



AGENDA
TRANSPORTATION ADVISORY COMMITTEE
Monday, October 23, 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. September 25, 2023 TAC Meeting Summary
(Attachment A)

INFORMATIONAL BRIEFINGS

4. Transportation Improvement Program Set-Aside Programs Schedule
(Attachment B) Josh Schwenk, Senior Transportation Planner
5. 2050 Regional Transportation Plan Cycle Amendments
(Attachment C) Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager
6. 2023 Active Modes Crash Report
(Attachment D) Aaron Villere, Senior Active Transportation Planner
7. Community-Based Transportation Plan Call for Letters of Interest
(Attachment E) Nora Kern, Subarea and Project Planning Program Manager
8. Statewide Program Distribution Update
(Attachment F) Ron Papsdorf, Director, Transportation Planning and Operations

ADMINISTRATIVE ITEMS

9. Member Comment/Other Matters
 - Advanced Mobility Partnership Working Group Update
10. Next Meeting – December 4, 2023
11. Adjournment

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

ATTACH A

ATTACHMENT A
MEETING SUMMARY
TRANSPORTATION ADVISORY COMMITTEE WORK SESSION
Monday, September 25, 2023
***In-Person Meeting with Virtual Option for Public (via Zoom)**

MEMBERS (OR VOTING ALTERNATES) PRESENT:

Shawn Poe	Adams County – City of Commerce City
Kent Moorman	Adams County – City of Thornton
Janet Lundquist	Adams County
Jim Katzer (Alternate)	Arapahoe County
Brent Soderlin	Arapahoe County – City of Littleton
Jeff Dankenbring	Arapahoe County – City of Centennial
Phil Greenwald (Vice Chair)	Boulder County – City of Longmont
Alex Hyde-Wright	Boulder County
Jean Sanson	Boulder County – City of Boulder
Sarah Grant (Chair)	Broomfield, City & County
David Gaspers	Denver, City & County
David Krutsinger (Alternate)	Denver, City & County
Jennifer Hillhouse	Denver, City & County
Art Griffith	Douglas County
Justin Schmitz	Douglas County – City of Lone Tree
Tom Reiff (Alternate)	Douglas County – City of Castle Rock
Mike Whitaker	Jefferson County – City of Lakewood
Christina Lane	Jefferson County
Maria D’Andrea	Jefferson County – City of Wheat Ridge
Kevin Ash	Southwest Weld County – Town of Frederick
Brodie Ayers	Aviation Special Interest Seat
Rick Pilgrim	Environment Special Interest Seat
Wally Weart	Freight 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 Region 1
Brian Metzger	CDOT DTR
Marissa Gaughan (Alternate)	CDOT DTD
Doug Rex (Alternate)	DRCOG
Bill Sirois	RTD

ADDITIONAL ALTERNATES (OR MEMBERS AND ALTERNATES ATTENDING VIRTUALLY) PRESENT:

Mac Callison (Alternate)	Arapahoe County – City of Aurora
Chris Hudson (Alternate)	Douglas County – Town Of Parker
John Firouzi (Alternate)	Jefferson County – City of Arvada
Mike Vanatta (Alternate)	Jefferson County

Dawn Sluder (Alternate)
Michelle Melonakis (Alternate)
Jordan Rudel (Alternate)

Via Mobility
Boulder County – City of Lafayette
CDOT Region 1

Public: Josie Thomas, Allison Cutting, Classic Wagner, JoAnn Mattson, Danny Herrmann, Robert Spillar, Steven Sherman, Bridget Hart, Emily Barden, Landon Hilliard, Lisa Femmenino, Deanna McIntosh, Zeke Lynch, William Keenan, Eugene Howard, Chris Chovan

DRCOG staff: Josh Schwenk, Cam Kennedy, Emily Kleinfelter, Ala Alnawaiseh, Lauren Kirgis, Robert Spotts, Max Monk, Erik Braaten, Todd Cottrell, Nora Kern, Greg MacKinnon, Sang Gu Lee, Kalie Fallon, Brad Williams, Aaron Villere

Call to Order

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

Public Comment

There was no public comment.

August 28, 2023 TAC Meeting Summary

The summary was accepted.

ACTION ITEMS

Transportation Improvement Program Policy Amendments

Josh Schwenk, Senior Planner, informed the committee that the Denver Regional Council of Government's transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program on an as-needed basis. Typically, these amendments involve the addition or deletion of projects, or adjustments to existing projects and do not impact funding for other projects in the Transportation Improvement Program. The proposed amendments to the FY 2024-2027 Transportation Improvement Program have been found to conform with the State Implementation Plan for Air Quality.

Ms. Rachel Hultin stated that it is important to look at all funding source opportunities when it comes to big multimodal projects to find out what has been successful in leveraging federal funds.

Mr. Alex Hyde-Wright MOVED to recommend to the Regional Transportation Committee the attached project amendments to the *FY 2024-2027 Transportation Improvement Program*. The motion was seconded and passed unanimously.

Regional Transportation Operations and Technology TIP Set-Aside Program Project Selection

Greg MacKinnon, Program Manager, Transportation Operations, explained that the purpose of the set-aside program is to fund the implementation of the *Regional Transportation Operations & Technology Strategic Plan*, which guides the region's near-term efforts to deploy technology tools and coordinated system procedures for the multimodal transportation system. Accounting for previous project funding commitments and cost savings, approximately \$20 million is available to allocate for capital projects over the next four fiscal years. The total recommended allocation is \$10,847,120 over the next three fiscal years. The unallocated funds are reserved for the next call-for-projects, which will be advanced to spring 2026 to allocate the remaining available funds.

Mr. Tom Reiff inquired if a waiting list was created for the projects that weren't recommended. Mr. MacKinnon replied that there is not a waiting list but and that any unused funds will be added to the next call for projects, which will be in Spring 2026

Mr. Hyde-Wright stated that in prior cycles when there were more funds than projects, a supplemental call for projects would be held, is that option being considered? Mr. MacKinnon replied that the next call for projects will be in Spring 2026

Executive Director Doug Rex MOVED to recommend to the Regional Transportation Committee that the above projects be funded through the RTO&T Set-Aside of the DRCOG *FY 2024–2027 TIP*. The motion was seconded and passed unanimously.

Corridor Set Aside Selection

Nora Kern, Subarea and Project Planning Program Manager discussed that the goal of this program is to advance planning for projects and priorities outlined in the 2050 Regional Transportation Plan and move them towards implementation. The Denver Regional Council of Governments issued a call for letters of interest in July and August 2023 for the first two years of funding for the Corridor Planning Set Aside. Four letters of interest were submitted for three different corridors:

- **Sheridan from 52nd to Hampden:** Submitted by Denver and Lakewood, identified in the Regional Transportation Plan for Vision Zero Corridor Improvements in the 2020-2029 staging period. The estimated cost is \$250,000.
- **West Colfax Transit Study from Sheridan to Oak Street Station:** Submitted by Lakewood, not identified as a transit study in RTP. The estimated cost is \$50,000.
- **East Colfax Extension Bus Rapid Transit from I-225 to E-470:** Submitted by Aurora, identified in the Regional Transportation Plan as bus rapid transit and supporting multimodal safety improvements in the 2020-2029 staging period. The estimated cost is \$1,000,000.

Based on the scoring the selection committee recommends the Sheridan and East Colfax Bus Rapid Transit Extension studies for funding.

Ms. Hultin commended this undertaking and thanked DRCOG for taking on this work.

Mr. Kent Moorman MOVED to recommend to the Regional Transportation Committee the funding of the Sheridan Boulevard Vision Zero Corridor study and the East Colfax Bus Rapid Transit Extension study through the first two years of the Corridor Planning Set Aside. The motion was seconded and passed unanimously.

INFORMATIONAL BRIEFING

Statewide Transit Planning Update

Nora Kern, Subarea and Project Planning Program Manager introduced Brian Metzger, Colorado Department of Transportation's Division of Transit and Rail Assistant Director of Transit Planning and Delivery, who informed the committee of several ongoing plans.

- *Bustang Expansion Plan*: An overview and summary of the purpose of the Bustang Expansion Plan, which will evaluate overall market potential and ensure that proposed services meet anticipated demand. The Bustang Expansion Plan will ultimately provide the Colorado Department of Transportation with planning-level ridership projections, recommended schedules and timetables, any additional fleet requirements, and an overview of operating costs.
- *Transit Plan Updates and Vision*: An overview of future planning efforts and coordination opportunities on behalf of the Division, including the Long-Range Transit Plan (2024), Intercity Regional Bus Plan (2023), Public Transit and Human Services Transportation Plans, and the Passenger Rail Plan.

Mr. Mac Callison inquired about what is being done out east regarding I-70 since there is a growing market share for logistics distribution manufacturing centers and a lot of people are interested in seeing more transit develop in that area. Mr. Metzger replied that nothing in the current plan is going east, but there are new plans in development, and he welcomes collaboration on those corridors.

Mr. Moorman asked about how Bustang Outrider is factored into this. Mr. Metzger stated that both the Intercity Regional Plan and the Long-Range Plan take into account the Outrider Program.

Ms. Jennifer Hillhouse inquired about how the expansion is being prioritized and how capital improvements are factored into this. Mr. Metzger stated that there are two sets of funding, with one focused on operations and another focused on capital improvements, both are equally prioritized.

Ms. Hillhouse also asked how jurisdictions are being coordinated with on first and final mile access. Mr. Metzger stated that his team is working with multiple projects across all jurisdictions they interact with. All agencies across these corridors have a say and a stake in what is going on. Ms. Marissa Gaughan added that when CDOT delivered the 2045 Statewide Plan it was done in tandem with the Statewide Transit Plan. The same model will be used when the 2050 Statewide Plan is developed but will include an Active Transportation Plan, which will build upon the connections CDOT has made to ensure the work is complete.

Executive Director Rex asked whether an increase in service for Snowstang will occur. Mr. Metzger stated that while increased frequency hasn't been discussed yet, similar levels as last year will be expected.

Mr. Hyde-Wright asked if the Bustang Expansion Plan can be found on the DTR website. Mr. Metzger replied that it isn't currently, but it will be posted soon, and his information will be listed as the point of contact. He encourages local agencies to provide input on the plan.

Chair Grant inquired how the ongoing operator shortage is factored into the Long-Range Plan and how the plan looks to address a way to maintain and sustain operators in the future. Mr. Metzger stated that a plan has been developed to recruit more operators and retain those who are already currently working. Pay rates have been increased and larger recruiting classes are happening as a result.

INFORMATIONAL ITEM

Strengthening Mobility and Revolutionizing Transportation and Reconnecting Communities and Neighborhoods Grants Informational Forms

Nora Kern, Subarea and Project Planning Program Manager informed the committee that the Denver Regional Council of Governments requested that agencies considering applying for either the FY 2023 Strengthening Mobility and Revolutionizing Transportation or Reconnecting Communities and Neighborhoods grants submit information about their project to enhance regional coordination. In response 18 submittals from 10 agencies were sent to the Denver Regional Council of Governments. The information is available for review within the agenda packet.

Mr. Shawn Poe stated that Commerce City originally planned to submit two applications but will now only submit the one that focuses on the East 72nd Rail Station.

Ms. Jessica Myklebust stated that CDOT will not go forward with their Colorado Boulevard Reconnecting Communities and Neighborhoods Grant application this round.

ADMINISTRATIVE ITEMS

Member Comment/Other Matters

- Advanced Mobility Partnership Working Group update

Mr. Carson Priest stated that during the monthly meeting, Denver Regional Council of Governments' staff presented briefings on the Strengthening Mobility and Revolutionizing Transportation and Reconnecting Communities and Neighborhoods grant opportunities. As well as the selected Regional Transportation Operations and Technology Set-Aside projects. An update was also provided by the Colorado Department of Transportation staff regarding their Connected Vehicle Program.

Next Meeting – October 23, 2023

Adjournment

There were no additional comments and the meeting adjourned at 2:36 p.m.

ATTACH B

ATTACHMENT B

To: Chair and Members of the Transportation Advisory Committee

From: Josh Schwenk, Senior Planner, 303-480-6771 or jschwenk@drcoq.org

Meeting Date	Agenda Category	Agenda Item #
October 23, 2023	Informational Briefing	4

SUBJECT

Overview of the FY 2024-2027 Transportation Improvement Program Set-Aside Programs Schedule

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is an informational briefing.

ACTION BY OTHERS

N/A

SUMMARY

The [Policies for Transportation Improvement Program Development](#), adopted by the Board of Directors on January 19, 2022, identifies a number of set-aside programs. Set-asides are programs where funding is provided off-the-top from the pool of funds available for Transportation Improvement Program projects and dedicated toward particular program areas. These programs were further refined through the [Policies for FY 2024-2027 Transportation Improvement Program Set-Aside Programs](#), adopted by the Board of Directors March 15, 2023. Many of these programs include project solicitations of their own. The set-asides identified for the FY 2024-2027 Transportation Improvement Program with solicitations are:

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

Staff will provide a high-level overview of these set-aside programs and provide a rough schedule for the upcoming solicitations anticipated to occur within the timeframe of the FY 2024-2027 Transportation Improvement Program.

PREVIOUS DISCUSSIONS/ACTIONS

[February 2023](#) – TAC recommended approval of the [Policies for FY 2024-2027 Transportation Improvement Program Set-Aside Programs](#)

PROPOSED MOTION

N/A

ATTACHMENT

Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Josh Schwenk, Senior Planner, Transportation Planning and Operations Division at 303-480-6771 or jschwenk@drcoq.org.

