



**Transportation Advisory Committee**  
**Monday, April 29, 2024**  
**1:30 p.m.**  
**1001 17<sup>th</sup> St, Denver, CO**  
**1<sup>st</sup> Floor Aspen & Birch Conference Rooms**

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**Agenda**

1. Call to Order
2. Public Comment
3. March 25, 2024 Transportation Advisory Committee Meeting Summary (Attachment A)

**Action Items**

4. 2050 Metro Vision Regional Transportation Plan Amendments Recommendation (Attachment B) Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager
5. 2024-2027 Transportation Improvement Program Policy Amendments (Attachment C) Josh Schwenk, Senior Planner

**Discussion Items**

6. Nondiscrimination Program Update (Attachment D) Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager
7. Regional Crash Data Consortium Update (Attachment E) Erik Braaten, Crash Data Consortium Senior Planner
8. Climate Pollution Reduction Grant Program (Attachment F) Robert Spotts, Mobility Analytics Program Manager

**Informational Items**

9. Multimodal Project Discretionary Grant (Attachment G) Jacob Riger, Manager, Multimodal Transportation Planning
10. Safe Streets and Roads for All Grant (Attachment H) Jacob Riger, Manager, Multimodal Transportation Planning

**Administrative Items**

11. Member Comment/Other Matters

- Advanced Mobility Partnership Working Group Update

12. Next Meeting – May 20, 2024

13. Adjournment



**ATTACH A**

**Attachment A**  
**Meeting Summary**  
**Transportation Advisory Committee**  
**Monday, March 25, 2024**  
**Virtual Meeting Only (Via Zoom)**

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

Shawn Poe	Adams County – City of Commerce City
Michele Riccio	Adams County
Kent Moorman	Adam County – City of Thornton
Bryan Weimer	Arapahoe County
Brent Soderlin	Arapahoe County
Jeff Dankenbring	Arapahoe County – City of Centennial
Gerrit Slater (Alternate)	Boulder County – City of Boulder
Alex Hyde-Wright	Boulder County
Michelle Melonakis	Boulder County – City of Lafayette
Sarah Grant (Chair)	Broomfield, City & County
David Krutsinger (Alternate)	Denver, City & County
Chris Hudson (Alternate)	Douglas County – Town of Parker
Larry Nimmo (Alternate)	Douglas County – City of Castle Pines
Art Griffith	Douglas County
Christina Lane	Jefferson County
Mike Whiteaker	Jefferson County – City of Lakewood
Maria D’Andrea	Jefferson County – City of Wheat Ridge
Kevin Ash	Southwest Weld County – Town of Frederick
Brodie Ayers	Aviation Special Interest Seat
Jeff Boyd	Housing Special Interest Seat
Hilary Simmons	Older Adults Special Interest Seat
Wally Weart	Freight Special Interest Seat
Frank Gray	Business Special Interest Seat
Frank Bruno	Via Mobility
Carson Priest	Transportation Demand Management Seat
Jessica Myklebust	Colorado Department of Transportation Region 1
Jim Eussen (Alternate)	Colorado Department of Transportation Region 4
Tom Moore	Regional Air Quality Council
Ron Papsdorf	Denver Regional Council of Governments
Rick Pilgrim	Environmental Special Interest Seat
Bill Sirois	Regional Transportation District
Angie Rivera-Malpiede	Equity Special Interest Seat
Aaron Bustow (Alternate)	Federal Highway Administration (ex-officio)

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

Christopher Montoya (Alternate)	Adams County – City of Brighton
Dawn Sluder (Alternate)	Lakewood Rides
Phil Greenwald (Alternate)	Boulder County – City of Longmont

**Public:** Evan Pinkham, Will Keenan, Hannah Polow, Bridget Hart, Danny Herrmann, Erik Sabina, Chris Chovan, Tom Worker-Braddock, Zeke Lynch, Jessica Carson, Neil Thomson, Allison Cutting, Jeanne Shreve, Jen Lambrick

**DRCOG staff:** Josh Schwenk, Cam Kennedy, Lauren Kirgis, Emily Kleinfelter, Jacob Riger, Brittney Compton, Cole Neder, Sheila Lynch, Nora Kern, Alvan-Bidal Sanchez, Zach Feldman, Travis Noon, Aaron Villere, Brad Williams, Steve Cook, Todd Cottrell, Erik Braaten, Andy Taylor, Sang Gu Lee, Kalie Fallon

### **Call to Order**

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

### **Public Comment**

Jacob Riger thanked everyone for their flexibility today as the meeting was changed from in-person to virtual due to inclement weather. Next, Jacob announced thank Frederick Rollenhagen recently resigned from his position and thanked him for his work in Clear Creek County and his role on the Transportation Advisory Committee and wished him well.

### **February 26, 2024 Transportation Advisory Committee Meeting Summary**

The summary was accepted.

#### **Action Items**

##### *Federal Transit Administration Section 5310 Fiscal Year 2024 Funding Awards*

Travis Noon, Program Manager, Administration and Finance, informed the committee that DRCOG released a call for projects in November 2023 soliciting proposals for Section 5310 funding. DRCOG received requests from 10 agencies and totaling over \$4.1 million for capital, operating and mobility management projects that benefit older adults and individuals with disabilities. The proposals were reviewed by an independent panel of staff from the City and County of Denver, City of Northglenn, Adams County, and members of DRCOG's Advisory Committee on Aging. The panel prioritized funding for ongoing operations and mobility management support over capital requests.

David Krutsinger moved to recommend to the Regional Transportation Committee approval of the Federal Transit Administration Section 5310 awards for the period beginning July 1, 2024 and ending June 30, 2025 as recommended by the review panel. The motion was seconded and passed with two abstentions from Frank Bruno and Hilary Simmons.

##### *Update to Taking Action on Regional Vision Zero Plan*

Emily Kleinfelter, Safety/Regional Vision Zero Planner, explained that DRCOG staff have been working on a strategic update to *Taking Action on Regional Vision Zero* to strengthen its relevance and consistency with emerging best practices in transportation safety. The updated plan includes actions with measurable goals, timelines, and appropriate stakeholders responsible for implementation, with the ultimate goal of achieving zero deaths and serious injuries on our roadways.

Frank Bruno inquired about the enforcement methods to help the plan become reality and decrease serious injuries and traffic deaths. Emily Kleinfelter replied that the near-term actions identified in the plan will have impacts and multiple partners will be involved to make this a sustainable effort.

Rick Pilgrim suggested that this presentation should also be given to the DRCOG Board of Directors and the Metro Mayors Caucus to spread greater visibility for this project, and Emily Kleinfelter concurred with that suggestion.

