

Following the receipt of project amendment requests, DRCOG staff will contact project sponsors to discuss any further required project details. This may include specific information related to the transit or roadway network of the travel demand model, such as posted speed, number of lanes, access points/connections/ramps/toll rates/restrictions/type of separations and transit routes using HOV/HOT facilities.

Please contact the following DRCOG staff with questions or to discuss your proposed amendment:

Alvan-Bidal Sanchez, AICP

Regional Transportation Planning Program Manager

(720) 278-2341

asanchez@drcog.org

Project Information

1. Project Name/Corridor	Click or tap here to enter text.
2. Project Location/Limits <i>Provide a map, as appropriate</i>	Start point: Click or tap here to enter text. End point: Click or tap here to enter text.
3. Project Description	Click or tap here to enter text.
4. Project Sponsor/ Implementor	Click or tap here to enter text.
5. Project Contact Person:	
Name: Click or tap here to enter text.	Title: Click or tap here to enter text.
Phone: Click or tap here to enter text.	Email Click or tap here to enter text.:
6. Required CDOT/HPTE Form: Is this a CDOT/HPTE amendment with a tolling component?	<input type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable form</i>
7. Required Non-CDOT/HPTE (private toll companies or toll highway authorities) Form: Is this an amendment to a toll road project or a project with a tolling component?	<input type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable form</i>
8. Affected Agency Endorsement or Concurrence Documents: Does the proposed amendment affect other agencies, touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement?	<input type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable documentation</i>
9. Required consultation for amendments that are for interchanges on a state or federal highway? <i>DRCOG will not accept interchange amendment requests without consultation between project sponsors and CDOT and DRCOG.</i>	Please reach out to DRCOG staff to set-up an appointment between DRCOG and CDOT.
10. Justification: Explanation of why the amendment must be made now (adoption mid-2024)? Click or tap here to enter text.	

For New Projects

<p>1. Estimated Project Cost <i>In current year dollars</i></p>	<p>Click or tap here to enter text.</p>
<p>2. Sources of Funding <i>A new proposed project must have identified new, additional funding or must be offset by funding reductions for other projects. Attach documentation committing to or confirming the availability of the funding.</i></p>	<p>Click or tap here to enter text.</p>
<p>3. Estimated Year of Completion</p>	<p>Click or tap here to enter text.</p>
<p>4. Identify and explain how the proposed project will address and/or be consistent with the priorities identified in the adopted 2050 RTP. <i>Check all that apply and provide a brief description</i></p> <p><input type="checkbox"/> Safety: Increase safety for all users of the transportation system. Click or tap here to enter text.</p> <p><input type="checkbox"/> Air quality: Improve air quality and reduce greenhouse gas emissions. Click or tap here to enter text.</p> <p><input type="checkbox"/> Regional transit: Expand the region’s rapid transit network. Click or tap here to enter text.</p> <p><input type="checkbox"/> Active transportation: Expand travel options for vulnerable and underserved transportation users. Click or tap here to enter text.</p> <p><input type="checkbox"/> Freight: Maintain efficient movement of goods within & beyond the region. Click or tap here to enter text.</p> <p><input type="checkbox"/> Multimodal mobility: Provide more ways to travel by car, bus, bicycle, and foot. Click or tap here to enter text.</p>	
<p>5. Please describe why the proposed project is a priority for your community and the region. Click or tap here to enter text.</p>	

For Changes to an Existing Project

<p>1. Which of the following project components is changing?</p> <p style="color: red; font-style: italic;"><i>Check all that apply, then please describe, and provide supporting documentation</i></p>	<p><input type="checkbox"/> Scope Click or tap here to enter text.</p> <hr/> <p><input type="checkbox"/> Cost or Funding Click or tap here to enter text.</p> <hr/> <p><input type="checkbox"/> Year of Completion Click or tap here to enter text.</p> <hr/> <p><input type="checkbox"/> Remove the Project Click or tap here to enter text.</p>
<p>2. Please provide justification for the proposed amendment and any potential benefits that the amendment will provide to the Denver region.</p> <p>Click or tap here to enter text.</p>	
<p><i>This is the end of the Amendment Request Form. Please submit the completed form and accompanying documentation as applicable to Alvan-Bidal Sanchez by close of business on October 3. Staff will contact project sponsors to discuss any further required project details.</i></p>	

ATTACH G

ATTACHMENT G

To: Chair and Members of the Transportation Advisory Committee

From: Ron Papsdorf, Division Director, Transportation Planning & Operations;
303-480-6747 or rpapsdorf@drcog.org

Meeting Date	Agenda Category	Agenda Item #
August 28, 2023	Informational Item	9

SUBJECT

FY 2023 Multimodal Project Discretionary Grant (MPDG) Informational Forms

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

The U.S. Department of Transportation (DOT) published the FY 2023 Notice of Funding Opportunity (NOFO) for the Multimodal Project Discretionary Grant program (MPDG) on June 23, 2023. The MPDG includes three major discretionary grant programs for which applications are being solicited under a single opportunity:

- **\$1.8 billion for the National Infrastructure Project Assistance ([Mega](#)) program:** The Mega program supports large, complex projects that are difficult to fund by other means and are likely to generate national or regional economic, mobility, or safety benefits. Eligible projects could include highway, bridge, freight, port, passenger rail, and public transportation projects of national or regional significance. Per the law, 50 percent of funds are available for projects above \$500 million in total cost, and 50 percent are available for projects between \$100 million and \$500 million in total cost.
- **\$3.1 billion for the Infrastructure for Rebuilding America ([INFRA](#)) program:** The INFRA program awards competitive grants to multimodal freight and highway projects of national or regional significance to improve the safety, accessibility, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. Eligible projects will improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate supply chain bottlenecks and improve critical freight movements.
- **\$675 million for the Rural Surface Transportation Grant ([Rural](#)) program:** The Rural program supports projects that improve and expand our nation's surface transportation infrastructure in rural areas in order to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life. Eligible projects for Rural grants include highway, bridge, and tunnel projects that help improve freight, safety, and provide or increase access to agricultural, commercial, energy, or transportation facilities that support the economy of a rural area. 90% of rural funding must be awarded in \$25 million or greater amounts.

The full details of the NOFO are available [here](#).

DRCOG requested that agencies considering applying for a FY 2023 MPDG grant submit information about their project to enhance regional coordination by Thursday, August 10, 2023 at 5pm MST. In response, DRCOG received 3 submittals from 3 agencies.

Applications are due to USDOT **August 21, 2023** through <https://www.grants.gov> no later than **11:59 PM**.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

Submitted member government MPDG project informational forms

ADDITIONAL INFORMATION

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



2023 Multimodal Project Discretionary Grant

Information about the National Infrastructure Project Assistance grants program (Mega), the Nationally Significant Multimodal Freight and Highways Projects grants program (INFRA), and the Rural Surface Transportation Grant program (Rural) is available [here](#).

DRCOG requests that information about potential grant requests in the Denver region be submitted for Transportation Advisory Committee (TAC) review at the August 28, 2023 meeting for information and discussion – not approval.

DRCOG will provide letters of support, if requested, for any project consistent with the 2050 Metro Vision Regional Transportation Plan.

Please submit this form to ckennedy@drcog.org by 5:00pm MST on August 10, 2023.

Agency: Town of Castle Rock & Douglas County

Contact: Tom Reiff, or Art Griffith

Project Name: Crystal Valley Pkwy Interchange

Project Type: Interchange Construction

Project Description:

As identified in the 2050 RTP's Regionally Funded Project & Program Investment Priorities table - The project will construct a new interchange at I-25 and Crystal Valley Pkwy along with the improvements to the east and west frontage roads.

Total Project Cost: \$86 million

Grant Funding Request: \$10.5 million



2023 Multimodal Project Discretionary Grant

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Please submit this form to ckennedy@drcog.org by 5:00pm MST on August 10, 2023.

Agency: Weld County & Colorado Department of Transportation

Contact: Elizabeth Relford & Hannah Reed

Project Name: North Interstate 25 Segment 5 Project

Project Type: Mega, INFRA, & Rural - Construction

Project Description:

The North Interstate 25 Segment 5 corridor consists of 6 miles of interstate from Colorado State Highway (CO) CO 66 to CO 56. The North Interstate 25 (North I-25) corridor connects to two international border crossings and five interstates, and it is the only north-south interstate in Colorado. North I-25 provides a critical community, regional, interstate, and international connection for the movement of people and goods. Constructing the North Interstate 25 Segment 5 project will close the gap between Northern Colorado's rural communities and the adjacent urban centers. The major elements of the North I-25 Segment 5 project include reconstructing I-25 to add one 12-foot express lane in each direction with a 4-foot painted buffer; widening the inside shoulders to 10 feet and outside shoulders to 12 feet; providing a 30 year pavement design life; installing Intelligent Transportation Systems (ITS) equipment; reconstructing the interchange at Weld County Road (WCR) 34; and replacing 8 bridges, 2 existing drainage box culverts, and 2 existing irrigation box culverts.

Total Project Cost: \$450,000,000

Grant Funding Request: \$100,000,000



2023 Multimodal Project Discretionary Grant

Information about the National Infrastructure Project Assistance grants program (Mega), the Nationally Significant Multimodal Freight and Highways Projects grants program (INFRA), and the Rural Surface Transportation Grant program (Rural) is available [here](#).

DRCOG requests that information about potential grant requests in the Denver region be submitted for Transportation Advisory Committee (TAC) review at the August 28, 2023 meeting for information and discussion – not approval.

DRCOG will provide letters of support, if requested, for any project consistent with the 2050 Metro Vision Regional Transportation Plan.

Please submit this form to ckennedy@drcog.org by 5:00pm MST on August 10, 2023.

Agency: City of Commerce City

Contact: Shawn Poe

Project Name: 88th Avenue Widening

Project Type: Multimodal Roadway Improvements

Project Description:

The project improvements will consist of the following elements:

Widening E. 88th Avenue from two to four lanes with appropriate turn lanes and medians.

Upgrading the traffic signal at E. 88th Avenue and Rosemary Street and providing traffic signal interconnect of all traffic signals between I-76 and Highway 2.

Construction of a new traffic signal at the entrance drive to the Mile High Flea Market to improve the safety of vehicles entering and exiting the site.

Traffic signal operations improvements through utilization of advanced signal controller functions including Traffic Responsive programming.

Implementation of Complete Streets components through construction of sidewalks along the roadway and installation of a multi-use path along the north side of E. 88th Avenue.

Storm drainage improvements to address persistent roadway and neighborhood flooding issues.

Total Project Cost: \$33,600,000

Grant Funding Request: \$22,800,000