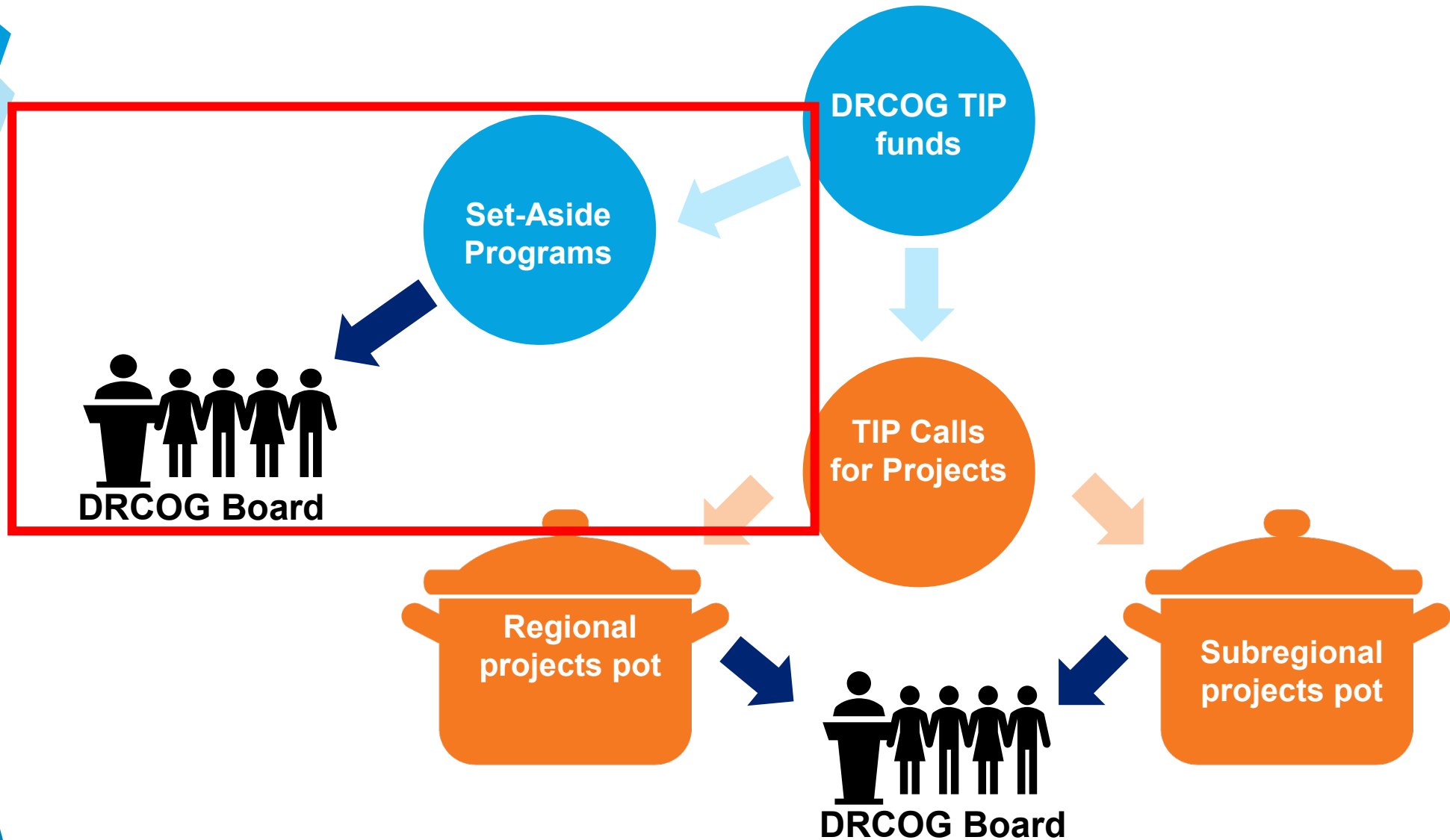
TRANSPORTATION IMPROVEMENT PROGRAM SET-ASIDES UPDATE

Transportation Advisory Committee

October 23, 2023

Josh Schwenk, Senior Planner

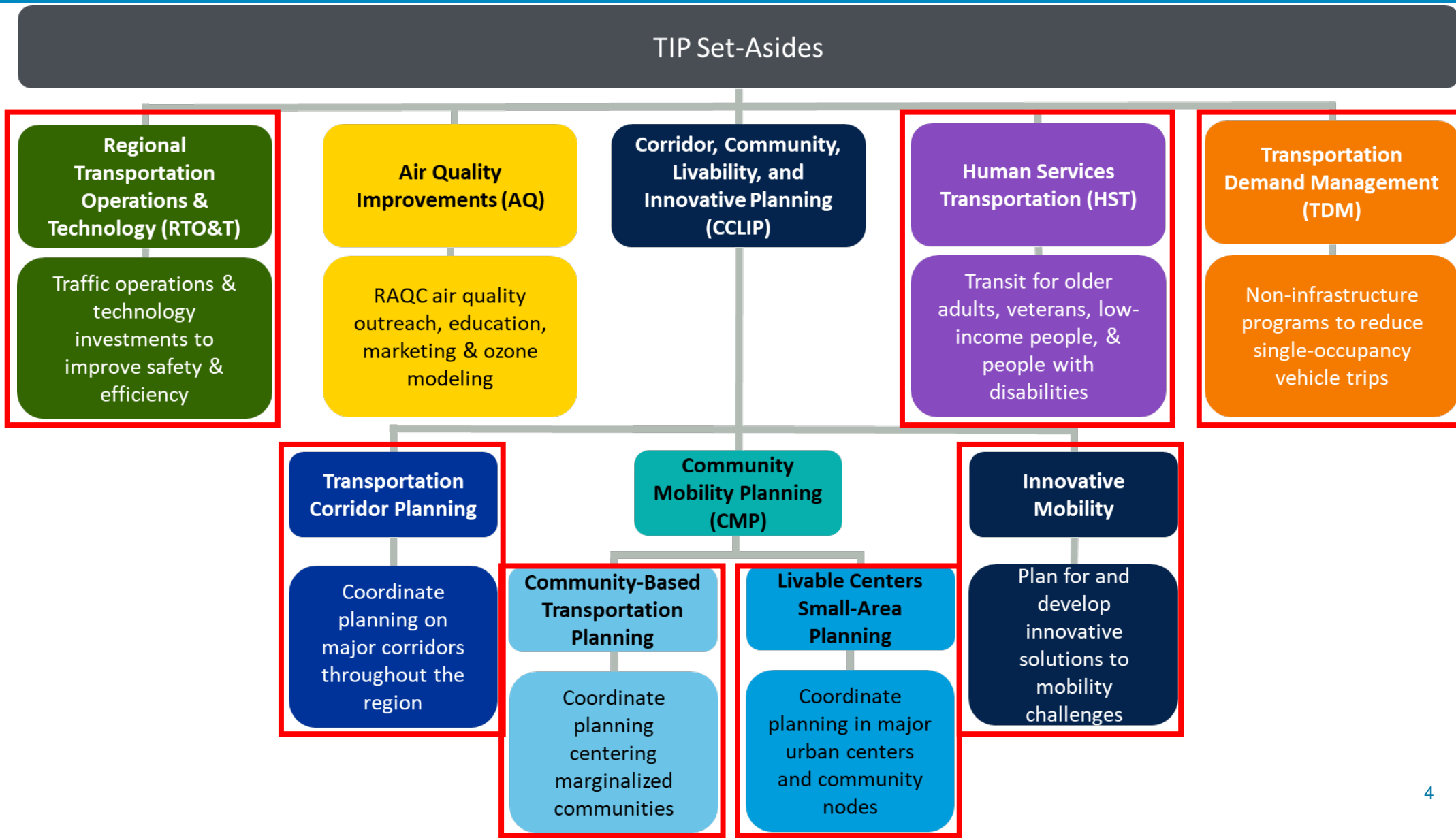
OVERVIEW OF TIP SET-ASIDES





CURRENT SET-ASIDES

SET-ASIDES IN THE FY 2024-2027 TIP



ANTICIPATED SET-ASIDE SCHEDULE



Set-Aside	Anticipated Upcoming Application/LOI Windows
Human Services Transportation	<ul style="list-style-type: none"> • November 2023 – January 2024 • November 2024 – January 2025 • November 2025 – January 2026
Regional Transportation Operations & Technology	<ul style="list-style-type: none"> • April – July 2026
Transportation Demand Management Services	<ul style="list-style-type: none"> • April – June 2025
Innovative Mobility	<ul style="list-style-type: none"> • January – March 2024 • July – August 2025
Community-Based Transportation Planning	<ul style="list-style-type: none"> • November 2023 – January 2024 • July – September 2025
Livable Centers Small-Area Planning	<ul style="list-style-type: none"> • January – March 2024 • June – August 2024 • July – September 2025
Transportation Corridor Planning	<ul style="list-style-type: none"> • May – June 2025

HUMAN SERVICES TRANSPORTATION (HST)



- Focus: improve **mobility for vulnerable populations**, including older adults, people with low income, veterans and people with disabilities. Held concurrently with FTA Section 5310 and Older Americans Act calls for projects.
- Schedule: The most recent call for projects occurred in Winter 2022-23 and calls will occur **annually each winter**.



RECENTLY FUNDED HST PROJECTS



Sponsor	Project Description	Award Amount
A Little Help	Capital Software	\$25,000
A Little Help	Mobility Management	\$40,000
AbleLight	Capital 2 Vehicle Replacements	\$170,000
Boulder County	Mobility Management	\$40,000
Douglas County	Capital 1 Vehicle Expansion	\$124,000
Douglas County	Capital EV Charging Station	\$44,000
Douglas County	Mobility Management	\$162,000
DRCOG	Mobility Management	\$55,000
DRMAC	Mobility Management	\$74,000
Erie	Operating	\$200,000
Jewish Family Service	Capital 1 Vehicle Expansion	\$54,000
Lakewood	Capital 2 Vehicle Replacements	\$247,000
Laradon Hall	Capital 2 Vehicle Replacements	\$153,000
VIA	Operating	\$515,000

REGIONAL TRANSPORTATION OPERATIONS & TECHNOLOGY (RTO&T)



- Focus: support **deployment of technology, tools, and coordinated system procedures** to assist public agency staff manage the interconnected, multimodal transportation system efficiently and collaboratively, guided by the Regional Transportation Operations and Technology Strategic Plan.
- Schedule: The most recent call for projects occurred in Spring 2023, with the next anticipated in **Spring 2026**.



RECENTLY FUNDED RTO&T PROJECTS



Sponsor	Project Description	Award Amount
Aurora	Communications Infrastructure Improvements	\$736,000
Aurora	Traffic Management Center	\$1,101,000
Aurora	Traffic Signal Equipment Upgrade	\$1,021,000
Boulder	Communications Network and Signal System Performance Enhancement	\$1,204,000
CDOT R4	US287 and CO7 Advance Detection Expansion	\$237,500
Denver	V2X Communication Devices	\$1,700,000
Jefferson County	Traffic Camera System	\$248,000
Littleton	Broadway Signal Interconnect (Phase 2)	\$2,963,000
Longmont	Smart Signals to Schools	\$891,120
Superior	Traffic Safety and Climate Resilience	\$99,300
Thornton	Travel Time Monitoring Expansion	\$101,200

*Pending RTC and DRCOG Board approval in October

TRANSPORTATION DEMAND MANAGEMENT (TDM) SERVICES



- Focus: support marketing, education, outreach and research projects aimed at **reducing single-occupant vehicle travel** and traffic congestion to improve air quality.
- Schedule: The most recent call for projects occurred in Spring 2023, with the next anticipated in **Spring 2025**.



RECENTLY FUNDED TDM PROJECTS



Sponsor	Project Description	Award Amount
Boulder Chamber – BTC	Gunbarrel On-Demand Microtransit Shuttle Service	\$124,185
Denver Streets Partnership	East Colfax Mobility Benefits District	\$165,644
Downtown Denver Partnership	Downtown Denver Viva! Streets Year Two Expansion	\$231,235
Northeast Transportation Connections	Creating the Commerce City Connector	\$125,841
Smart Commute	Using Data to Optimize FlexRide Services	\$207,380
West Corridor	Welcome Kits for Sun Valley Residents	\$140,743



CCLIP SET-ASIDES

NEW 2024-2027 SET-ASIDES



- The Community, Corridors, Livability, and Innovation Planning (CCLIP) set-asides are new to the FY 2024-2027 TIP
- New format:
 - Funding is not awarded to individual sponsor agencies
 - DRCOG remains the project sponsor
 - DRCOG staff will work with the identified stakeholders to develop plans and programs around particularly challenging regional issues

COMMUNITY-BASED TRANSPORTATION PLANNING



- Focus: proactively identify and address **mobility challenges for historically marginalized communities** in the Denver region, develop community-informed solutions and determine how to fund and implement recommendations.
- Schedule: Letters of interest are next anticipated **November 2023 – January 2024** and **July – September 2025**.



RECENTLY SELECTED CBTP PILOT PROJECTS



Primary Stakeholders	Project Description	Budget
City of Edgewater, Edgewater & Lumberg Elementary	Edgewater Elementary Schools Community Transportation Plan	\$100,000
Adams County & Westminster	Federal Blvd: 80 th to 50 th Microtransit Study	\$100,000

INNOVATIVE MOBILITY



- Focus: plan for and develop **innovative solutions for mobility challenges** throughout the region, with a focus on preparedness, feasibility, planning, demonstrations and pilots.
- Schedule: This is a new program with the first anticipated request for letters of interest in **Early 2024**.



INNOVATIVE MOBILITY EXAMPLES



- No cycles have occurred yet for Innovative Mobility, so no example projects are available, but the below topic areas give an idea of the program's focus

Curbside Management	Emerging Modes	Shared Mobility
Mobility as a Service	Transportation Electrification	Connected & Automated Vehicles
Mobility on Demand	Mobility Data	Mobility Hubs

LIVABLE CENTERS SMALL-AREA PLANNING



- Focus: plans and studies **focused on the land-use/transportation connection** that improve multimodal connections to centers throughout the region and expand opportunities for more housing and employment in these key nodes along the multimodal transportation system.
- Schedule: This is a new program with the first anticipated request for letters of interest in **Fall 2023**.



LIVABLE CENTERS SMALL-AREA PLANNING EXAMPLES



- No cycles have occurred yet for Livable Centers Small-Area Planning, so no example projects are available, but the below topic areas give an idea of the program's focus

Active Transportation Plans	First/Final Mile Access Studies and Plans	Transit-Oriented Development Plans	Implementation Planning
Redevelopment Plans	Zoning and Design Standards	Market Analysis	Placemaking
Development Feasibility Analysis	Parking Studies	Infrastructure Improvement Prioritization	Access to Opportunity Analysis
Housing Type Diversity Analysis	Housing Needs Assessment	Cost/Benefit Analysis	Center/Node Connector Corridor Plans

TRANSPORTATION CORRIDOR PLANNING



- Focus: lead planning on **major regional arterial corridors in the RTP** to develop multimodal transportation plans and advance priority projects towards implementation.
- Schedule: DRCOG invites stakeholders of key corridors to submit letters of interest to participate in this program. Invites were most recently sent in Summer 2023, and are next anticipated in **Summer 2025**.



ANTICIPATED CORRIDOR PROJECTS



Primary Stakeholders	Project Description	Budget
Denver, Lakewood	Sheridan Corridor Plan: 52 nd to Hampden	\$250,000
Aurora, CDOT, RTD	E Colfax BRT Extension Corridor Plan: I225 to E470	\$1,000,000



SUMMARY

ANTICIPATED SET-ASIDE SCHEDULE



Set-Aside	Anticipated Upcoming Application/LOI Windows
Human Services Transportation	<ul style="list-style-type: none"> • November 2023 – January 2024 • November 2024 – January 2025 • November 2025 – January 2026
Regional Transportation Operations & Technology	<ul style="list-style-type: none"> • April – July 2026
Transportation Demand Management Services	<ul style="list-style-type: none"> • April – June 2025
Innovative Mobility	<ul style="list-style-type: none"> • January – March 2024 • July – August 2025
Community-Based Transportation Planning	<ul style="list-style-type: none"> • November 2023 – January 2024 • July – September 2025
Livable Centers Small-Area Planning	<ul style="list-style-type: none"> • January – March 2024 • June – August 2024 • July – September 2025
Transportation Corridor Planning	<ul style="list-style-type: none"> • May – June 2025

ADDITIONAL INFORMATION



Set-Aside	Primary Contact
General Set-Aside Questions	Josh Schwenk jschwenk@drcog.org
Community-Based Transportation Planning	Nora Kern nkern@drcog.org
Human Services Transportation	Travis Noon tnoon@drcog.org
Innovative Mobility	Emily Lindsey elindsey@drcog.org
Livable Centers Small-Area Planning	Emily Daucher edaucher@drcog.org
	Kris Valdez kvaldez@drcog.org
Regional Transportation Operations & Technology	Greg MacKinnon gmackinnon@drcog.org
Transportation Corridor Planning	Nora Kern nkern@drcog.org
Transportation Demand Management Services	Nisha Mokshagundam nmokshagundam@drcog.org

TIP Set-Aside webpage:
<https://drcog.org/planning-great-region/transportation-planning/transportation-improvement-program/transportation-0>

- Set-Aside Policy
- Quick Guide Handout
- Schedule
- Detailed Info



THANK YOU!
QUESTIONS?

Josh Schwenk
Senior Planner, Transportation Planning & Operations
jschwenk@drcog.org
303-480-6771

ATTACH C

ATTACHMENT C

To: Chair and Members of the Transportation Advisory Committee

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

Meeting Date	Agenda Category	Agenda Item #
October 23, 2023	Informational Briefing	5

SUBJECT

Update on amendment requests to the 2050 Metro Vision Regional Transportation Plan received in response to the call for Cycle Amendments.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

Between federally required four-year updates to the 2050 Regional Transportation Plan, DRCOG staff have historically provided an opportunity for project sponsors to request targeted revisions to fiscally constrained projects in the adopted Plan in a process called Cycle Amendments.

DRCOG initiated a Cycle Amendments process in September 2023 with a call for amendments, which closed on October 3, 2023. DRCOG staff are reviewing the requested amendments and coordinating with external partners and project sponsors to discuss any further required project details. For the 2050 RTP, DRCOG received the following amendment requests:

Requestor	Revision type	Project name/ corridor	Locations/ limits	Requested revision/ description
Boulder	New project	State Hwy. 7	US36/28th St. to 63 rd St.	Business Access Transit (BAT) lane striping
Commerce City	New project	96 th Ave.	I-76 to Heinz Way	Widen from 2 to 4 lanes
Commerce City	Scope change	120 th Ave.	Platte River to E- 470	Change widening from 4 to 6 lanes
Commerce City	Staging period	Vasquez Blvd.	60 th Ave.	Move from 2040-2050 into the 2020-2029 staging period
Lone Tree	New project	Havana St.	Lincoln Ave.	Grade separation
Weld County	New project	I-76	Weld County Road 8	New interchange

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.

The current Cycle Amendments process is scheduled to conclude in mid-2024. Staff have identified the following tentative milestones for this cycle (subject to change):

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

PREVIOUS DISCUSSIONS/ACTIONS

NA

PROPOSED MOTION

N/A

ATTACHMENT

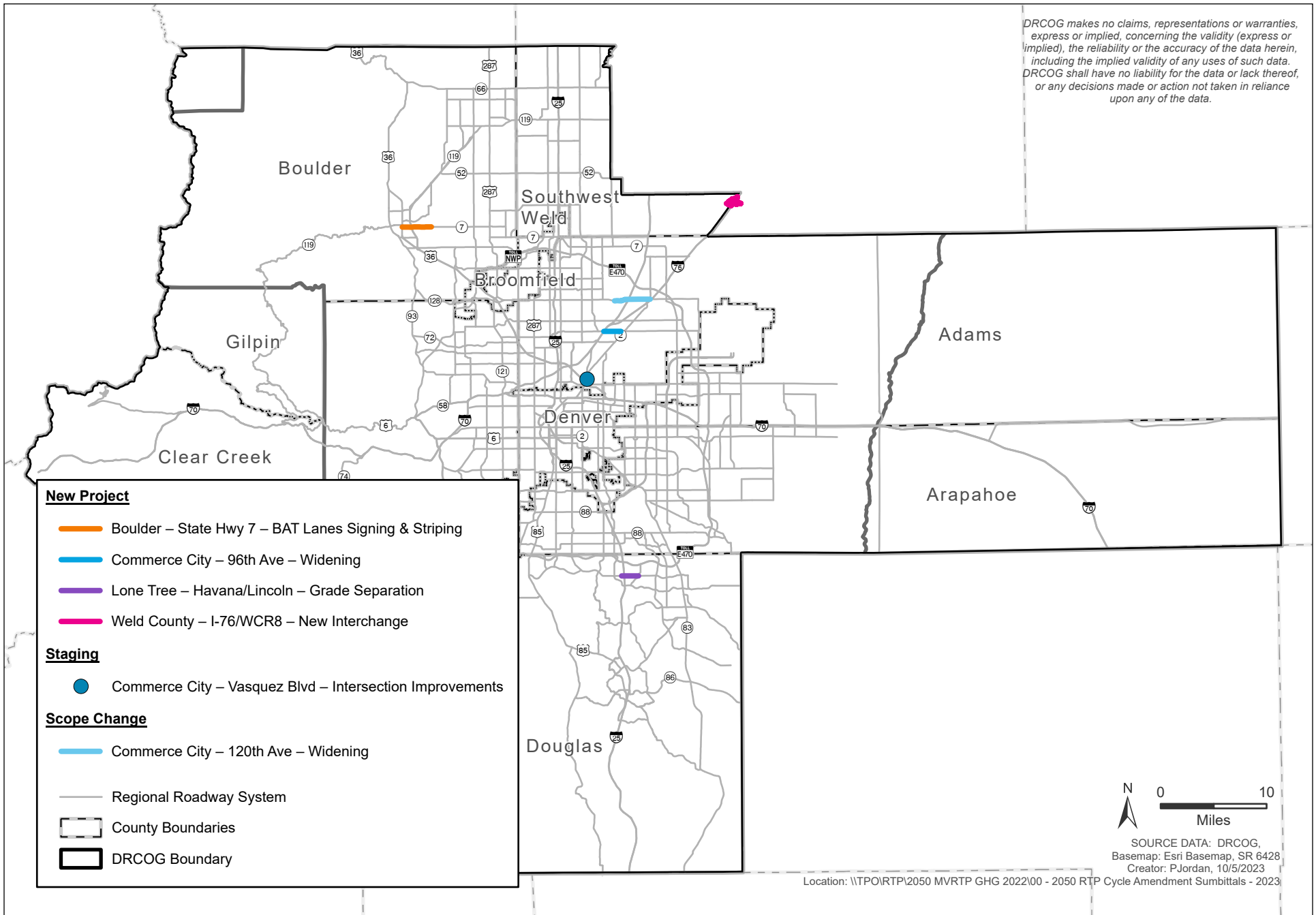
Map of requested project amendment locations

ADDITIONAL INFORMATION

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

RTP 2024 Cycle Amendments

DRCOG makes no claims, representations or warranties, express or implied, concerning the validity (express or implied), the reliability or the accuracy of the data herein, including the implied validity of any uses of such data. DRCOG shall have no liability for the data or lack thereof, or any decisions made or action not taken in reliance upon any of the data.



ATTACH D

ATTACHMENT D

To: Chair and Members of the Transportation Advisory Committee

From: Aaron Villere, Senior Active Transportation Planner

Meeting Date	Agenda Category	Agenda Item #
October 23, 2023	Informational Briefing	6

SUBJECT

2023 Active Modes Crash Report

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

The 2023 Active Modes Crash Report provides a detailed analysis of bicycle- and pedestrian-involved crashes in the region between 2015 and 2019. The previous Bicycle and Pedestrian Crash Report,¹ published as an appendix to the Active Transportation Plan in 2019, assessed crashes among active mode users between 2011 and 2015.

The report provides both an analysis of crashes involving pedestrians and people bicycling and a summary of annual crash trends and detailed analysis of common causes of crashes. The report finds that:

- Between 2015 and 2019, pedestrians and bicyclists were involved in 3% of all crashes, but 22% of crashes resulting in death or severe injury.
- During the same time period, pedestrian-involved fatal and severe injury crashes increased 9% (outpacing the region's 5% population growth and 7% vehicle miles traveled growth). Bicycle-involved fatal and severe injury crashes fell 21%.
- Age and sociodemographic factors (such as economic, environmental, and demographic indicators) were found to correlate with active mode crash and injury risk.
- Most active mode crashes occurred in the urban and suburban contexts, and the majority took place on major arterial roadways.

The report explores street type contexts and pre-crash maneuvers to better understand the most common types of conflicts for both pedestrian- and bicyclist-involved crashes. These findings provide a current overview of active mode crash trends and add detail and texture to the crash type analysis conducted for DRCOG's Taking Action on Regional Vision Zero plan.