Kent Moorman moved to recommend to the Regional Transportation Committee the draft Taking Action on Regional Vision Zero. The motion was seconded and passed unanimously.

### **Discussion Items**

#### *Colorado Travel Counts – 2024 Household Travel Surveys*

Steve Cook, Manager, Mobility Analytics and Operations, introduced Erik Sabina, Deputy Director of the Division of Transportation Development, at the Colorado Department of Transportation. Erik Sabina discussed that CDOT is partnering with DRCOG and other agencies across the state to conduct a survey titled Colorado Travel Counts. The survey launched in February 2024 and will run for 12 months through February 2025. The goal is to receive completed surveys from at least 20,000 households. The primary component of the survey will ask people in a random selection of households where and how they travel on a designated set of days. It is just as important to know if a person makes no trips by any travel mode on a given day or if they make ten trips. The survey will also help regional, state, and local planners understand the relationship of travel decisions to household demographic characteristics and specific geographic areas.

Frank Gray asked if this survey is supplemented with geotracking. Erik Sabina replied that people who reply by phone or email will provide addresses for where they go. However, those who download the app on their cell phone will have their GPS tracker on so CDOT can track the detailed route information of the cell phone.

Rick Pilgrim inquired about when the travel data will become available for use. Erik Sabina stated that the data is anticipated to become available in mid-2025.

Ron Papsdorf asked that since there is no opt-in provision for people to volunteer for the survey, what is the context behind recruiting people that use Snowstang, Ski Train, Bustang etc.? Erik Sabina stated that out of the 20,000-household response goal, several hundred will feature those who use Snowstang, Ski Train, Bustang, etc. so specific routes or services will not be oversampled in the survey.

#### *E-470 Overview*

Jacob Riger, Manager, Multimodal Transportation Planning, introduced Neil Thompson, E-470 Interim Executive Director, and Jessica Carson, E-470 Public Affairs Director,

who provided an overview of the agency and its recent plans, partnerships, projects, and related topics. E-470 is a nonstop, cashless, all-electronic toll highway for which no local, state, or federal tax funding is used for operations, maintenance, or improvements. The tollway forms a 47-mile semi-circular beltway around the eastern perimeter of the Denver metropolitan area. The E-470 Board of Directors consists of eight voting member jurisdictions: Adams, Arapahoe, and Douglas counties and Aurora, Brighton, Commerce City, Thornton, and Parker and eight non-voting members representing Arvada, Greeley, and Lone Tree, the City and County of Broomfield, Weld County, and DRCOG, CDOT, and RTD.

Shawn Poe inquired about what funding mechanisms are being used to partner with Aurora on the new interchanges. Neil Thompson replied that E-470 works primarily with metro districts and funding shares are negotiated based on traffic generated and the return on investment.

Art Griffith asked for more information regarding the new thermal cameras. Neil Thompson replied that the thermal cameras have been used previously in Texas and are now being used by E-470 to fill in the blind spots where tolling loops aren't able to detect if a vehicle is heading in the wrong direction.

#### *Metro Vision Amendments*

Zachary Feldman, Manager, Data and Analytics, and Alvan-Bidal Sanchez, Program Manager, discussed revised Metro Vision performance measures related to housing and employment in high-risk areas. The proposed new measures consider both flood and wildfire risk and depend on the fire risk assessments produced by the Colorado State Forest Service, which underwent significant updates to methodology and data sources. The fire threat index is no longer available. To use an alternative, burn probability, requires updates to baselines and relative adjustments to future targets via an amendment to Metro Vision.

Traffic-related deaths and severe injuries are a critical and preventable public health epidemic and social equity issue in the Denver region. Since the original adoption of Metro Vision, DRCOG has adopted Taking Action on Regional Vision Zero, including a commitment to eliminate traffic-related fatalities and serious injuries on the region's roadways. As a result, staff are recommending adjusting both the baseline and target for this measure based on previous guidance by the Board.

#### *Active Transportation Plan Update*

Aaron Villere, Senior Active Transportation Planner, presented an overview of the upcoming update to the regional Active Transportation Plan. The purpose of the update is to set a vision and goals for active mobility, envision a region-wide active transportation network, develop design and project delivery guidance, document emerging operational practices, analyze the economic impact of bicycling and walking investments and suggest policies to support active transportation in the Denver region.

This plan update will support Metro Vision outcomes and build from the region's 2050 Metro Vision Regional Transportation Plan and other related regional plans.

### **Administrative Items**

#### *Member Comment/Other Matters*

- Safe Streets and Roads for All Letter of Interest Overview

Jacob Riger and Emily Kleinfelter stated the staff is working towards submitting a regional implementation grant and so far, DRCOG has received nine letters of intent from potential local government partners and encouraged others to submit as soon as possible if interested. The next step will be to finalize the list of partners for this grant submittal by April 10 and to connect with the partners to finalize specific project details for the application.

Next Meeting – April 29, 2024

#### *Adjournment*

There were no additional comments and the meeting adjourned at 3:20 p.m.



**ATTACH B**

## Transportation Advisory Committee

Meeting date: April 29, 2024

Agenda Item #: 4 (Attachment B)

### 2050 Metro Vision Regional Transportation Plan Amendments

#### Recommendation

Agenda item type: Action

#### Summary

Recommendation on proposed amendments to the 2050 Metro Vision Regional Transportation Plan (2050 RTP) and associated air quality conformity determination and greenhouse gas transportation report documents.

#### Background

The 2050 RTP sets the vision for the Denver region's multimodal transportation system and guides investment in projects and programs to achieve that vision. The 2050 RTP was originally adopted in April 2021 and underwent an update in 2022 to achieve compliance with the state's [Greenhouse Gas Planning Standard](#). DRCOG staff initiated a cycle amendments process in September 2023 that is scheduled to conclude in mid-2024.

The greenhouse gas, commonly known as GHG, technical analysis was conducted from November 2023 through January 2024. The draft amended 2050 RTP was released for public comment on March 17, with the public comment period lasting to April 17. During the public comment period, DRCOG staff sent out multiple social media postings and a promotion eblast, as well as promoting on the website. The draft 2050 RTP was the subject of an April 17 public hearing before the DRCOG Board of Directors. Appendix C has been updated to reflect comments received during the public review period and DRCOG staff responses, including any revisions to the 2050 RTP based on comments received.

Federal transportation planning laws and regulations require DRCOG to show that the 2050 RTP will not cause a violation of federal air quality conformity standards. The 2050 RTP's roadway and transit networks were modeled for air quality conformity. The results were used by the Air Pollution Control Division of the Colorado Department of Public Health and Environment to calculate pollutant emissions. All pollutant emission tests were passed, as shown in the companion air quality conformity documents (Appendix S).

Per SB21-260 and the state GHG rule, the 2050 RTP must comply with the rule's emission reduction levels for the DRCOG metropolitan planning organization area for the 2025, 2030, 2040, and 2050 analysis years. The original strategies and concepts developed to meet the state greenhouse gas emission reduction levels have been carried forward unchanged into the 2024 Amended 2050 RTP. The draft amended 2050 RTP meets the state greenhouse gas emission reduction levels as shown in the Greenhouse Gas Transportation report (Appendix T).



### **Action by others**

None

### **Previous discussion/action**

[August 28, 2023](#) – Transportation Advisory Committee

[October 23, 2023](#) – Transportation Advisory Committee

### **Recommendation**

Move to recommend to the Regional Transportation Committee the draft 2050 Metro Vision Regional Transportation Plan and associated Denver Southern Subarea 8-hour Ozone Conformity Determination and Greenhouse Gas Transportation Report.

### **Attachments**

1. [Draft 2024 Amended 2050 RTP and associated appendices](#)
2. Staff presentation

### **For more information**

If you need additional information, please contact Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager, Transportation Planning and Operations, at 720-278-2341 or [asanchez@drcog.org](mailto:asanchez@drcog.org).





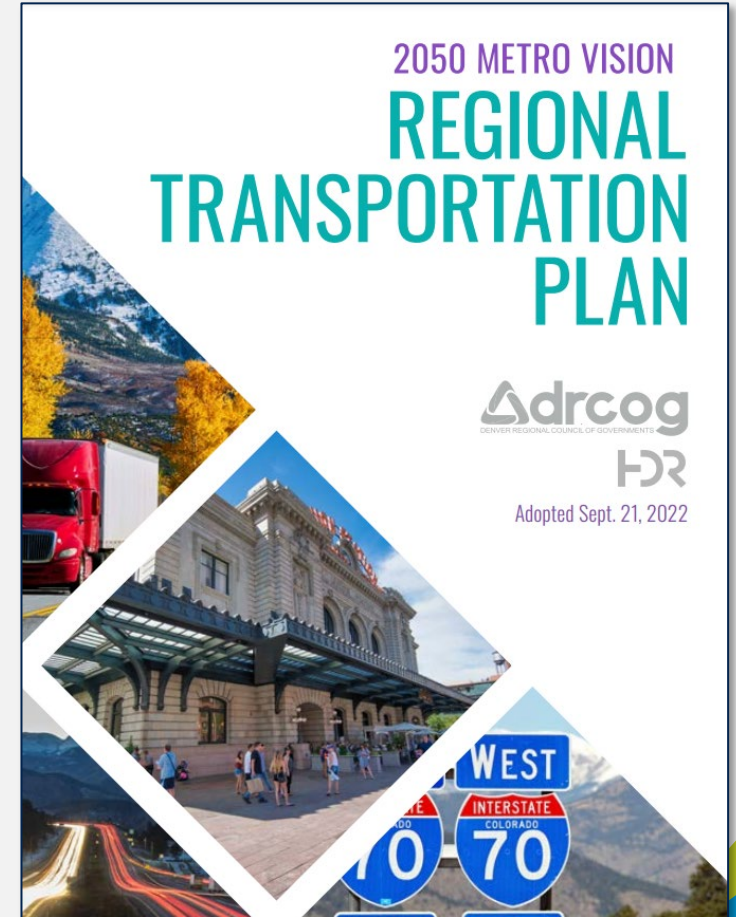
# 2050 Metro Vision Regional Transportation Plan Amendments Recommendation

Transportation Advisory Committee: April 29, 2024



# Action items

- Amended 2050 Regional Transportation Plan and appendices.
- Denver southern subarea 8-hour ozone conformity determination (Appendix S).
- Transportation greenhouse gas report (Appendix T).