Finally, because of the COVID-19 pandemic and limitations with available statewide crash data, the report concludes with a high-level overview of crash trends in the first two years of the pandemic, separate from the detailed analysis conducted for crashes between 2015 and 2019.

¹ https://drcog.org/sites/default/files/resources/ActiveTransportationPlan_BicycleandPedestrianCrashReport.pdf

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. Staff presentation
2. [Active Modes Crash Report](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Aaron Villere, Senior Active Transportation Planner, 303-480-5644 or avillere@drcoq.org.

ACTIVE MODES CRASH REPORT

DRCOG Transportation Advisory Committee

October 23, 2023

Aaron Villere
Senior Active Transportation Planner



ACTIVE MODES CRASH REPORT



WHAT IS THE ACTIVE MODES CRASH REPORT?



The **Active Modes Crash Report** uses regional crash data (from the Colorado Department of Revenue) to analyze crash trends and causes between 2015 and 2019.

Active mode users are...

- People **walking**, including people using mobility devices
- People **bicycling**
- People riding **scooters**

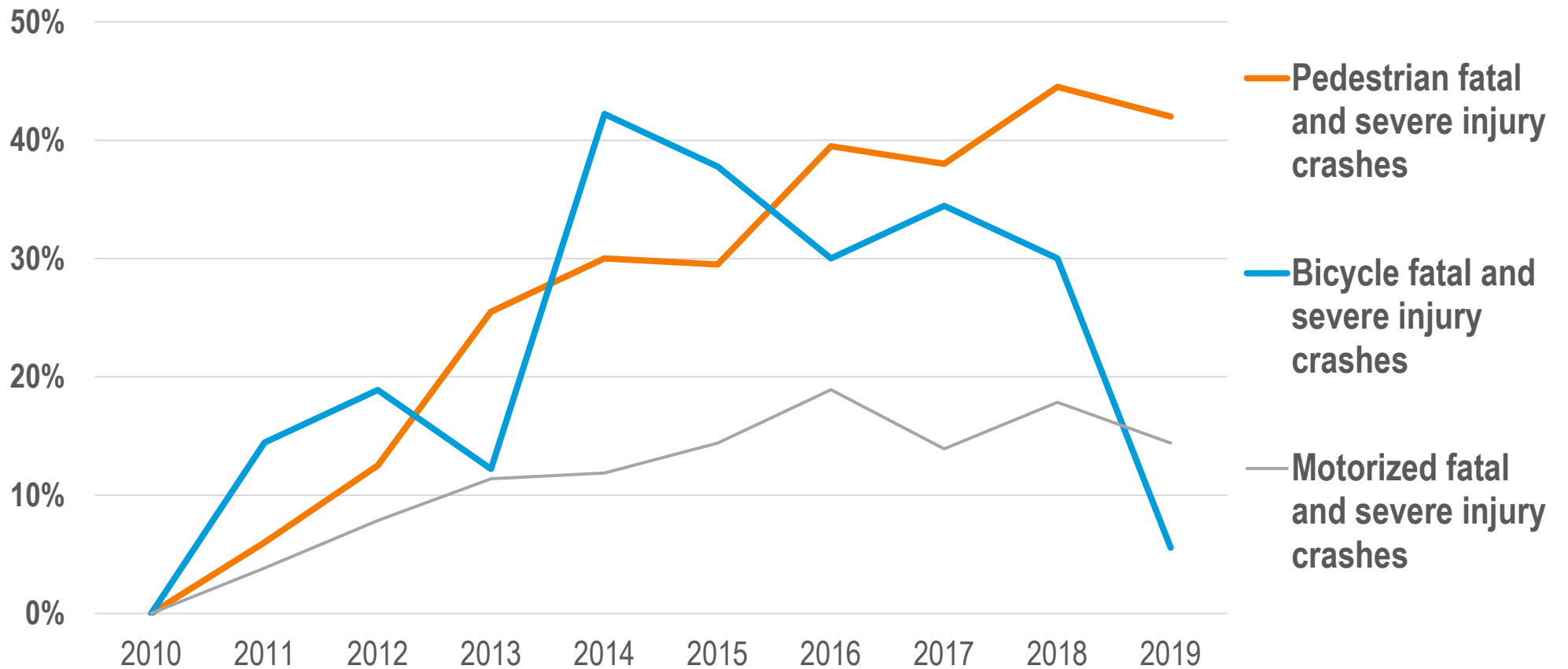
This report is an **update** to the 2019 Bicycle and Pedestrian Crash Report (2011-2015 data).



ACTIVE MODE CRASH TRENDS



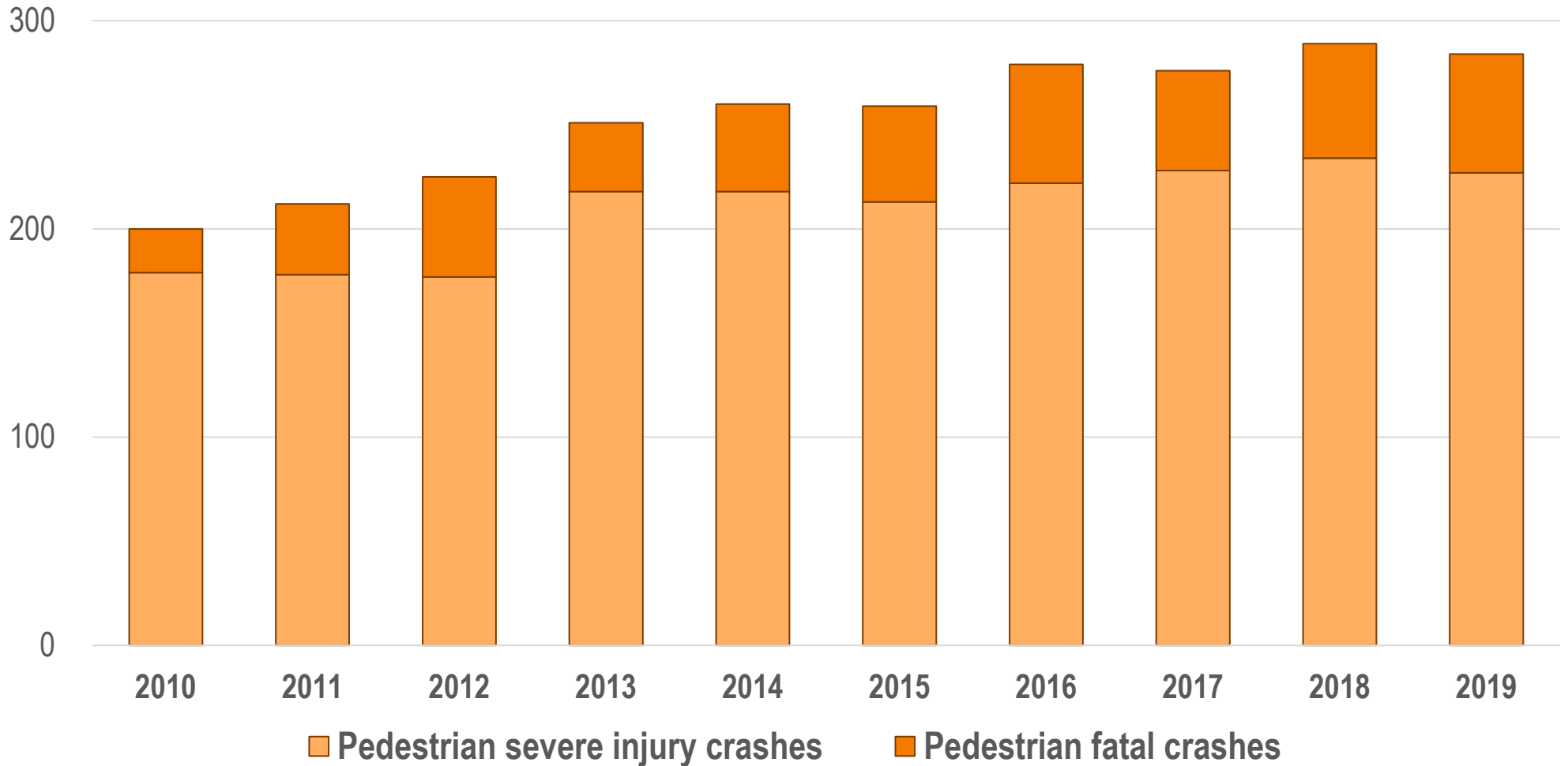
Change in fatal and severe injury crashes since 2010



PEDESTRIAN CRASHES ARE INCREASING



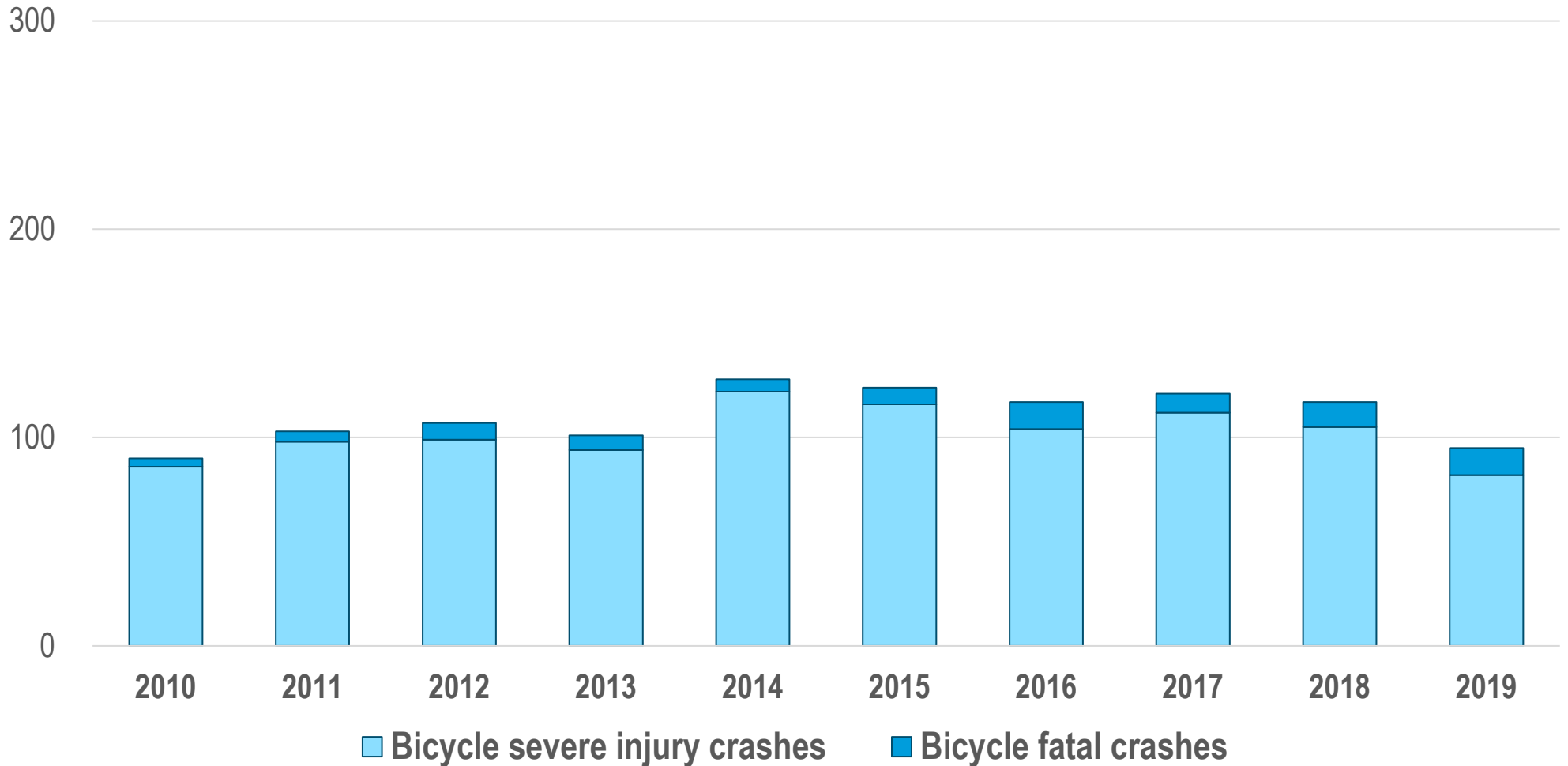
Pedestrian-involved crashes, 2010-2019



BICYCLE CRASHES ARE MORE COMPLICATED



Bicycle-involved crashes, 2010-2019

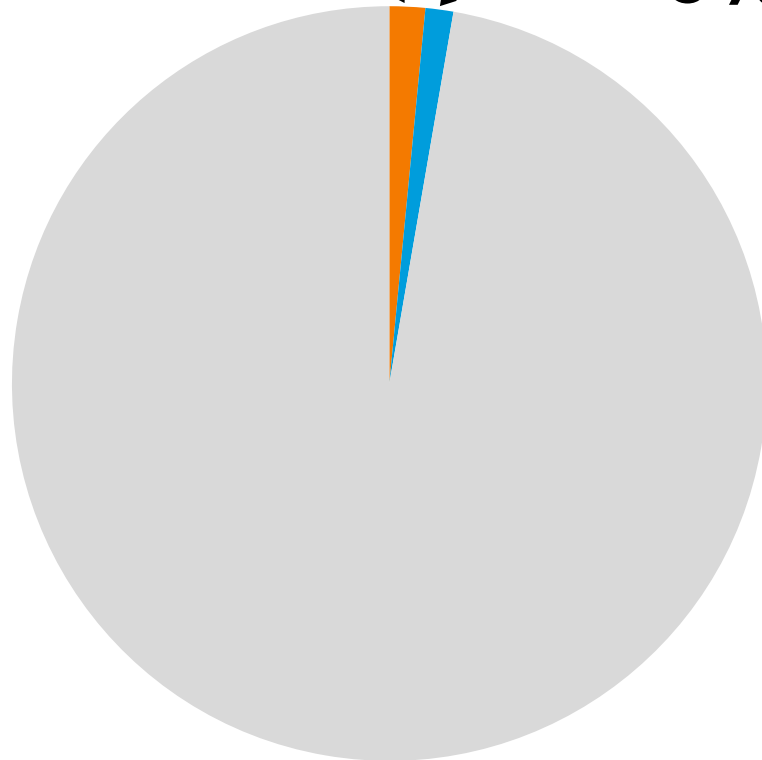


ACTIVE MODE CRASHES ARE OVER-REPRESENTED



All crashes,
2015-2019

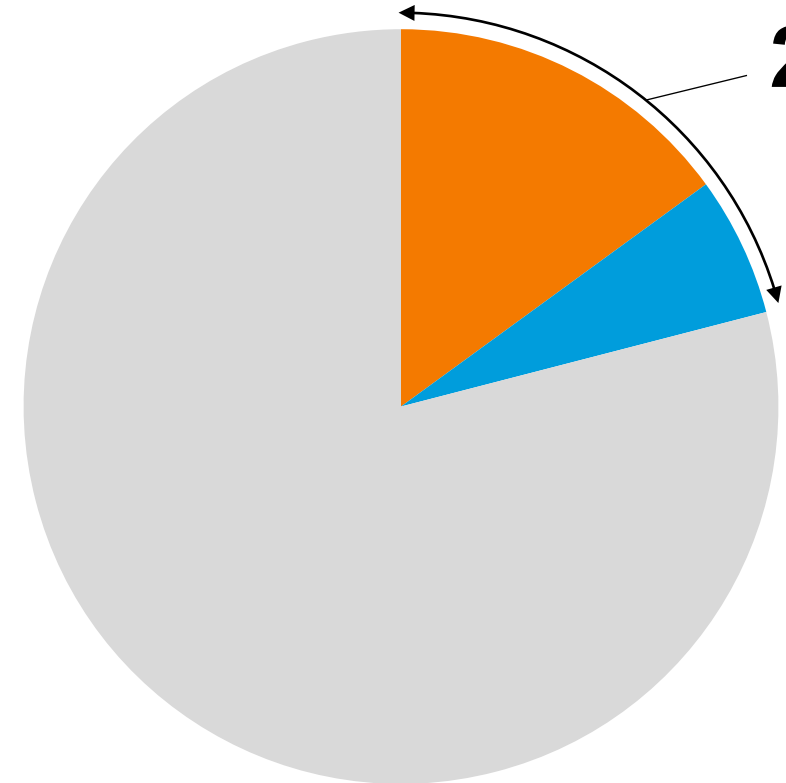
3%



■ Pedestrian ■ Bicycle ■ All Other Modes

Fatal and severe injury
crashes, 2015-2019

22%



■ Pedestrian ■ Bicycle ■ All Other Modes

SPEED AMPLIFIES CRASH SEVERITY



Where posted speed was **35MPH** or greater, crashes were more than **2x** as likely to result in fatality or severe injury as at **20MPH**.

SPEED AMPLIFIES CRASH SEVERITY



SPEED
LIMIT
20



SPEED
LIMIT
30



SPEED
LIMIT
40



SPEED
LIMIT
45+



Where posted speed was **35MPH** or greater, crashes were **50%** more likely to result in fatality or severe injury as at **20MPH**.

UNDERSTANDING ACTIVE MODE CRASHES



Who was involved?

- Sex designation
- Age
- Sociodemographic factors
- Operator factors

Where did the crash occur?

- Land use context
- Location on street
- Street classification
- Intersection type
- Pre-crash maneuvers



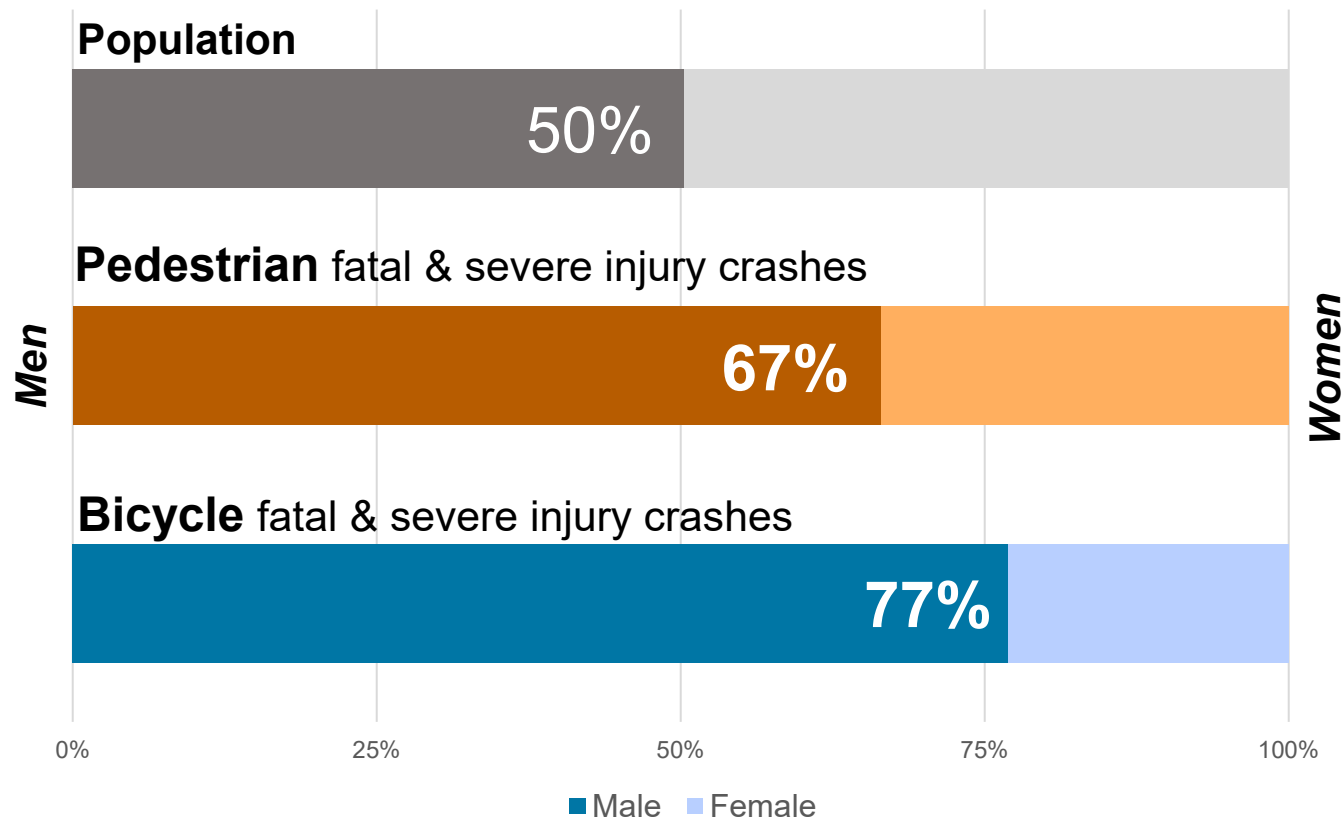
WHO WAS INVOLVED?