# 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-February  
2024

## Public and stakeholder review

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

March-April  
2024

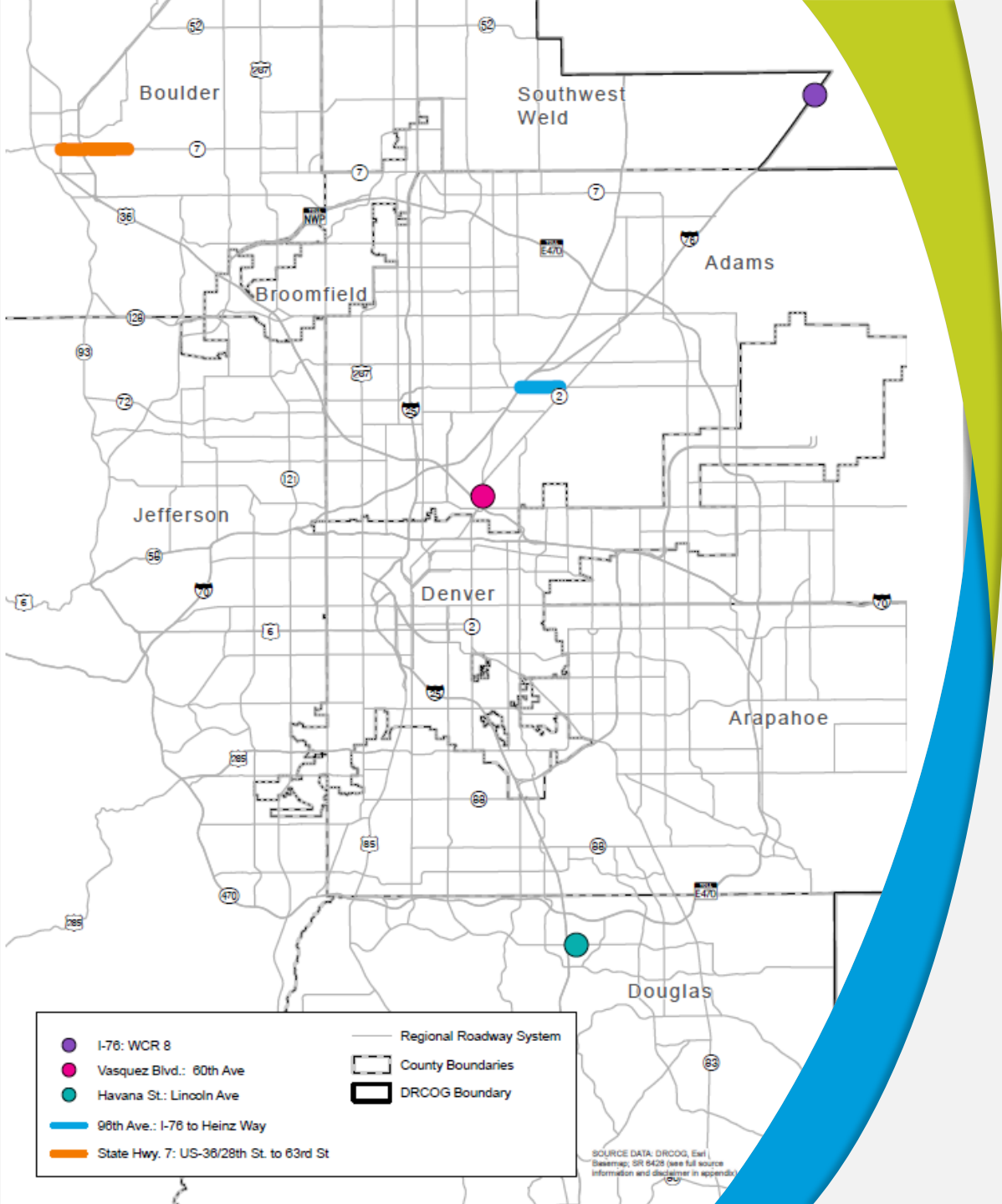
## Adoption and finalization

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

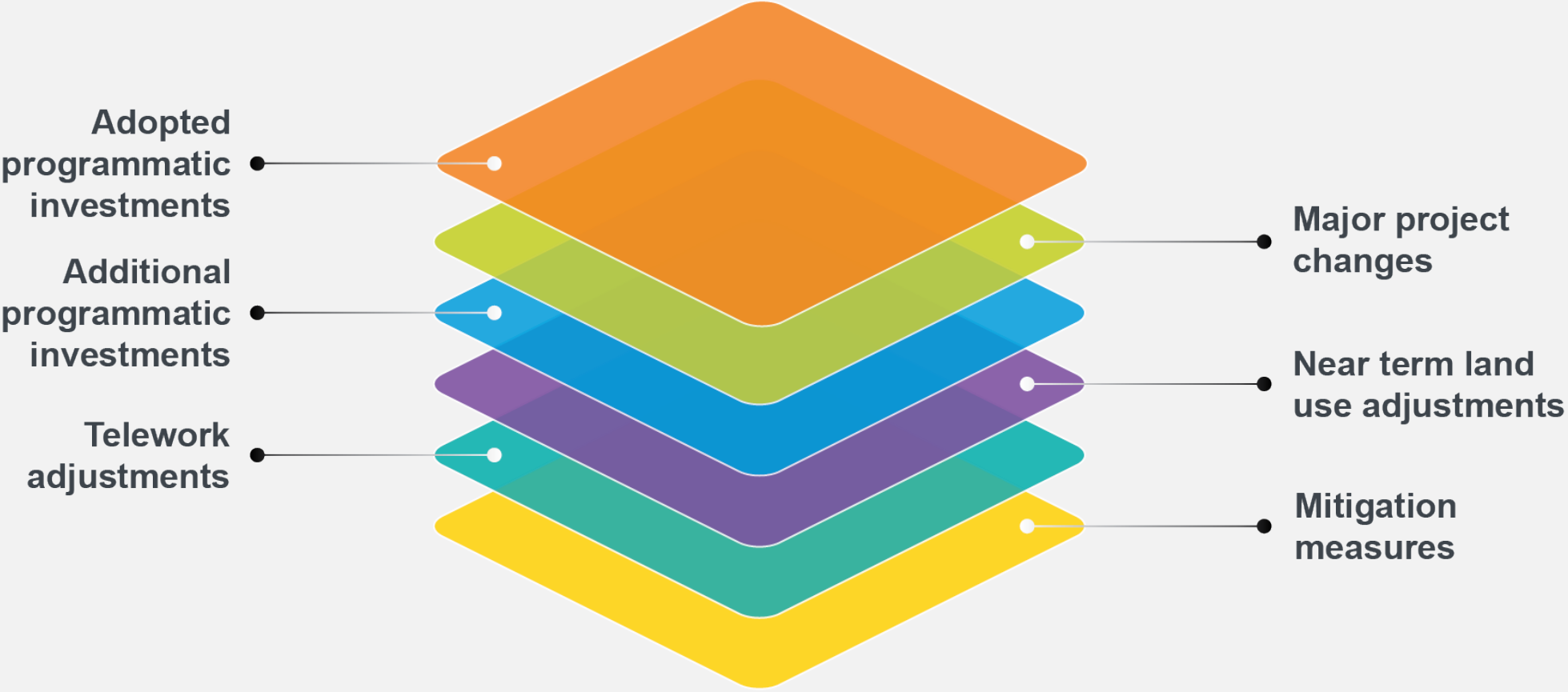
May-June  
2024

# Map of project amendments

- 96th Ave. (City of Commerce City).
- Colorado 7 (City of Boulder).
- Havana St./Lincoln Ave. (City of Lone Tree).
- I-76/Weld County Rd. 8 (Weld County).
- Vasquez Blvd./60<sup>th</sup> Ave. (City of Commerce City).



# Greenhouse gas emission reduction framework





# Greenhouse gas emission reduction results

Greenhouse gas emission reduction results (million metric tons per year)	2025	2030	2040	2050
<b>2024 Amended 2050 RTP modeling</b>	0.71	0.67	0.57	0.35
<b>Programmatic transportation investments off-model calculations</b> (active transportation, complete street retrofits, signal timing, and Bustang)	N/A	0.07	0.05	0.03
<b>Mitigation action plan</b> (commitment to further action in Appendix A)	N/A	0.10	0.12	0.08
<b>Total greenhouse gas reductions:</b>	<b>0.71</b>	<b>0.84</b>	<b>0.74</b>	<b>0.46</b>
<b>Reduction requirement from greenhouse gas rule Table 1</b> <b>(2 CCR 601-22, Section 8.02.6)</b>	<b>0.27</b>	<b>0.82</b>	<b>0.63</b>	<b>0.37</b>
<b>Reduction requirement achieved:</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>

# Air quality conformity



2050 MVRTP must address **ozone** pollutants.



Air quality conformity is **regional** (entire 2050 RTP); **not based on individual projects**.



Regionally significant transportation projects included in the regional travel model transportation **networks**.