WHO WAS INVOLVED BY SEX?



Men were more likely to be involved in fatal and severe injury crashes than women.



Men represented **67%** of those involved in **pedestrian** fatal and severe injury crashes.

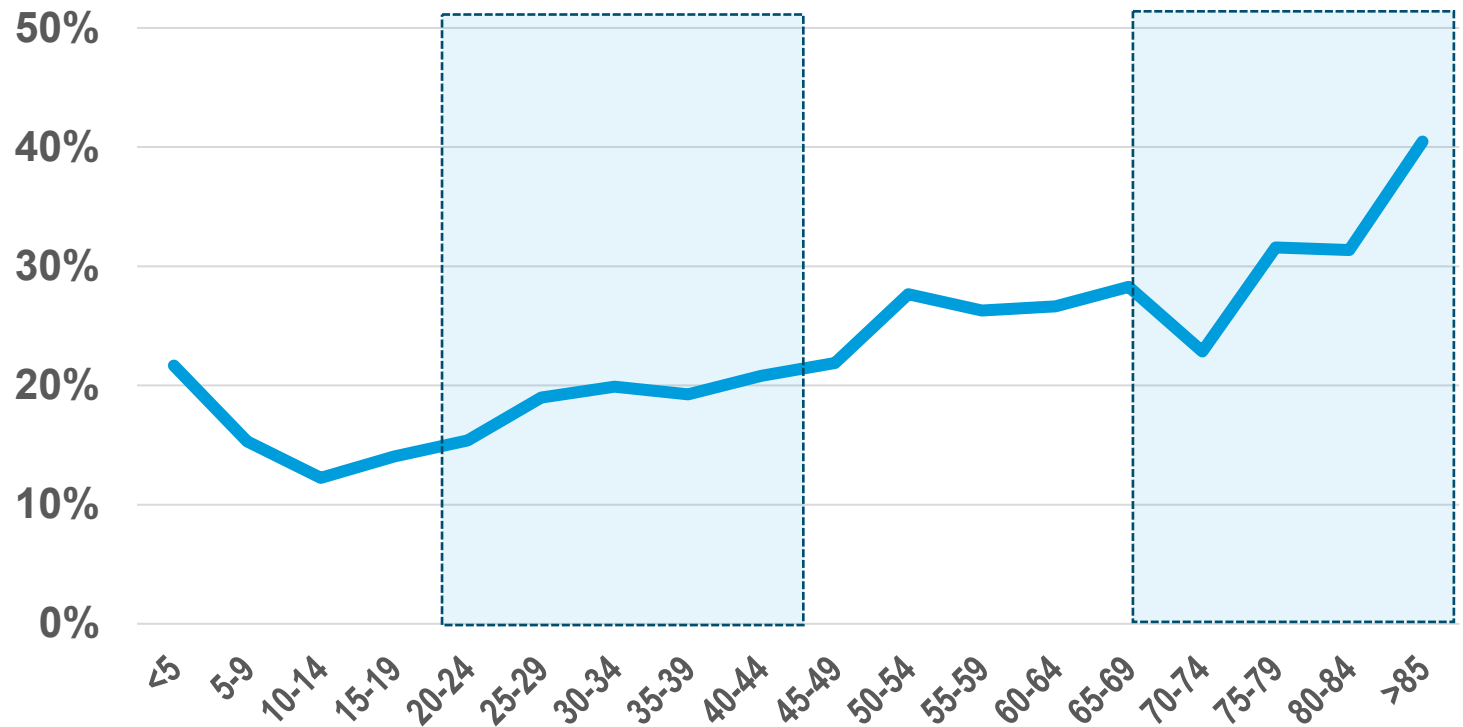
Men represented **77%** of those involved in **bicycle** fatal and severe injury crashes.

WHO WAS INVOLVED BY AGE?



People **over 65** were **52%** more likely than people aged **20 – 45** to have crashes result in death or severe injury.

Percent of active mode crashes resulting in a fatality or severe injury



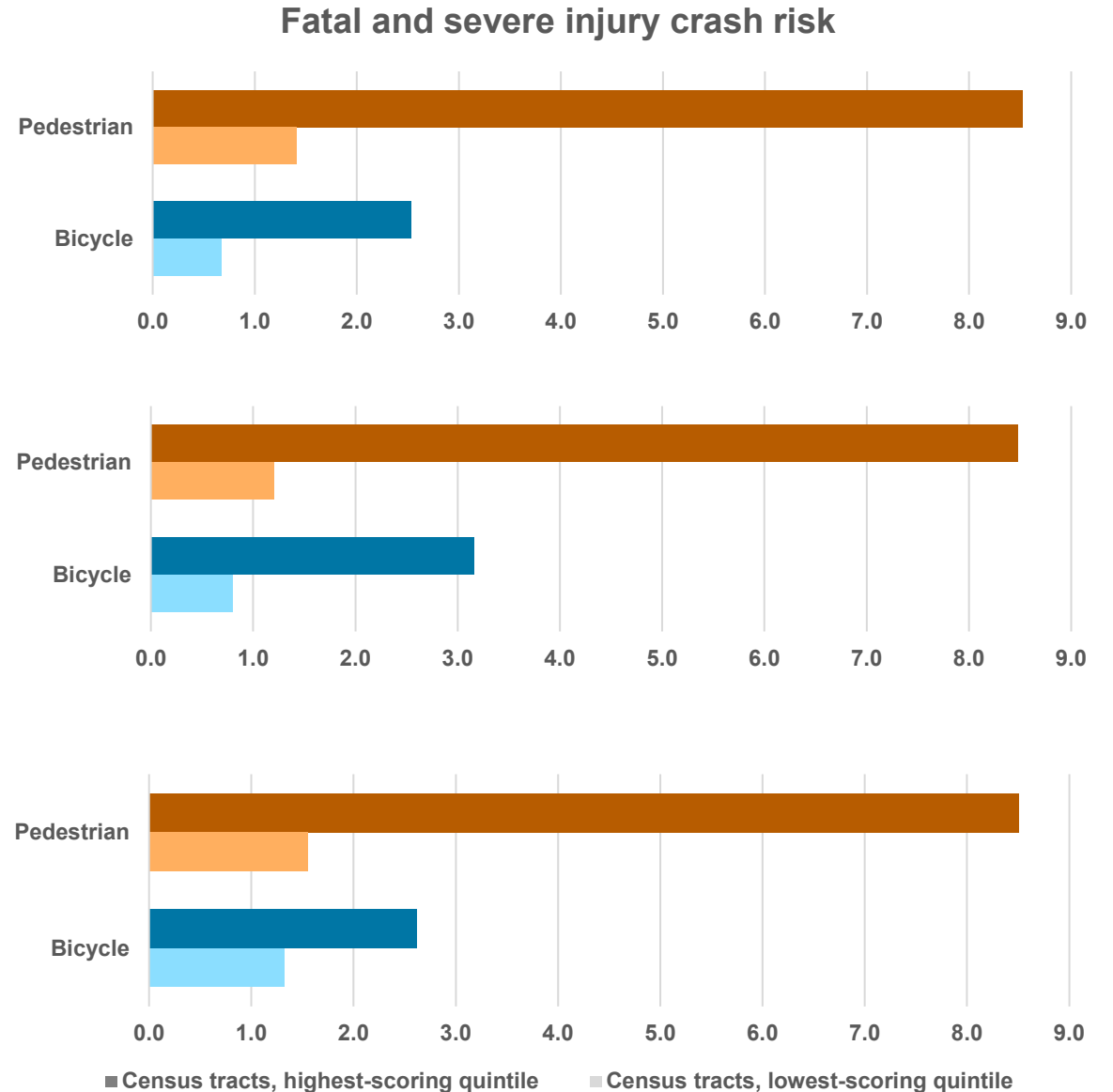
WHO WAS INVOLVED BY SOCIODEMOGRAPHIC FACTORS?



Social Vulnerability

Environmental Burden

Transportation Cost Burden



WHO WAS INVOLVED WHEN DRUGS & ALCOHOL WERE SUSPECTED?



Alcohol was suspected in at least one person involved in **20%** of **pedestrian** fatal and severe injury crashes.

Drugs or **alcohol** increased the likelihood of fatality or severe injury among all modes and crashes.

Alcohol Suspected	Pedestrian-Involved	Bicycle-Involved	All Other Modes
All Crashes	11%	3%	4%
Fatal / Severe Injury Crashes	20%	6%	17%

Drugs Suspected	Pedestrian-Involved	Bicycle-Involved	All Other Modes
All Crashes	2%	1%	1%
Fatal / Severe Injury Crashes	4%	2%	6%



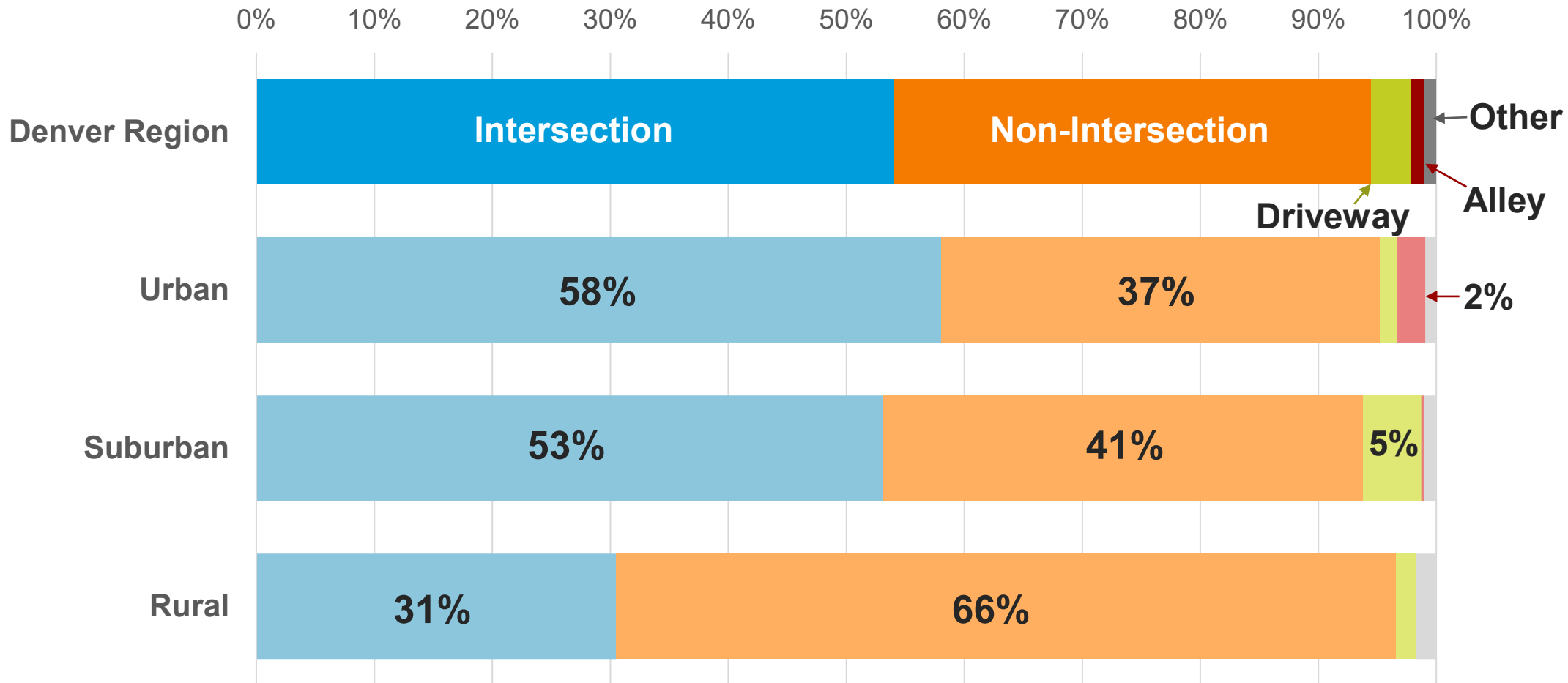
WHERE DID CRASHES OCCUR?



PEDESTRIAN CRASHES BY AREA TYPE



Pedestrian fatal and severe injury crash locations

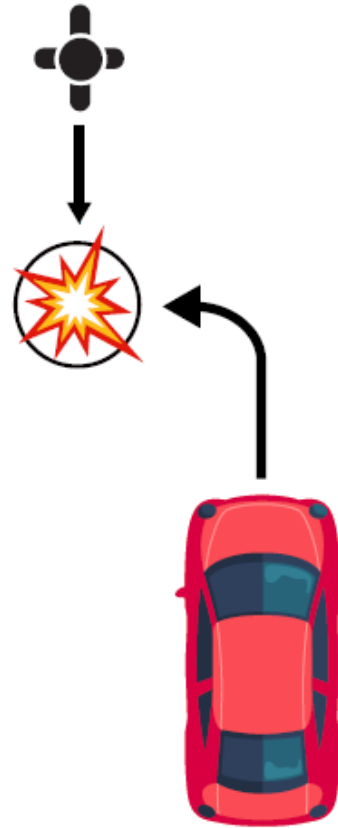


PRIMARY PEDESTRIAN CRASH TYPES

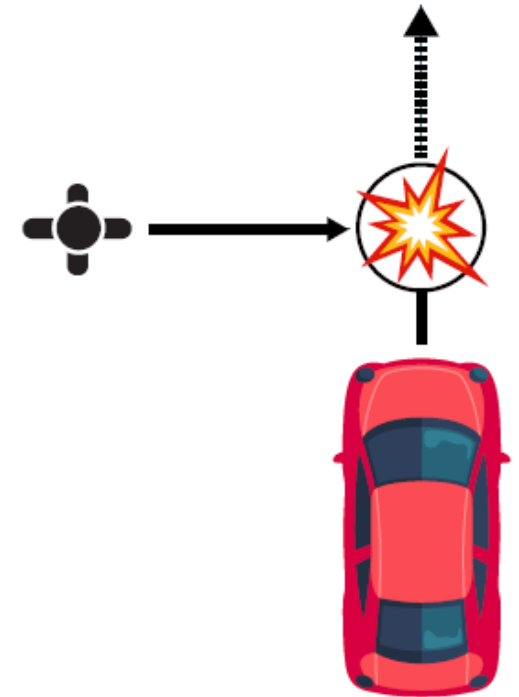


41% of pedestrian intersection fatal and severe injury crashes involve **Left Turns**.

38% involve **Broadside** collisions.



Left Turn
crash example

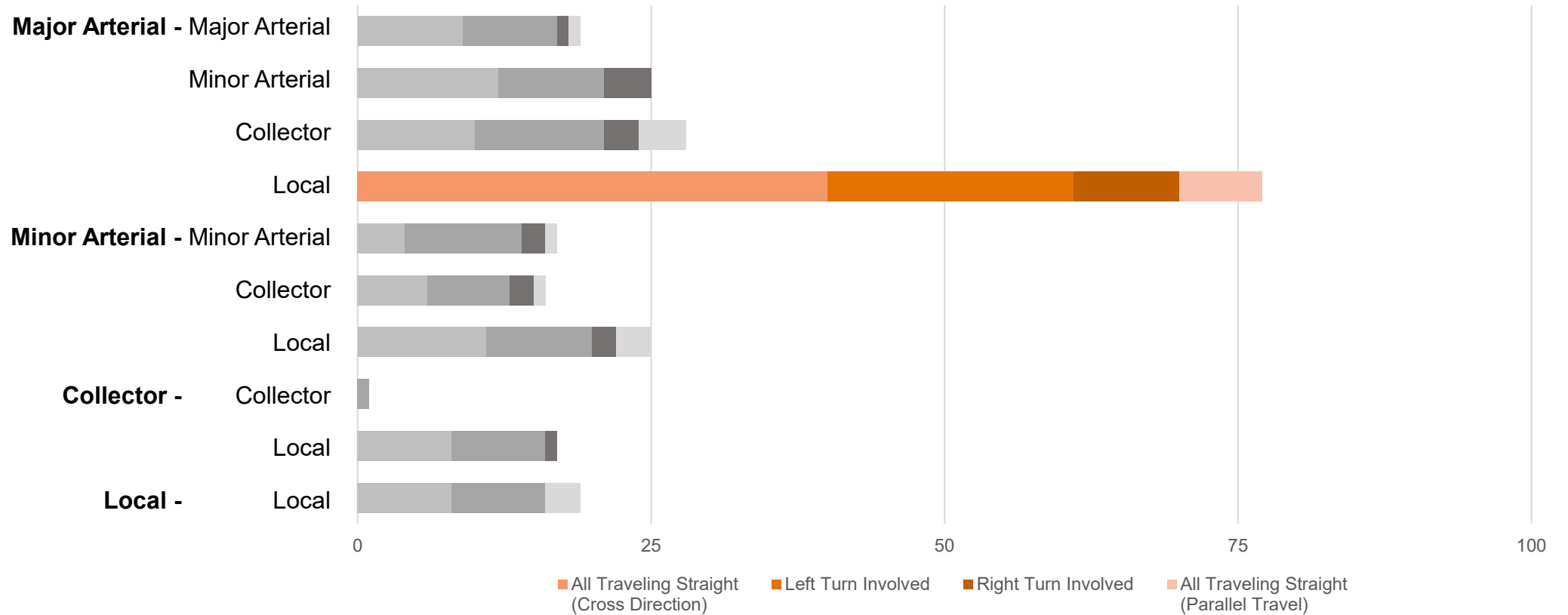


Broadside
crash example

PEDESTRIAN INTERSECTION CRASH LOCATIONS



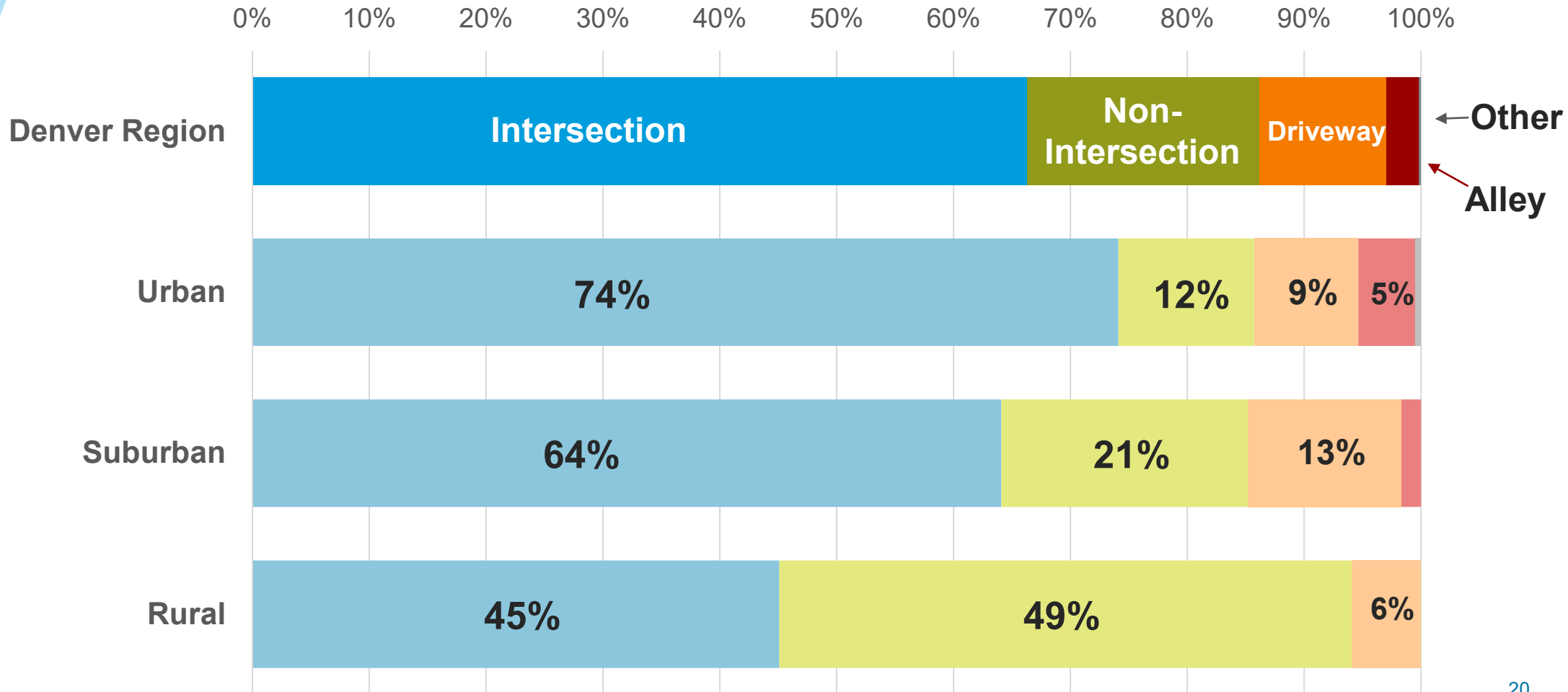
32% of urban pedestrian crashes at intersections occur at Major Arterial-to-Local crossings



BICYCLE CRASHES BY AREA TYPE



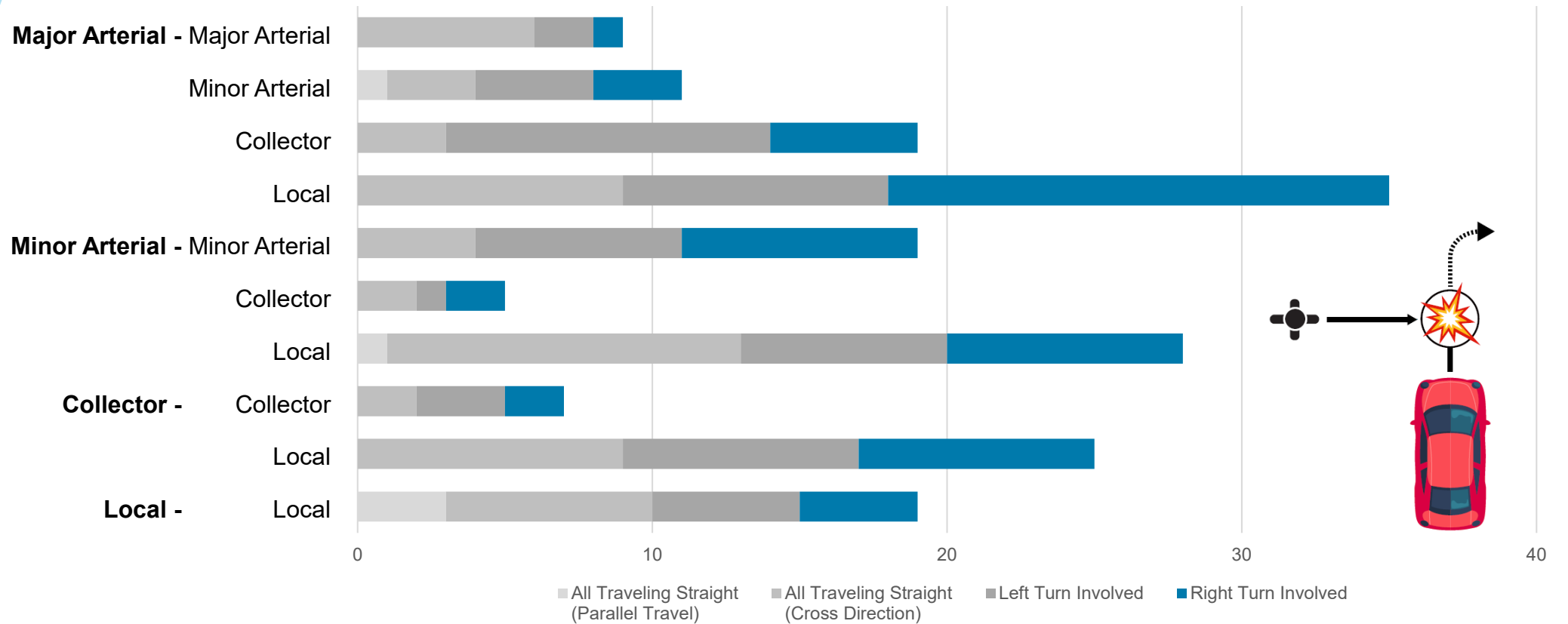
Bicycle fatal and severe injury crash locations



BICYCLE INTERSECTION TYPES



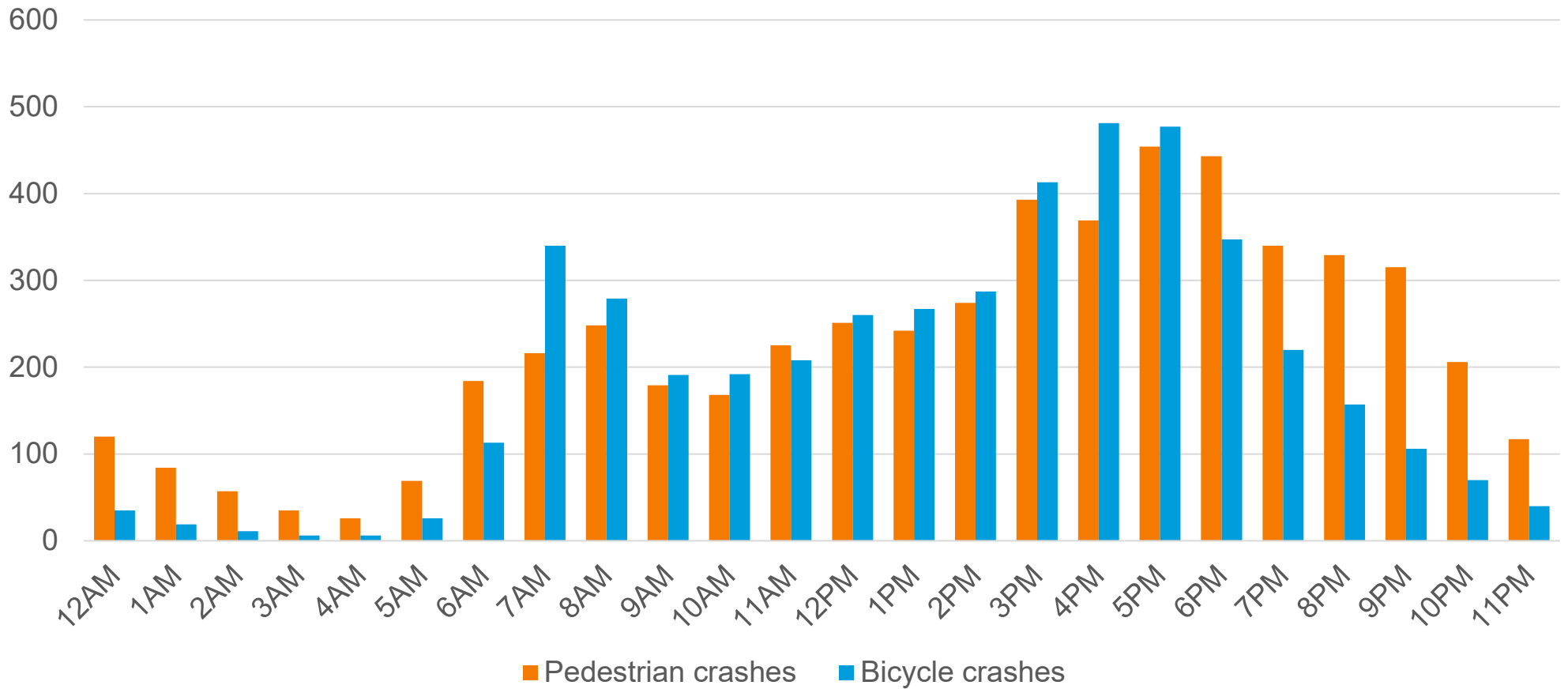
32% of suburban bicycle crashes at intersections involve **Right-Turn** movements



CRASHES BY TIME OF DAY



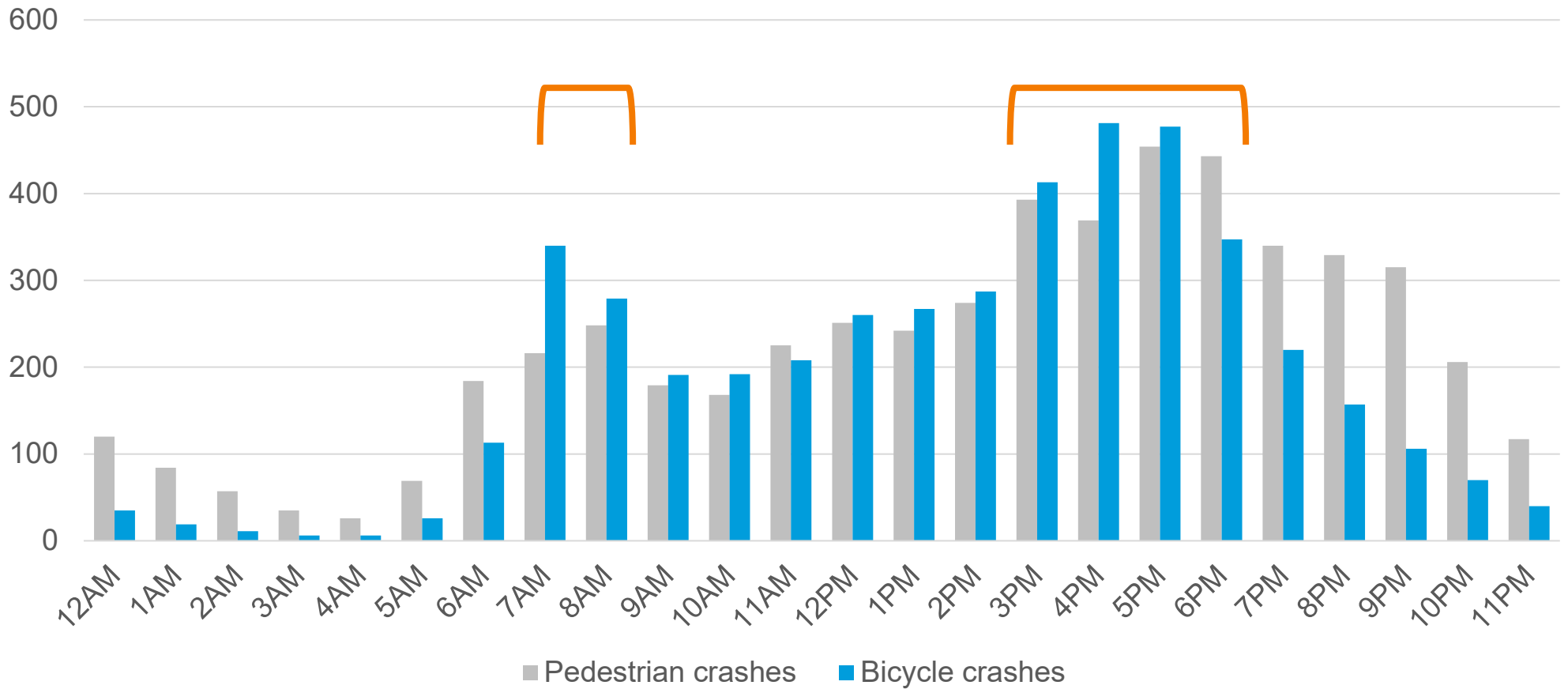
Crashes by hour of day, 2015-2019



CRASHES BY TIME OF DAY



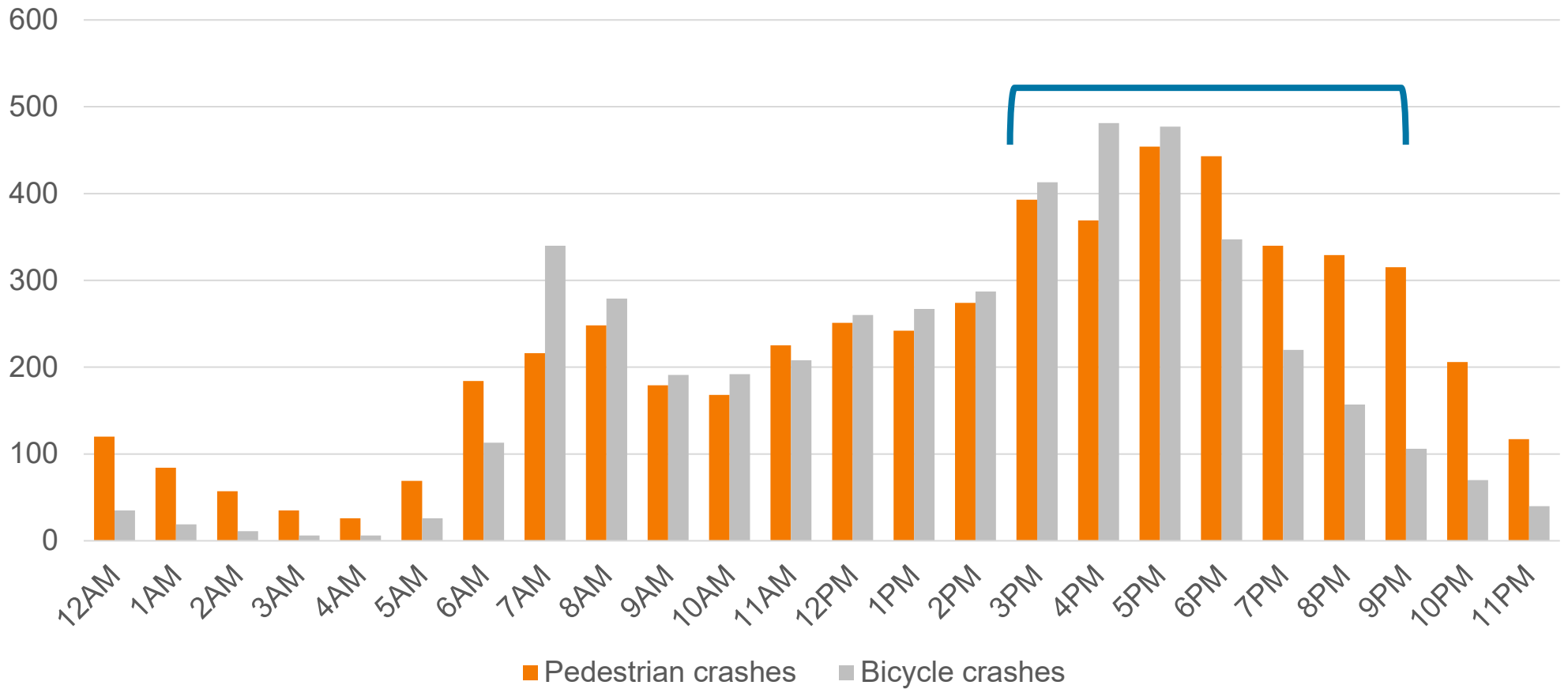
Bicycle crashes are concentrated to peak hours



CRASHES BY TIME OF DAY



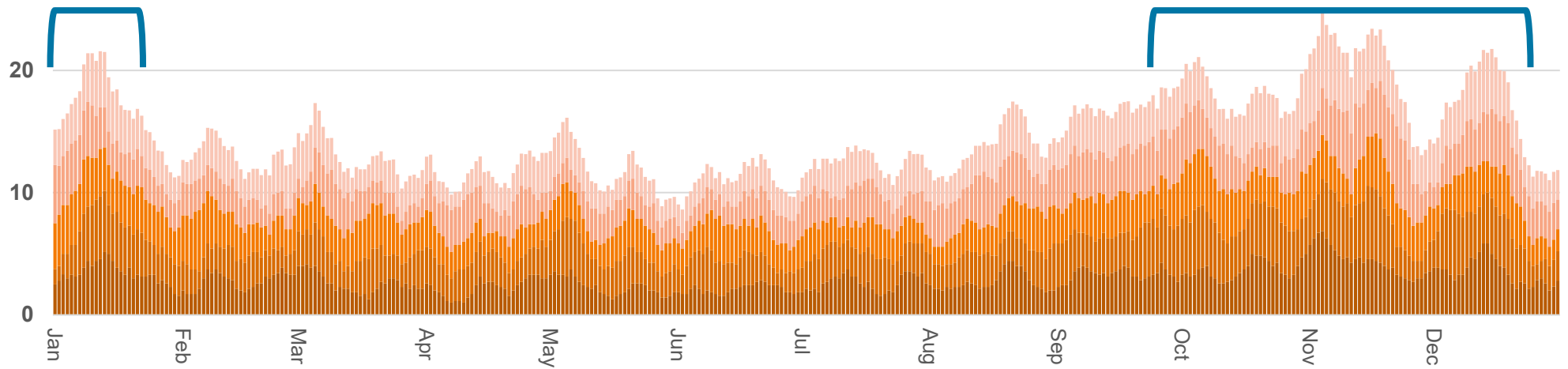
Pedestrian crashes increase during afternoon and evening