2050 MVRTP **passed pollutant emission tests** for regional air quality conformity.

# Air quality conformity results

	Volatile organic compounds	Nitrogen oxides
<b>2020 State Implementation Plan Budgets</b> (per the 2008 ozone standard)	<b>41.2 tons per day</b>	<b>45.0 tons per day</b>
2026 emissions	24.6 tons per day	17.1 tons per day
2030 emissions	20.2 tons per day	12.9 tons per day
2040 emissions	17.3 tons per day	9.1 tons per day
2050 emissions	18.8 tons per day	9.8 tons per day
<b>Pass or fail?</b>	<b>Pass</b>	<b>Pass</b>

# 2050 Regional Transportation Plan components

- Routine updates to plan document.
- Routine/minor updates to a few appendices.
- Updates to air quality conformity documents.
- Updates to GHG Transportation Report.

# Metro Vision and Regional Transportation Plan Amendments

Cycle amendments and staff proposed amendments.



Home / Metro Vision and Regional Transportation Plan Amendments

## Project overview

### Regional Transportation Plan

The Regional Transportation Plan helps the Denver Regional Council of Governments and its many partners implement the shared aspirational vision of Metro Vision and sets the long-range vision and investment framework for the region's multimodal transportation system.

Between four-year updates to the Regional Transportation Plan, DRCOG staff have historically



## Public review period (March 17-April 17)

- Social Pinpoint engagement site (Discussion board, email comments).
- Hybrid public hearing on April 17.



# Engagement highlights



# Proposed motion

- Move to recommend to the Regional Transportation Committee the draft 2050 Metro Vision Regional Transportation Plan and associated Denver Southern Subarea 8-hour Ozone Conformity Determination and Greenhouse Gas Transportation Report.



# Thank you!

**Alvan-Bidal Sanchez, AICP**

*Program Manager*

720-278-2341

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

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**ATTACH C**

## Transportation Advisory Committee

Meeting date: April 29, 2024

Agenda Item #: 5 (Attachment C)

### Fiscal Year 2024-2027 Transportation Improvement Program Policy Amendments

Agenda item type: Action

#### Summary

May 2024 policy amendments to the *Fiscal Year 2024-2027 Transportation Improvement Program*.

#### Background

The region’s transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program on an as-needed basis. Typically, these amendments involve the addition or deletion of projects, or adjustments to existing projects and do not impact funding for other projects in the Transportation Improvement Program.

The proposed amendments to the [Fiscal Year 2024-2027 Transportation Improvement Program](#) are shown below and listed in Attachment 1. They have been found to comply with the current Transportation Improvement Program amendment procedures, as contained within the Board-adopted [Policies for Transportation Improvement Program Development](#) and conform with the State Implementation Plan for Air Quality.

Project Number	Sponsor	Title	Reason for Amendment	New/Removed Funding
2007-078	CDOT Region 1	Region 1 Bridge On-System Pool	Adjust one pool project	Add \$8,000,000 in federal Bridge On-System funds
2012-108	RTD	RTD Capital Improvements: Bus and Facilities Funding	Add prior year funding	Add \$18,244,000 in prior year funds
2022-031	Denver	East Colfax BRT: Civic Center Station to Yosemite	Add funding	Add \$126,889,000 in federal Capital Investment Grant funds

#### Action by others

None

#### Previous discussion/action

None

#### Recommendation

Move to recommend to the Regional Transportation Committee the attached project amendments to the *Fiscal Year 2024-2027 Transportation Improvement Program*.



**Attachment**

1. May 2024 Amendments to the *Fiscal Year 2024-2027 Transportation Improvement Program*

**For more information**

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



# Attachment 1

## May 2024 Amendments to the Fiscal Year 2024-2027 Transportation Improvement Program

**2007-078:** Adjust one pool project and add \$8,000,000 in federal Bridge On-System funds

### Existing Project

**Project Name:** Region 1 Bridge On-System Pool

**Sponsor:** CDOT Region 1

**Identification Number:** 2007-078

**Project Type:** Roadway - Bridge

**Performance Measures:** Bridge Condition, Freight Reliability, Safety

**Affected Counties:** Adams, Arapahoe, Broomfield, Denver, Douglas, Jefferson

**Affected Municipalities:** None

**Subregions(s):** None

**Open to Public:** None

**STIP-ID:** SR16712

**Project Scope:**

The Bridge On-System Pool funds various bridge, culvert, tunnel, and wall projects throughout CDOT Region 1.

Funding Type	Federal Fiscal Year 2024	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027
<b>Federal (Bridge On-System)</b>	\$9,400,000	\$9,620,000	\$9,950,000	\$9,900,000
<b>Total</b>	<b>\$9,400,000</b>	<b>\$9,620,000</b>	<b>\$9,950,000</b>	<b>\$9,900,000</b>



Prior Funding	Four Year Period	Future Funding	Total Funding
\$0	\$38,870,000	\$0	\$38,870,000

This pool includes the following current projects. All pool project funding depicts federal and/or state funding only.

- Essential Culvert Repairs - \$5,220,000
- Essential Wall Repairs - \$5,300,000
- Preventative Bridge Maintenance - Proactive work, including scour work, fiber wrap - \$8,500,000
- Joint Treatments - \$6,800,000
- Deck Treatments - Resurfacing/overlays - \$7,000,000
- Bridge Essential Repairs - Generally reactive; girder cleanouts - \$6,040,000

## Revised Funding Table and Project Listing

Funding Type	Federal Fiscal Year 2024	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027
<b>Federal (Bridge On-System)</b>	\$17,400,000	\$9,620,000	\$9,950,000	\$9,900,000
<b>Total</b>	\$17,400,000	\$9,620,000	\$9,950,000	\$9,900,000

This pool includes the following current projects. All pool project funding depicts federal and/or state funding only.

- Essential Culvert Repairs - \$13,220,000
- Essential Wall Repairs - \$5,300,000
- Preventative Bridge Maintenance - Proactive work, including scour work, fiber wrap - \$8,500,000
- Joint Treatments - \$6,800,000
- Deck Treatments - Resurfacing/overlays - \$7,000,000
- Bridge Essential Repairs - Generally reactive; girder cleanouts - \$6,040,000

**2012-108: Add \$18,244,000 in prior year funds**

**Existing Project**

**Project Name:** RTD Capital Improvements: Bus and Facilities Funding

**Sponsor:** RTD

**Identification Number:** 2012-108

**Project Type:** Transit Vehicles

**Performance Measures:** Congestion, Safety, Transit Assets, Transit Safety

**Affected Counties:** Regional

**Affected Municipalities:** None

**Subregions(s):** None

**Open to Public:** None      **STIP-ID:** None

**Project Scope:**

Funds will be directed to capital improvements including the purchase of fuel efficient buses and vans equipped with ADA-compliant lifts.