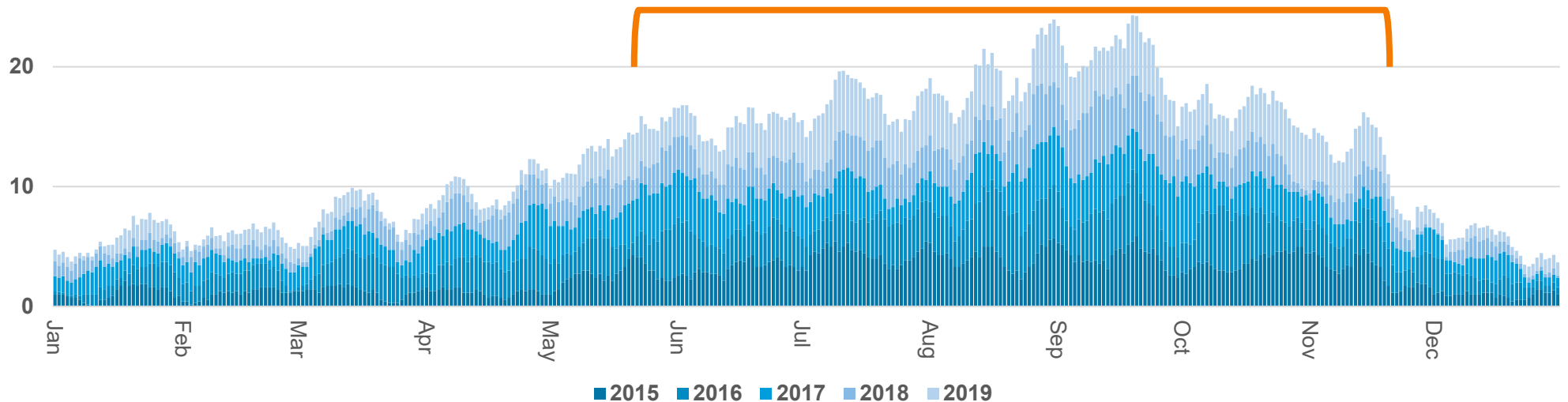
CRASHES BY SEASON



Pedestrian crashes per day (seven-day rolling average), 2015-2019



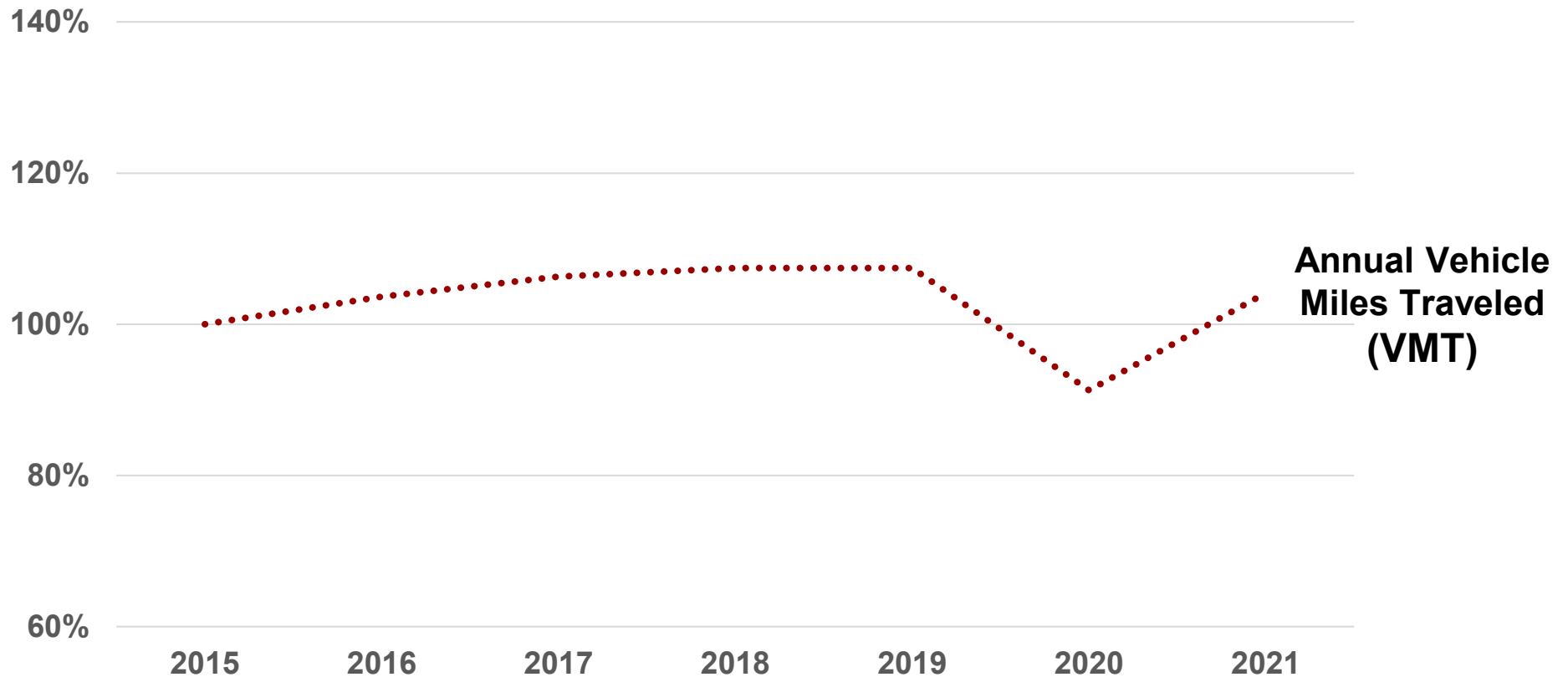
Bicycle crashes per day (seven-day rolling average), 2015-2019



2020 & 2021: A NEW TRAVEL PARADIGM



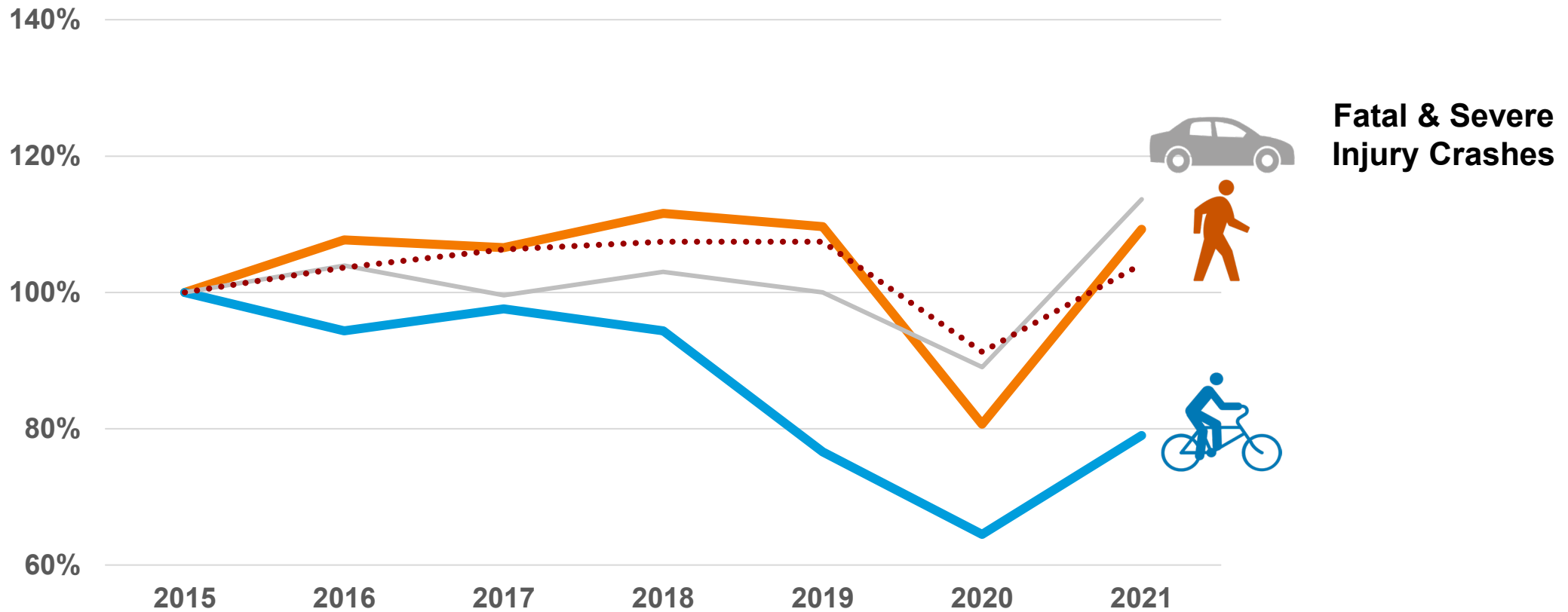
Pedestrian and motor vehicle crashes rebounded post-2020 faster than vehicle traffic



2020 & 2021: A NEW TRAVEL PARADIGM

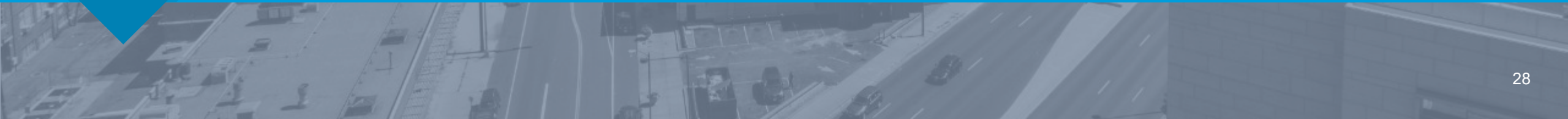


Pedestrian and motor vehicle crashes rebounded post-2020 faster than vehicle traffic





THANK YOU!
QUESTIONS?



ATTACHE

ATTACHMENT E

To: Chair and Members of the Transportation Advisory Committee

From: Nora Kern, Subarea and Project Planning Program Manager

Meeting Date	Agenda Category	Agenda Item #
October 23, 2023	Informational Briefing	7

SUBJECT

Notification of upcoming call for letters of interest for 2024-2025 Community-Based Transportation planning set aside.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

The Denver Regional Council of Governments is conducting a call for letters of interest in November and December 2023 to identify community-based transportation planning projects for the first two years of the FY 2024-2027 Transportation Improvement Program set aside funding.

The community-based transportation planning set aside is a Denver Regional Council of Governments (DRCOG)-led technical assistance program in the FY 2024-2027 Transportation Improvement Program (TIP). The goal of this program is to support member jurisdictions in addressing mobility challenges for historically marginalized communities in the DRCOG region.

To achieve this goal, DRCOG will fund and manage a variety of transportation planning studies, in partnership with local jurisdictions and organizations. An estimated \$2,500,000 is available for the full four-year set-aside program, with \$1.25 million expected to be spent each two-year cycle. Non-federal match will be provided using state toll credits.

These studies will identify the specific mobility needs of historically marginalized communities, develop community-informed solutions, and map out a path to fund and implement recommendations. This program can fund a wide range of transportation plans or studies including:

- Subarea transportation plans
- Corridor plans
- Multimodal, bicycle and/or pedestrian plans
- Safety or vision zero plans
- Transit or Microtransit studies
- First/Last Mile studies
- School transportation plans

- Other transportation or mobility related studies.
- Conceptual design for community-informed transportation solutions (up to 30% design)

Letters of interest are due December 31, 2023 and can be submitted by local jurisdictions (cities or counties) in the DRCOG MPO boundary, regional agencies, or by nonprofit organizations including Transportation Management Associations (TMAs).

Full details about the program, project sponsor eligibility, and the letter of interest process can be found on the Denver Regional Council of Governments' website at: <https://drcog.org/planning-great-region/transportation-planning/community-based-transportation-planning-program>.

Additionally, DRCOG staff will provide an informational webinar to learn more about this program and ask questions on Wednesday November 15th, 11am -12pm. [Register here.](#)

PREVIOUS DISCUSSIONS/ACTIONS

NA

PROPOSED MOTION

N/A

ATTACHMENTS

Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Nora Kern, Subarea and Project Planning Program Manager, 303-480-5622 or nkern@drcog.org

The background of the slide is a grayscale aerial photograph of a suburban neighborhood. It shows a grid of streets, residential houses with lawns, and some larger commercial or industrial buildings. The overall scene is a typical suburban development.

COMMUNITY BASED TRANSPORTATION PLANNING SET ASIDE: 2024-2025 Call For Letters of Interest

**Nora Kern, Subarea and Project
Planning Program Manager**

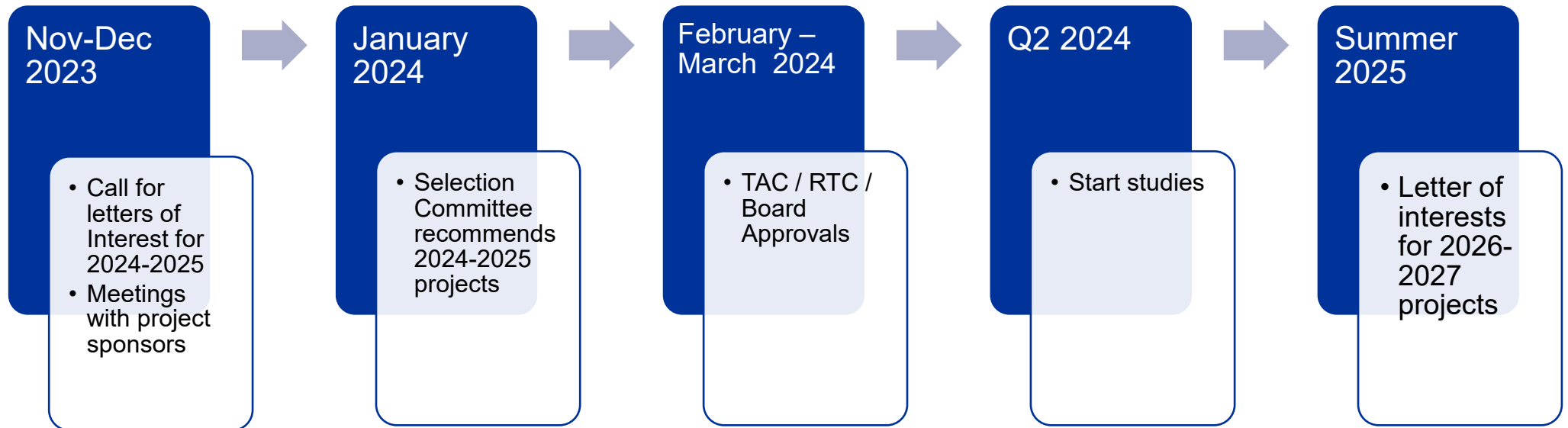
October 23, 2023 TAC Meeting

2024 – 2027 TIP SET ASIDE



Community Based Transportation Planning Set-Aside

- \$2,500,000 over 2024-2027
- Funding split into 2-year cycles



COMMUNITY BASED TRANSPORTATION PLANNING



Program Goals

Expand access to opportunity for residents of all ages, incomes, and abilities.

Support member governments in their efforts to improve mobility within their communities.

Address the needs of disproportionately impacted and marginalized communities in the region.

Center voices of marginalized communities in transportation planning.

Develop innovative engagement methods to center marginalized voices.

ELIGIBLE TYPES OF PROJECTS



- Any transportation study or planning effort related to historically marginalized communities including:
 - Subarea transportation plans
 - Corridor plans
 - Multimodal, bicycle and/or pedestrian plans
 - Safety or vision zero plans
 - Transit or Microtransit studies
 - First/Last Mile studies
 - School transportation plans
 - Other transportation or mobility related studies.
 - Conceptual design for community-informed transportation solutions (up to 30% design)

SHARED ELEMENTS IN ALL PROJECTS



EXTENSIVE COMMUNITY
ENGAGEMENT



CENTERING
HISTORICALLY
MARGINALIZED
COMMUNITIES



IMPLEMENTATION
ORIENTATED

ELIGIBLE PROJECT SPONSORS



Local jurisdictions

Regional agencies

Nonprofit Organizations

- Required letter of support from impacted local jurisdiction(s)

- DRCOG will:
 - Fully fund studies (no local match required)
 - Manage procurement and serve as project manager for study
- Project Sponsor will:
 - If selected, submit letter of understanding and project commitment from agency's senior leadership
 - Commit to attending monthly project meetings, share data, and support community engagement

NEXT STEPS



- Full program overview on website.
- Letters of Interest due **December 31, 2023**.
- Project sponsors must also set up meeting with DRCOG staff before submitting a letter of interest
- **Learn more!** Join us for informational webinar to learn more on November 15th 11am – 12pm on zoom.



Thank You

QUESTIONS?

**Nora Kern, Subarea and Project
Planning Program Manager**

nkern@drcog.org

303-480-5622

ATTACH F

ATTACHMENT F

To: Chair and Members of the Transportation Advisory Committee

From: Ron Papsdorf, Transportation Planning and Operations Division Director

Meeting Date	Agenda Category	Agenda Item #
October 23, 2023	Informational Briefing	8

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 represents 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

N/A

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 Ron Papsdorf, Transportation Planning and Operations Division Director, at 303-480-6747 or rpapsdorf@drcog.org.

Program Distribution

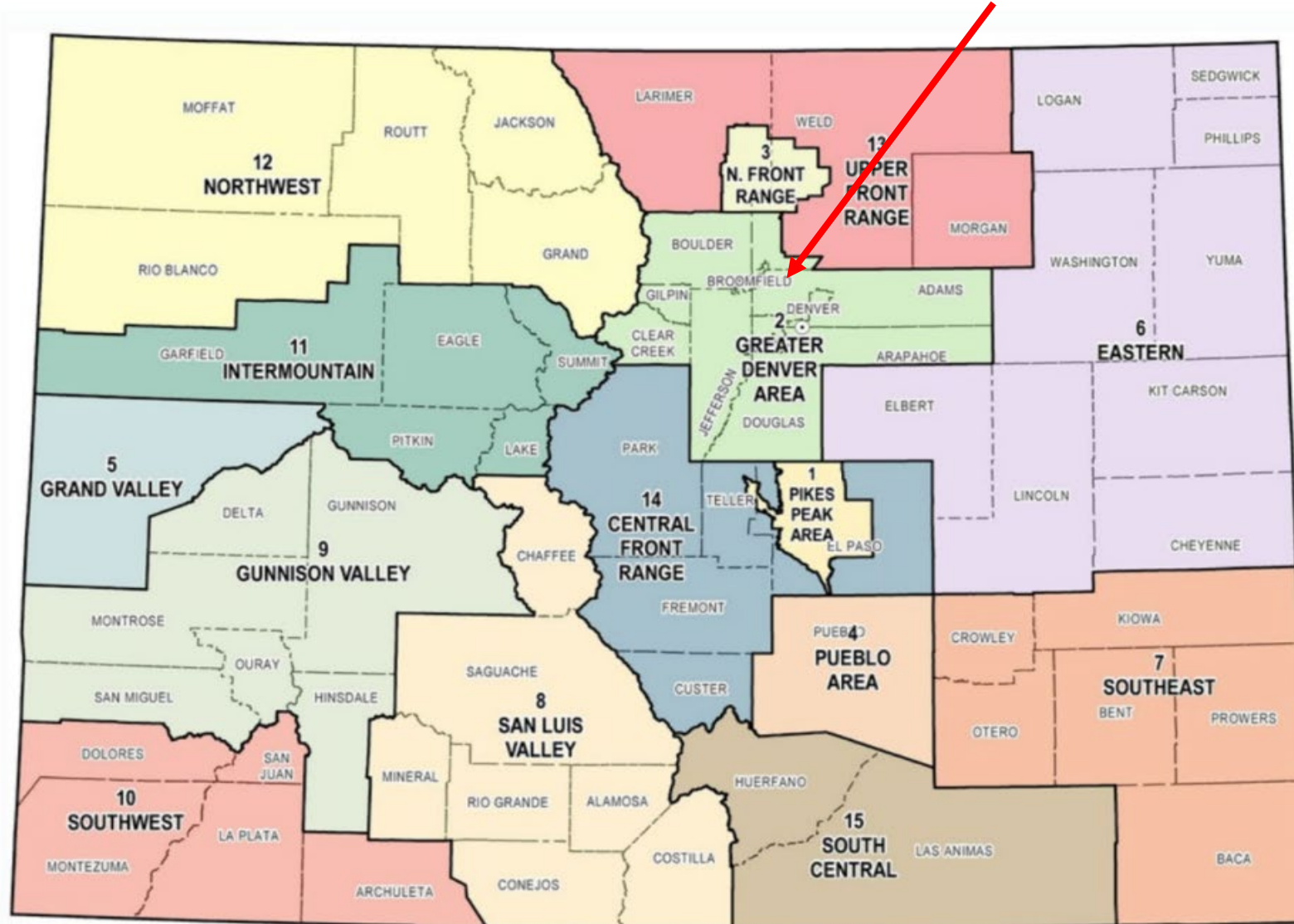
Transportation Advisory Committee
October 23, 2023

Ron Papsdorf

Program Distribution reminders

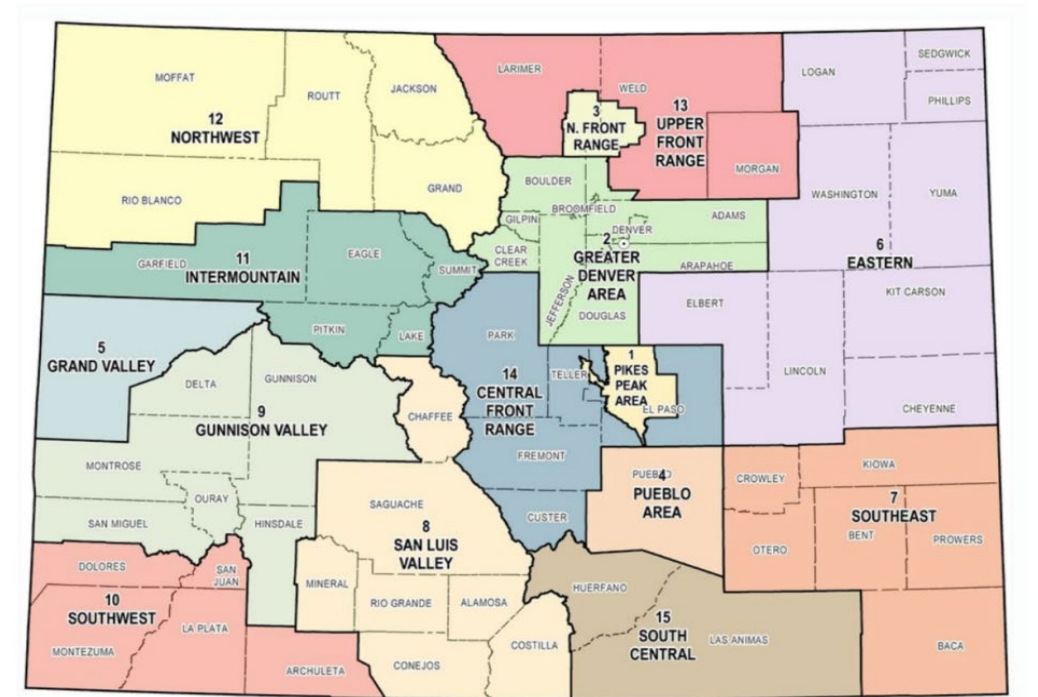
- Part of the Statewide Transportation Plan and outlines the assignment of **projected revenues to various program areas** for the time period of the plan.
- Provides a **long-term view of estimated transportation revenues**, and how they will **be allocated** among programs and regions.
- **Funding 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

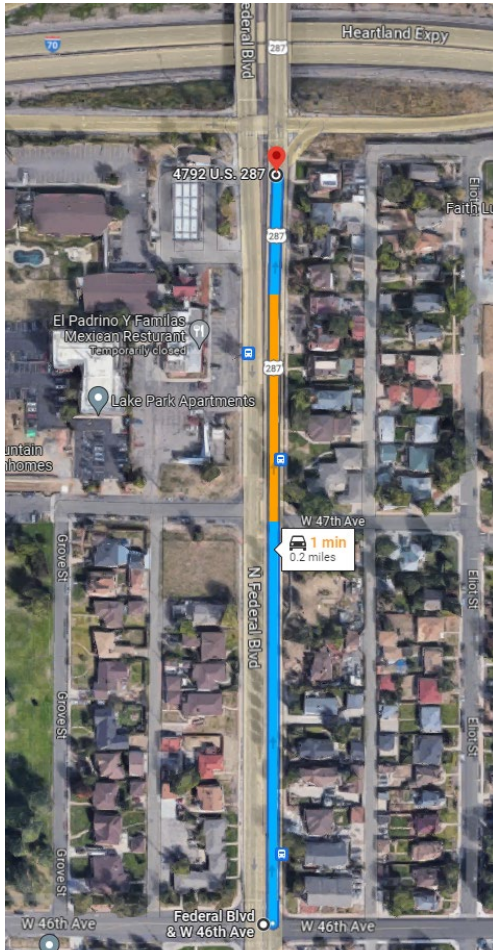
Principles for Program Distribution

- 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



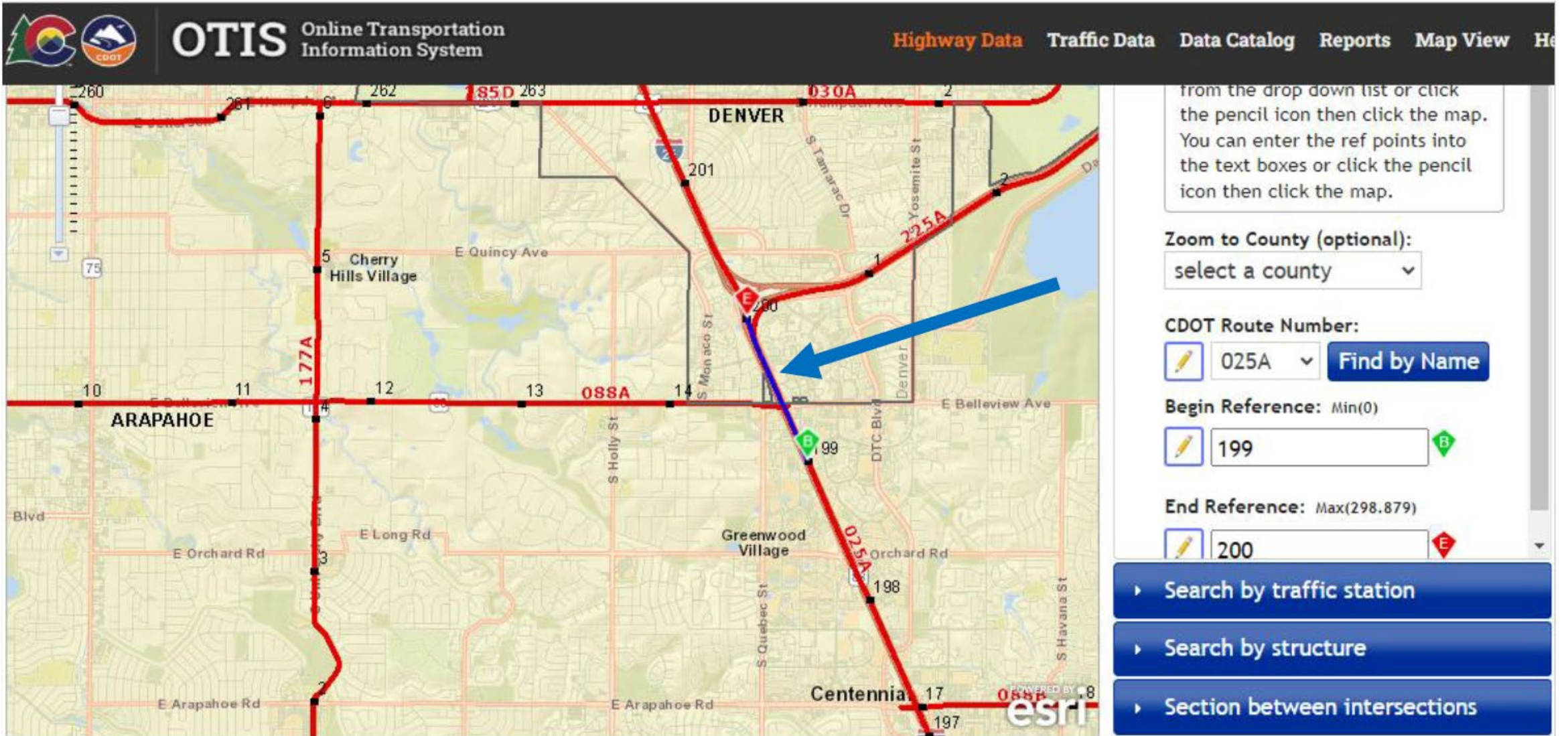
0.2 miles x 4 lanes = 0.8 lane miles
 Principal Arterial - Other

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.

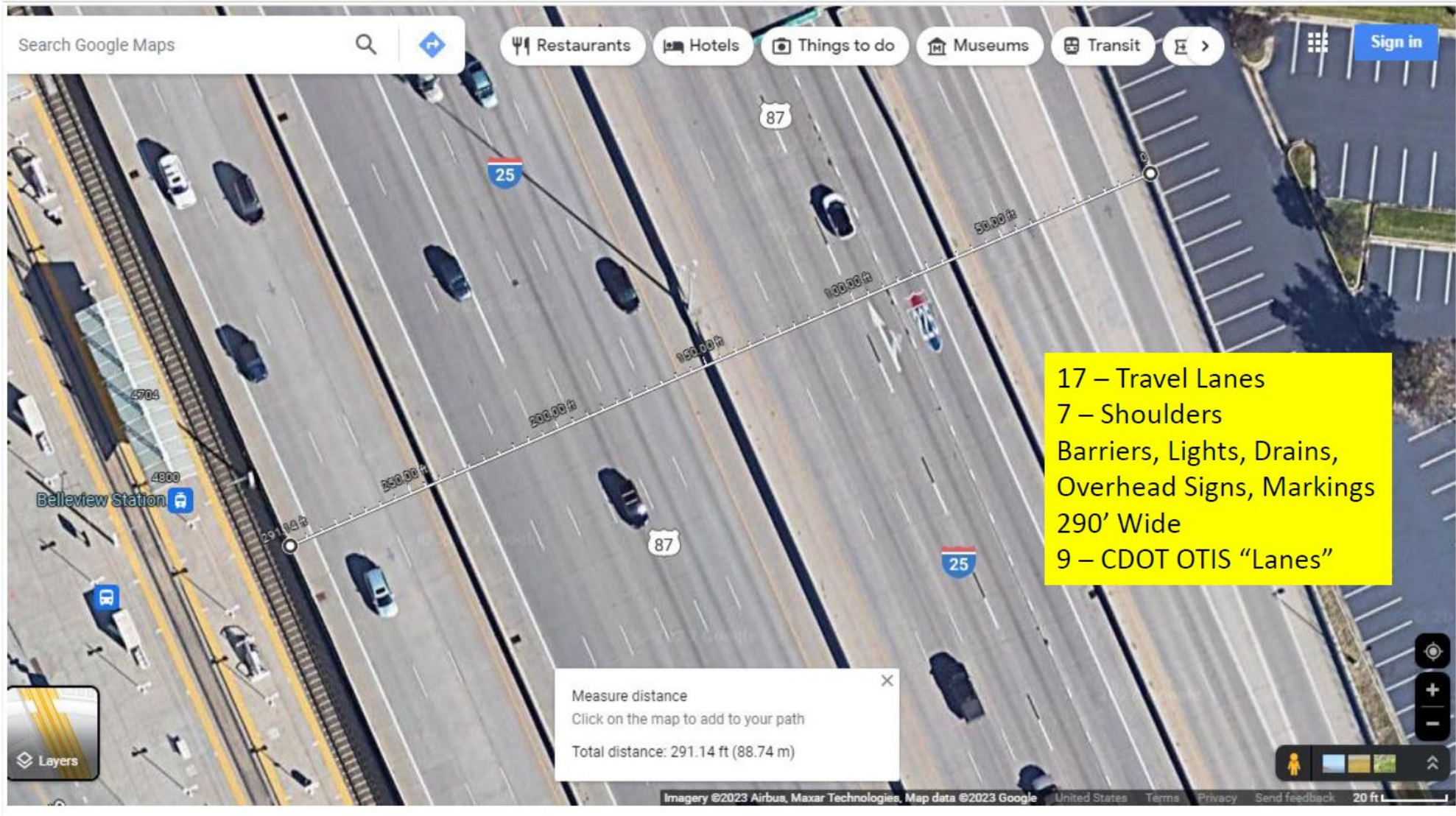
Zoom to County (optional):
 select a county

CDOT Route Number:

Begin Reference: Min(0)

End Reference: Max(298,879)

OTIS vs. "Real World"



Upcoming impacts on RTP and TIPs

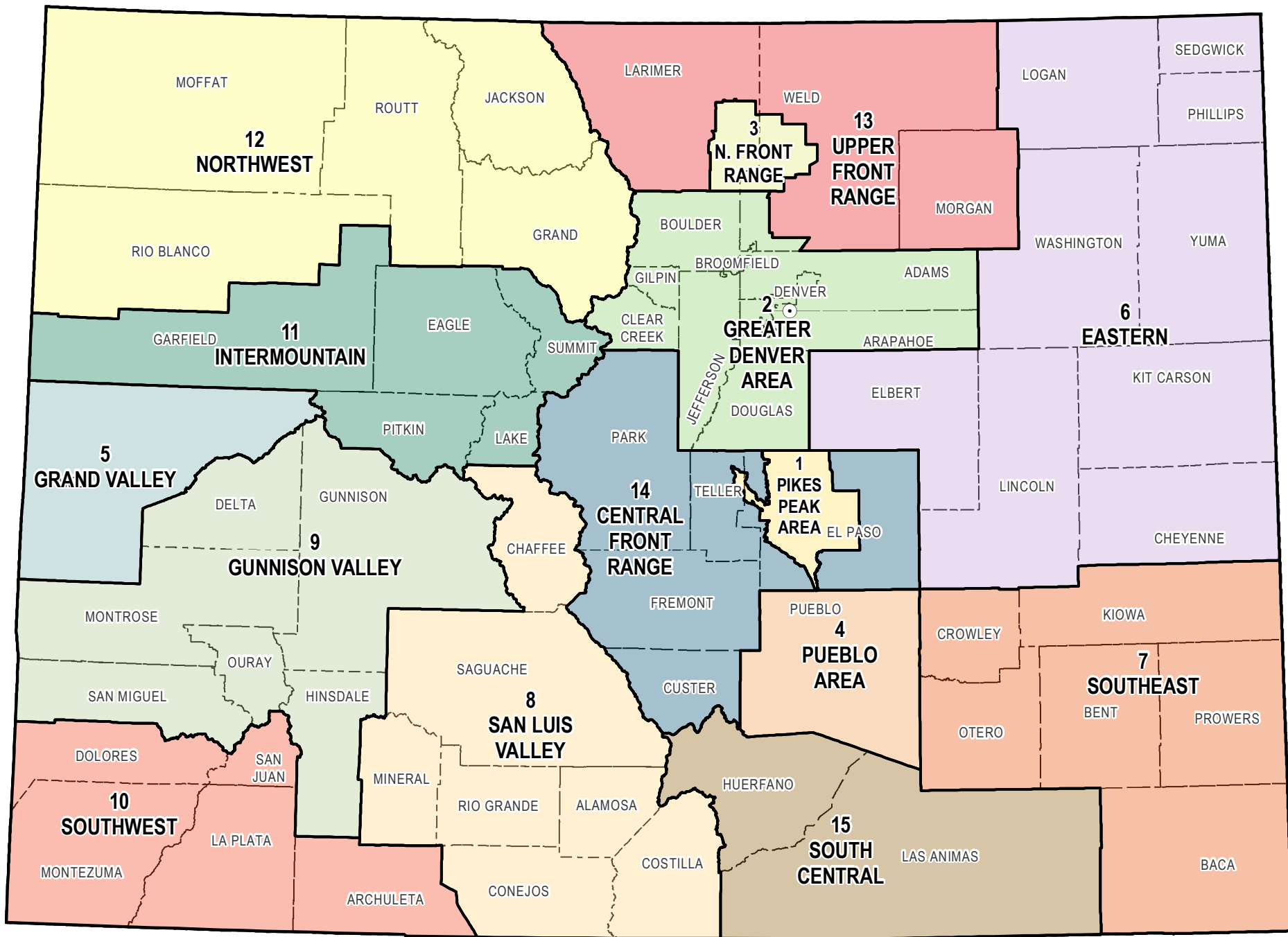
	2023	2024				2025				2026				2027			
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Program Distribution																	
RTP Update																	
TIP Update																	

- 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
 - FY2026-29 (Fall 2024 to Spring 2025) – no new calls for projects
 - FY2028-31 (Fall 2025 to Summer 2027) – Regional/Subregional Calls for Projects



THANK YOU!
QUESTIONS?