Funding Type	Federal Fiscal Year 2024	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027
Federal (Section 5339)	\$6,730,000	\$6,940,000	\$7,140,000	\$7,360,000
Local (Section 5339)	\$1,690,000	\$1,740,000	\$1,790,000	\$1,840,000
<b>Total</b>	<b>\$8,420,000</b>	<b>\$8,680,000</b>	<b>\$8,930,000</b>	<b>\$9,200,000</b>



Prior Funding	Four Year Period	Future Funding	Total Funding
\$0	\$35,230,000	\$0	\$35,230,000

**Revised Funding Table**

Prior Funding	Four Year Period	Future Funding	Total Funding
\$18,244,000	\$35,230,000	\$0	\$53,474,000

**2022-031: Add \$126,889,000 in federal Capital Investment Grant funds**

**Existing Project**

**Project Name:** East Colfax BRT: Civic Center Station to Yosemite

**Sponsor:** Denver

**Identification Number:** 2022-031

**Project Type:** Rapid Transit

**Performance Measures:** Congestion, Transit Assets, Transit Safety, Travel Time Reliability

**Affected Counties:** Denver

**Affected Municipalities:** Denver

**Subregions(s):** Denver

**Open to Public:** 2025

**STIP-ID:** None

**Project Scope:**

Design and construct a fixed-guideway center-running bus rapid transit line along Colfax Ave between Civic Center Station and Yosemite St.

Funding Type	Federal Fiscal Year 2024	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027
Federal (Carbon Reduction Program)	\$2,845,000	\$0	\$0	\$0
Federal (Congestion Mitigation / Air Quality)	\$5,686,000	\$0	\$0	\$0
Federal (Surface Transportation Block Grant)	\$8,513,000	\$0	\$2,685,000	\$0
Local (Surface Transportation Block Grant)	\$9,840,000	\$0	\$2,305,000	\$0
<b>Total</b>	<b>\$26,884,000</b>	<b>\$0</b>	<b>\$4,990,000</b>	<b>\$0</b>
<b>Project Phase to Initiate</b>	Initiate CM/GC Construction	None	Initiate CM/GC Construction	None



Prior Funding	Four Year Period	Future Funding	Total Funding
\$15,126,000	\$31,874,000	\$0	\$47,000,000

**Revised Funding Table**

Funding Type	Federal Fiscal Year 2024	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027
Federal (Capital Investment Grant)	\$126,889,000	\$0	\$0	\$0
Federal (Carbon Reduction Program)	\$2,845,000	\$0	\$0	\$0
Federal (Congestion Mitigation / Air Quality)	\$5,686,000	\$0	\$0	\$0
Federal (Surface Transportation Block Grant)	\$8,513,000	\$0	\$2,685,000	\$0
Local (Capital Investment Grant)	\$81,267,000	\$0	\$0	\$0
Local (Surface Transportation Block Grant)	\$9,840,000	\$0	\$2,305,000	\$0
<b>Total</b>	<b>\$235,040,000</b>	<b>\$0</b>	<b>\$4,990,000</b>	<b>\$0</b>



**ATTACH D**

## Transportation Advisory Committee

Meeting date: April 29, 2024

Agenda Item #: 6 (Attachment D)

### Nondiscrimination Program Update

Agenda item type: Discussion

#### Summary

Overview of DRCOG's required three-year update to the agency's Nondiscrimination Program, including the Title VI Implementation Plan, Limited English Proficiency Plan, Americans with Disabilities Act Program Access Plan, and new Disadvantaged Business Enterprise Program Plan.

#### Background

The Denver Regional Council of Governments is a recipient of federal financial assistance. All agencies that receive federal funds are required to comply with various nondiscrimination laws and regulations, including Title VI of the Civil Rights Act of 1964, which forbids discrimination against anyone in the U.S. because of race, color or national origin.

Further, DRCOG adheres to other federal nondiscrimination statutes that afford legal protection, including the Americans with Disabilities Act of 1990, which prohibits discrimination against people with disabilities in all areas of public life. DRCOG is also committed to engaging and involving all residents of the Denver region, including those with limited English proficiency, in its activities.

DRCOG staff have initiated a required three-year update to the three existing plans; the Title VI Implementation Plan, Limited English Proficiency Plan and Americans with Disabilities Act Program Access Plan and are developing a new Disadvantaged Business Enterprise Program Plan for its Federal Transit Administration Section 5310 grant program.

DRCOG staff will provide an overview of the plans and a tentative update schedule.

#### Action by others

None

#### Previous discussion/action

None

#### Recommendation

None

#### Attachment

Staff presentation



**For more information**

If you need additional information, please contact Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager, at 720-278-2341 or [asanchez@drcog.org](mailto:asanchez@drcog.org); or Cole Neder, Senior Transit Planner, at 309-373-4940 or [cneder@drcog.org](mailto:cneder@drcog.org).





# Nondiscrimination program

Transportation Advisory Committee: April 29, 2024



# Topics

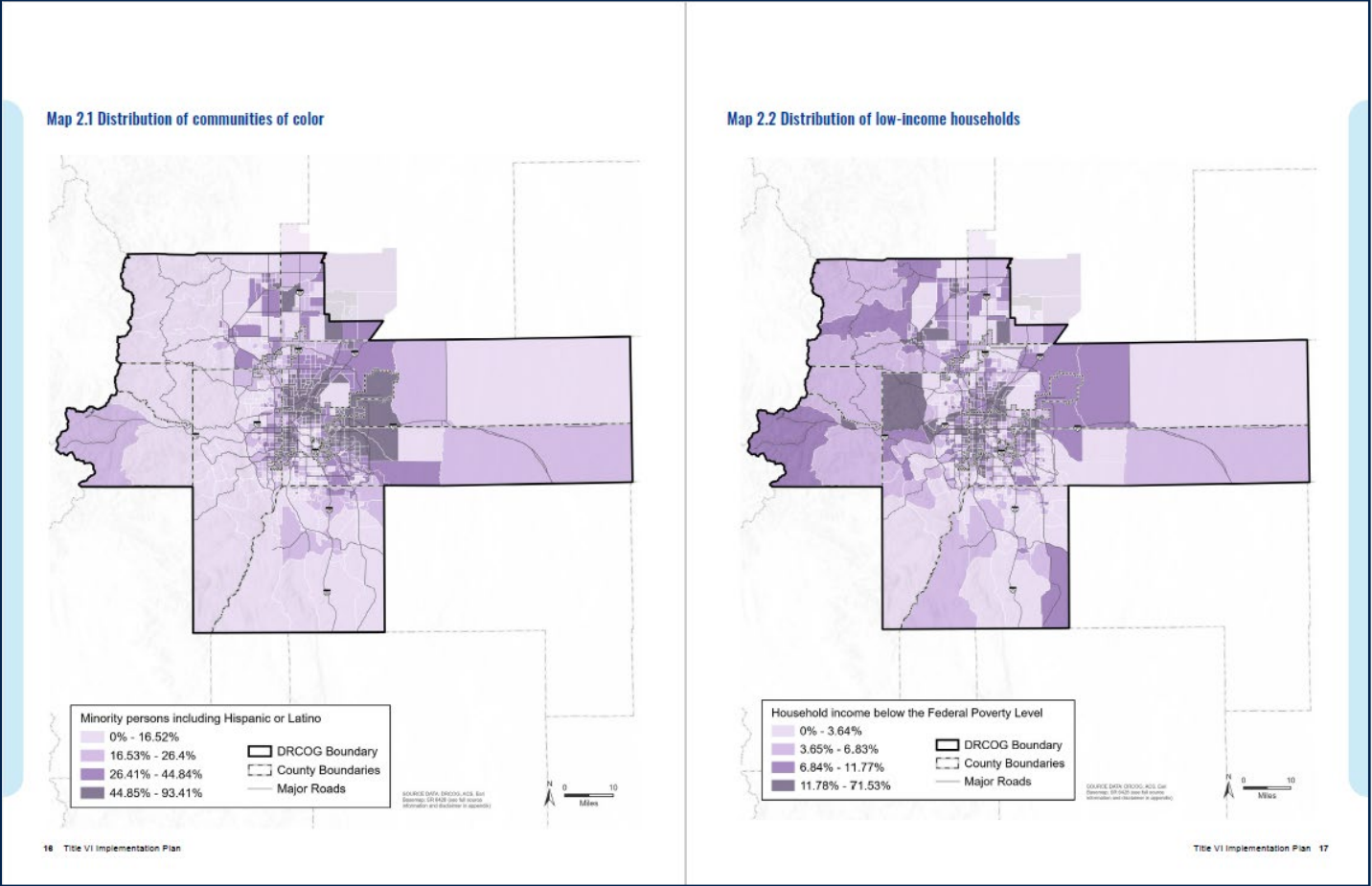
- Plan overview:
  - Title VI Implementation Plan.
  - Limited English Proficiency Plan.
  - Americans with Disabilities Act Program Access Plan.
  - 5310 Disadvantaged Business Enterprise Program Plan.
- Scope of update.
- Timeline.

# Title VI Implementation Plan



- Demonstrates DRCOG has the procedures and resources to ensure services are provided in a nondiscriminatory manner.
- Documents related activities conducted by DRCOG over the previous three years, including major plans and programs.
- Informs the public and recipients of the standard process for reviewing programs, projects and recipients to ensure compliance.

# Demographic profile of the Denver region



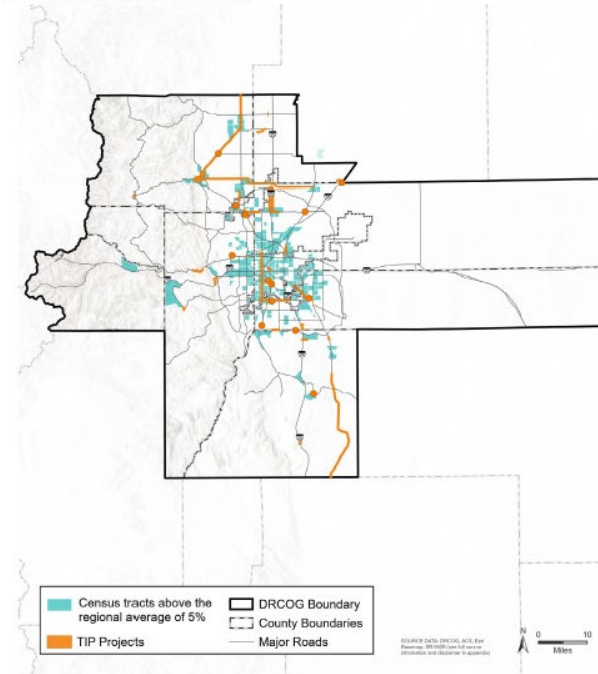
# Transportation investment analysis



## Households without a motor vehicle

Map 4.7 illustrates information related to households without a motor vehicle within the Denver region. The information was collected at the census tract level. The estimated population without access to a motor vehicle accounts for approximately 5% of the total population within the region.

Map 4.7 Transportation investments compared with concentrations of households without a motor vehicle





# Additional information included



Policies and procedures.



Board and committee structure.



Staff divisions and major plans and programs.



Subrecipient monitoring.

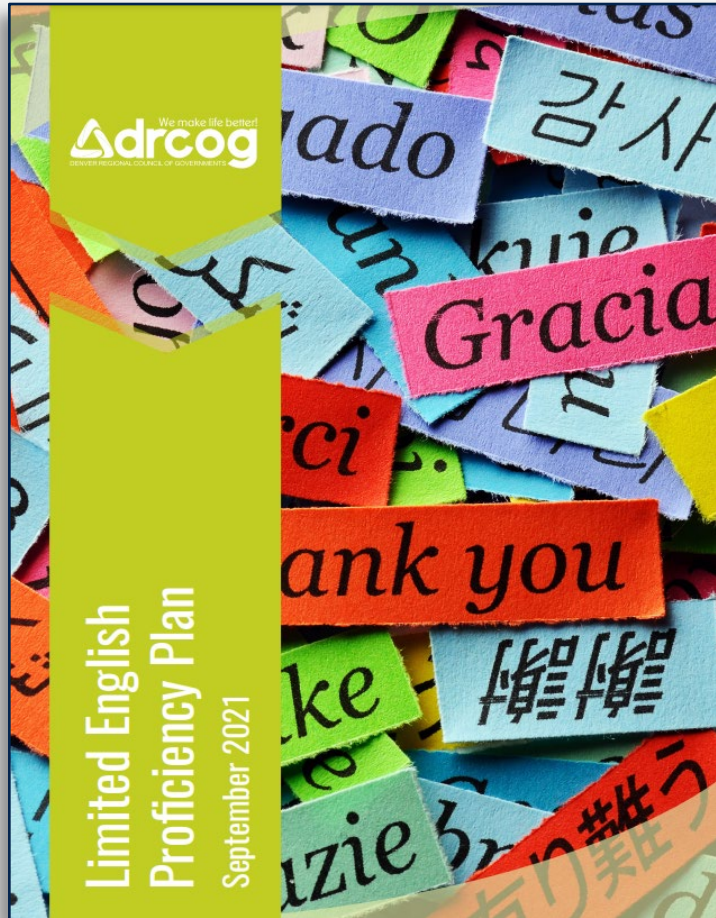


Data.