Ron Papsdorf
Division Director, Transportation Planning and Operations
rpapsdorf@drcog.org
303-480-6747



1" = 40 Miles

Data Source: CDOT 2021
 Published: August 2022
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%
TOTAL	5,773,705	100.0%	23,079	100.0%	9,074.00	100.0%	90,839,647	100.0%	7,802,359	100.0%

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%
TOTAL	5,773,705	100.0%	23,079	100.0%	9,074	100.0%	90,839,647	100.0%	7,802,359	100.0%

Region/TPR	Population	%	Lane Miles	%	CL Miles	%	DVMT	%	DVMT Truck	%
Region 1	2,935,641	50.8%	3,740	16.2%	973	10.7%	40,012,778	44.0%	2,516,402	32.3%
Denver	2,935,638	50.8%	3,740	16.2%	973	10.7%	40,012,778	44.0%	2,516,402	32.3%
Region 2	1,063,123	18.4%	5,017	21.7%	2,079	22.9%	14,615,140	16.1%	1,408,201	18.0%
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%
Region 3	480,112	8.3%	4,924	21.3%	2,046	22.5%	12,367,560	13.6%	1,127,725	14.5%
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%
Region 4	1,116,242	19.3%	6,322	27.4%	2,541	28.0%	18,706,713	20.6%	2,319,328	29.7%
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%
Region 5	178,585	3.1%	3,076	13.3%	1,436	15.8%	5,137,457	5.7%	430,705	5.5%
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%
TOTAL	5,773,705	100.0%	23,079	100.0%	9,074	100.0%	90,839,647	100.0%	7,802,359	100.0%

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

CDOT On-System Lane Miles by Functional Classification

TPRID	LM_TOTAL	%	Interstate, Principal		Principal		Minor	
			Arterial, Freeway, Expressway	%	Arterial-Other	%	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%
Total	23,120	100.00%	5,645	100.00%	8,064	100.00%	9,412	100.00%

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%
Total	23,120	100.00%	6,362	100.00%	13,630	100.00%	3,129	100.00%

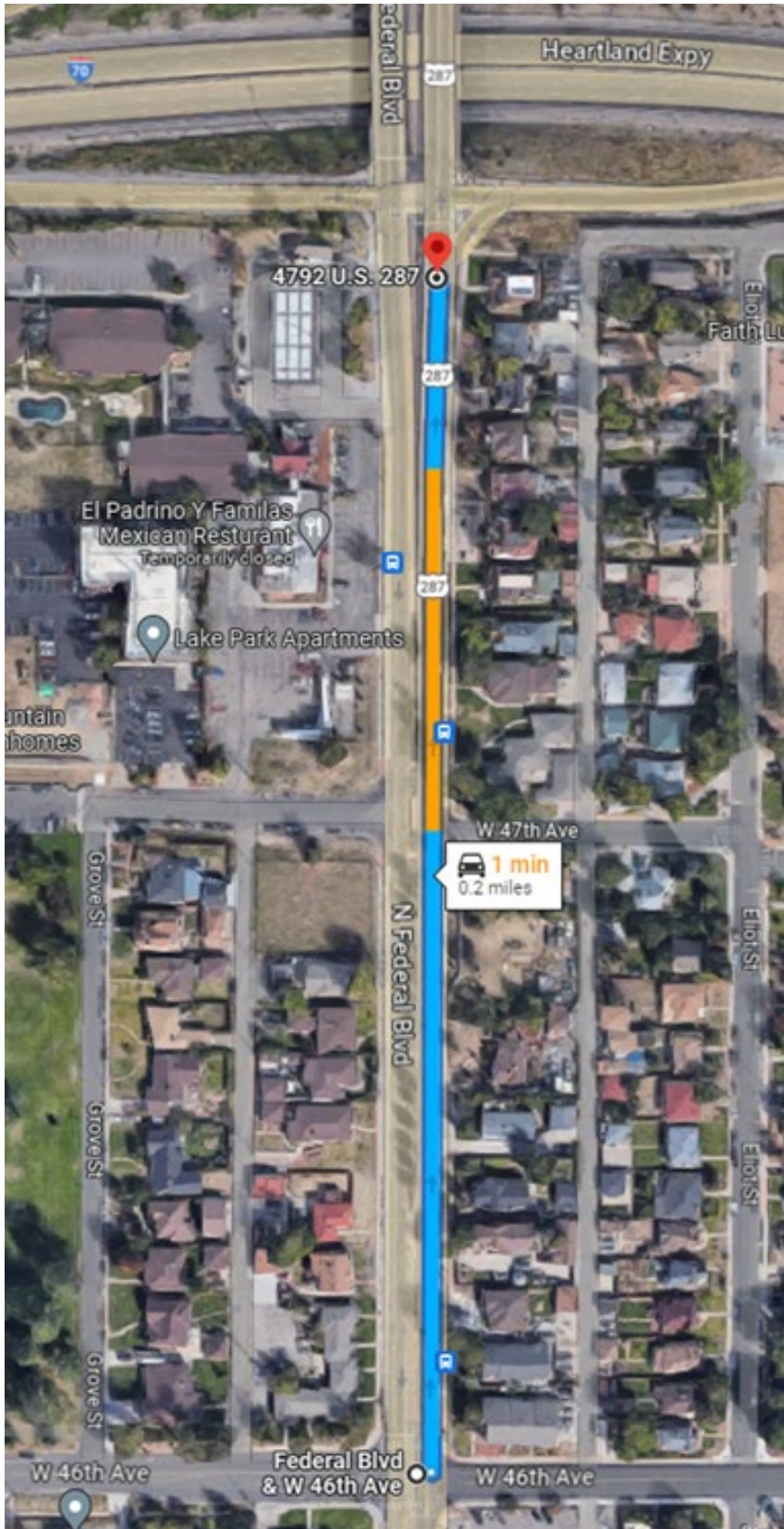
CDOT On-System VMT by Functional Classification

TPRID	VMT_TOTAL	%	Interstate, Principal Arterial, Freeway, Expressway		Principal Arterial-Other		Minor 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%
Total	90,834,429	100.00%	54,692,366	100.00%	26,971,591	100.00%	9,170,473	100.00%

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%
Total	90,834,429	100.00%	56,973,803	100.00%	17,652,065	100.00%	16,208,561	100.00%

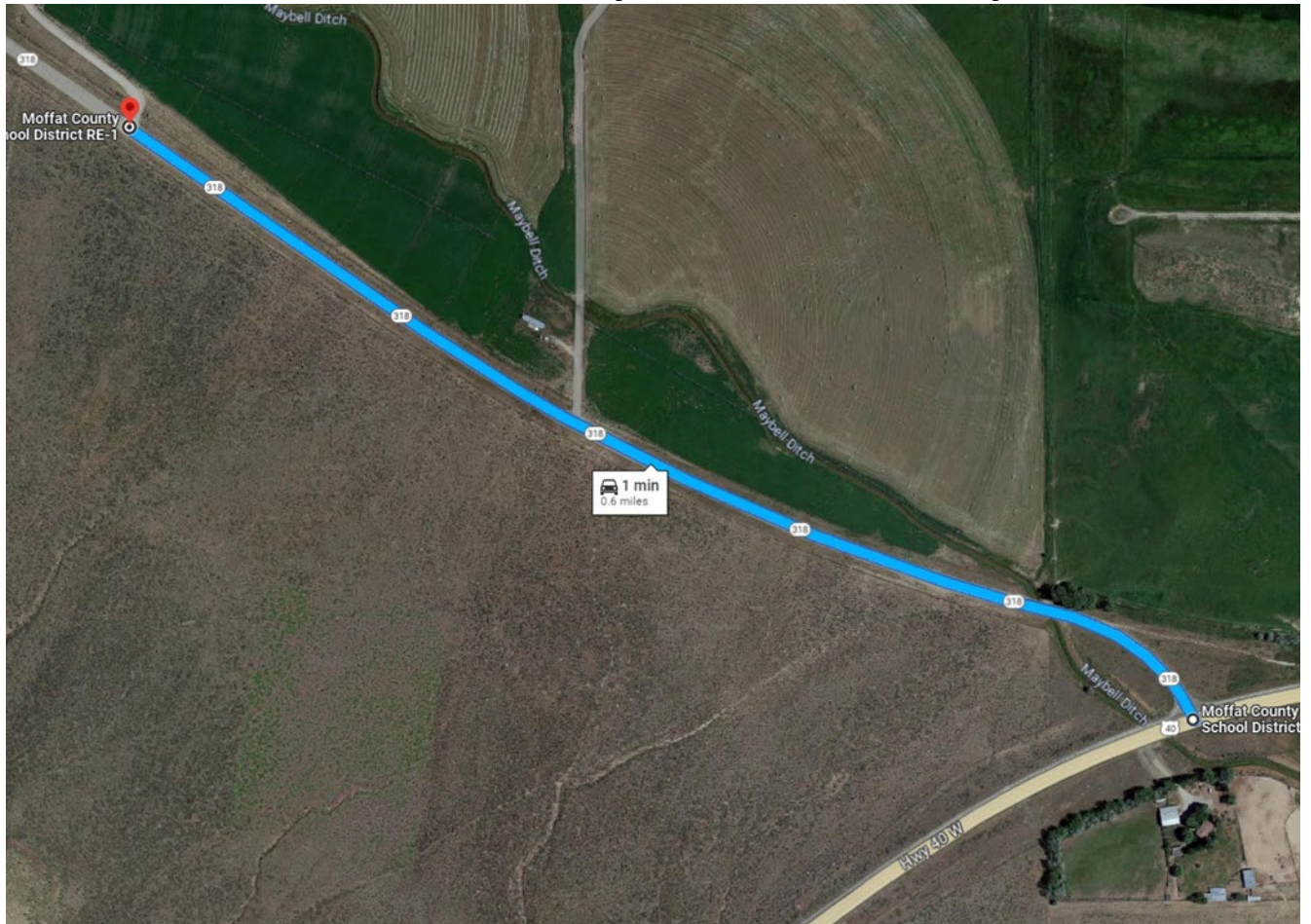
Federal Blvd, South of I-70, Denver



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.

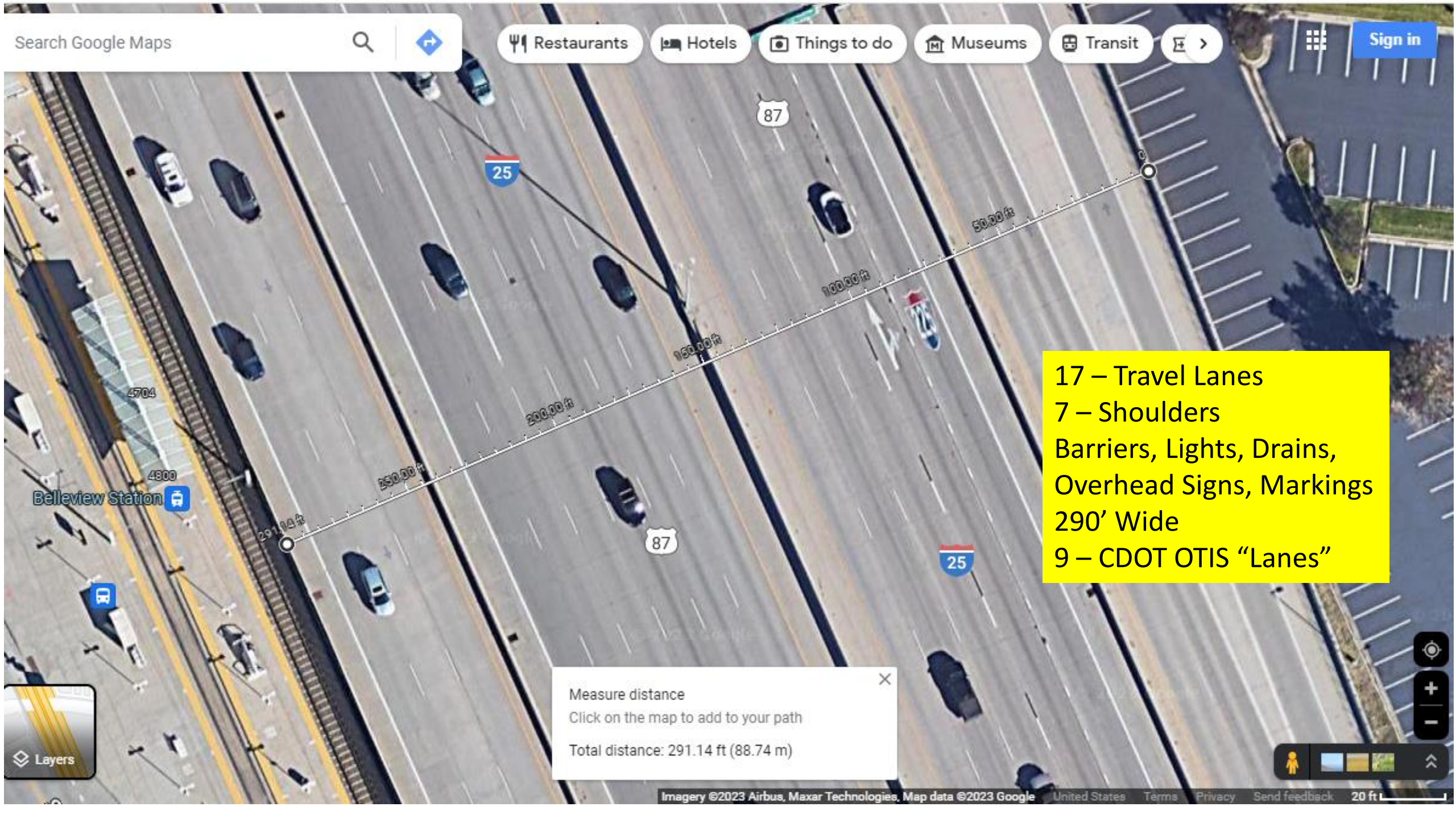
Zoom to County (optional):
select a county

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



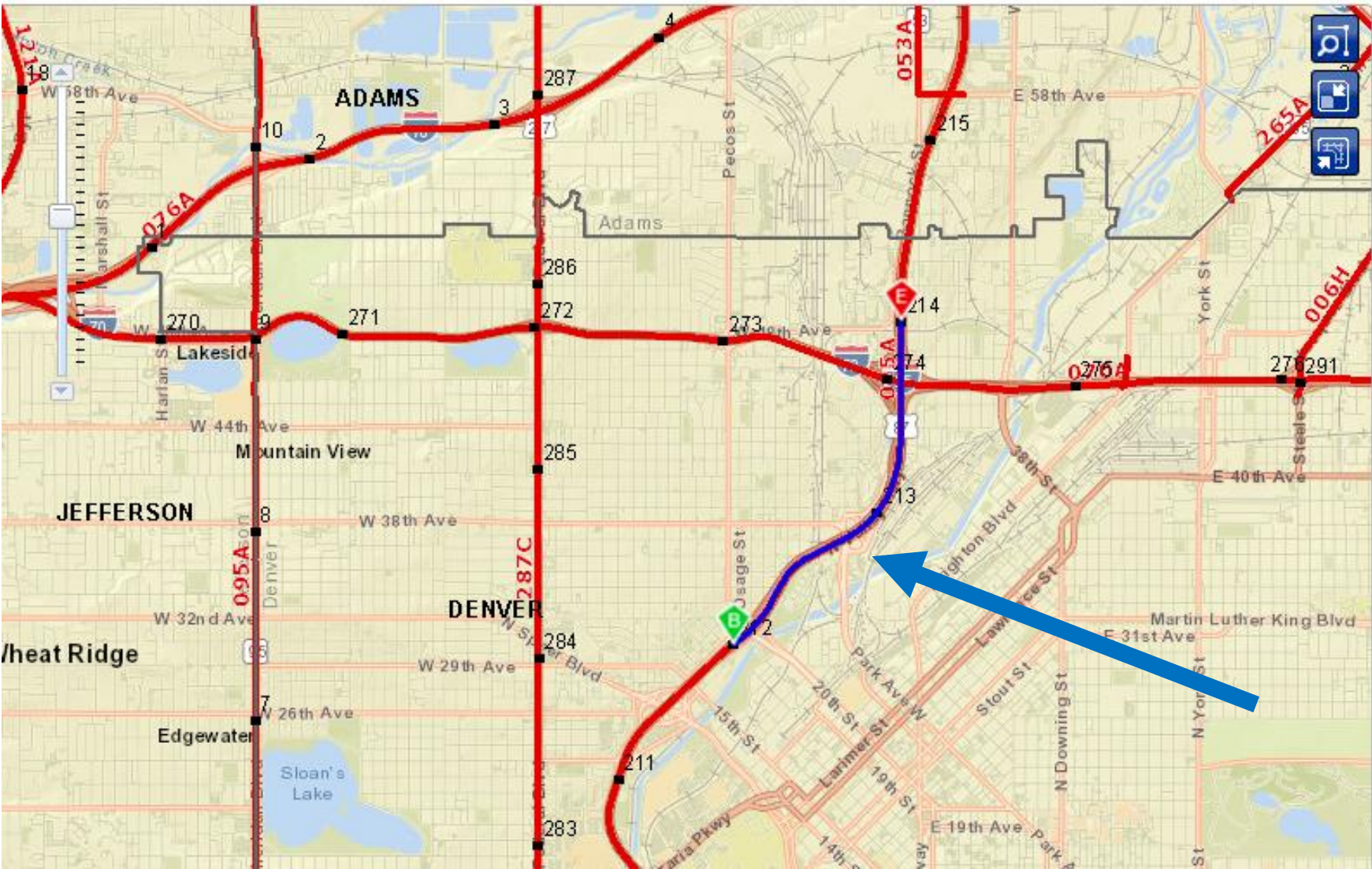
Sign in

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



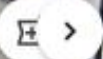
Restaurants

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)





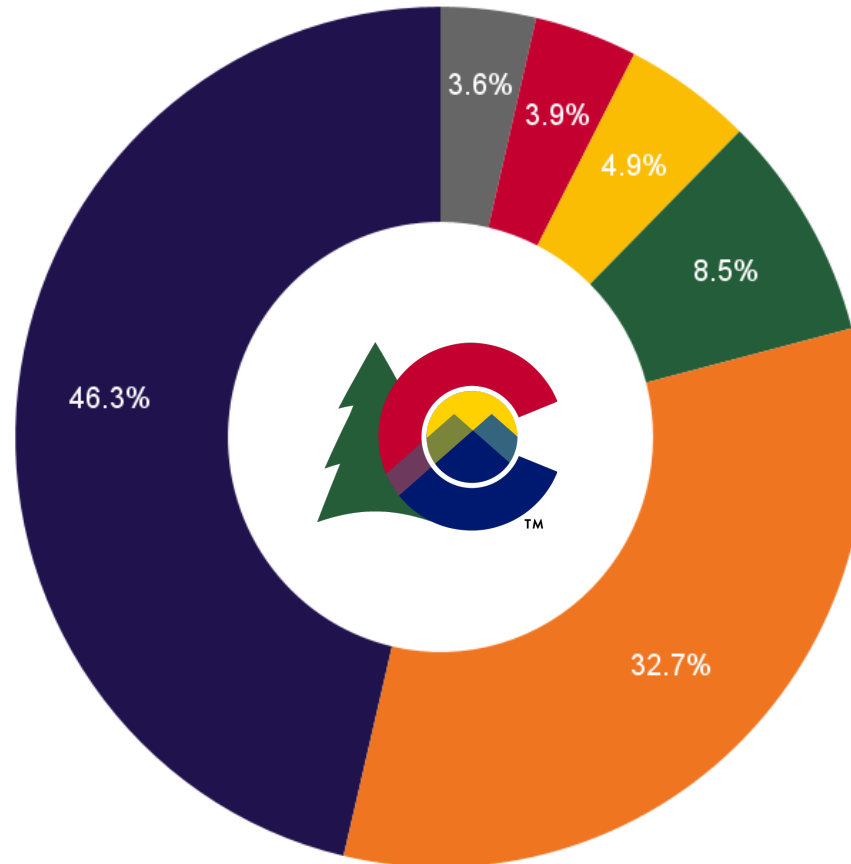
WHERE DO FUNDS COME FROM?

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

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

VMT and DVMT	Traffic volume of the roadway segment multiplied by the length of the roadway segment. DVMT stands for Daily Vehicle Miles of Travel.
Truck VMT	Traffic volume multiplied by truck traffic percentage multiplied by total segment length.
Lane Miles	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.
Central Lane Miles (CL Miles)	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.