Public participation.

# Limited English Proficiency Plan



- Goal is to ensure all residents of the DRCOG region can, to the fullest extent practicable, participate in DRCOG activities.
- Outlines how individuals who may need language assistance are identified, the ways assistance is provided, and how they are notified that assistance is available.
- Describes staff training required and the resources available.

# Limited English proficiency assessment of the Denver region

Map 3.1 Distribution of individuals with limited English proficiency

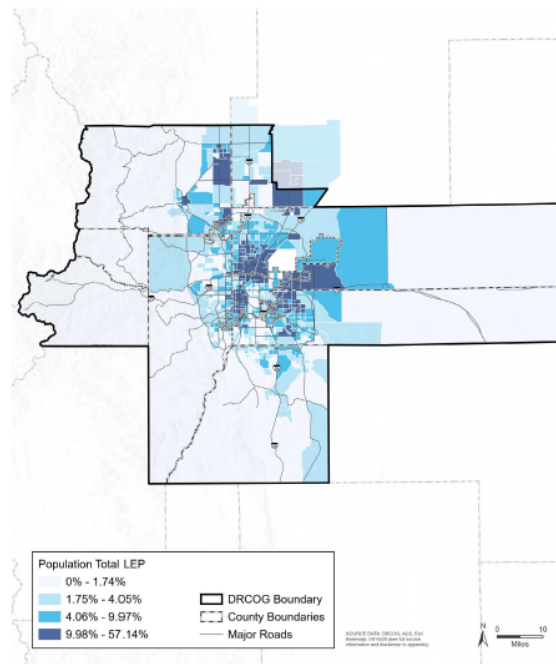


Table 3.1: Individual language spoken at home by individuals 5 years and older with limited English proficiency

Language	Total	Percent
Spanish or Spanish Creole	148,704	5.22%
Vietnamese	9,807	0.34%
Chinese	8,452	0.30%
African languages	7,328	0.26%
Korean	5,965	0.21%
Russian	5,907	0.21%
Other Asian languages	4,159	0.15%
Other Indic languages	3,437	0.12%
Arabic	2,922	0.10%
French (including Patois, Cajun)	2,014	0.07%
Other non-English languages	16,365	0.57%
<b>Total population with limited English proficiency</b>	<b>215,060</b>	<b>7.55%</b>
<b>Total regional population</b>	<b>2,850,084</b>	<b>100%</b>

Table 3.1, derived from the 2015-2019 American Community Survey, shows top individual languages spoken at home in the Denver region by the number of individuals 5 years old and older with limited English proficiency that speak those particular languages. Spanish or Spanish Creole is by far the most common non-English language spoken at home. The second-most common language is Vietnamese.

DRCOG staff has developed maps B.1 through B.5 in [Appendix B](#) to illustrate the geographic distribution of the top five non-English language groups in the Denver region.

Table 3.2, also derived from the 2015-2019 American Community Survey, shows the top 10 languages spoken

by people 5 years old and older with limited English proficiency, by county, within the DRCOG planning area. Geographic concentrations of people with limited English proficiency who speak certain languages is considered for specific events or project outreach.

In addition to the regional data presented on the previous pages, the U.S. Department of Transportation and the Colorado Department of Transportation recommend consulting school board data because it is easy to obtain, reliable and accurate. Such data for the entire state, compiled by the Colorado Department of Education, is available in [Appendix C](#) as a map limited to the Denver region.

# Four-factor analysis

- **Factor 1:** The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee.
- **Factor 2:** The frequency with which LEP individuals come in contact with the program.
- **Factor 3:** The nature and importance of the program, activity, or service provided by the recipient to people's lives.
- **Factor 4:** The resources available to the recipient and costs.

# Americans With Disabilities Act Program Access Plan



- Outlines the requirements of the Americans with Disabilities Act of 1990 and the Rehabilitation Act of 1973 that apply to DRCOG.
- Documents how DRCOG makes its programs, activities, and services accessible to individuals with disabilities.

# Information included



Office space.



Website features.



Public meetings.



Planning process.



Subrecipient monitoring.

# 5310 Disadvantaged Business Enterprise Program Plan (new)

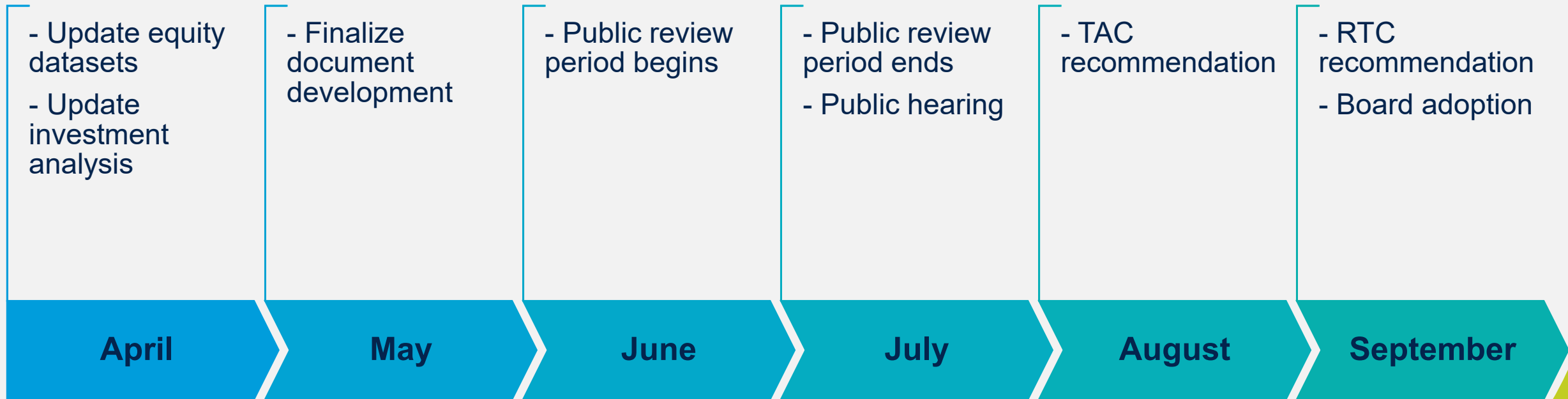
- DRCOG serves as the Designated Recipient for Federal Transit Administration Section 5310 program funding.
- DRCOG anticipates issuing contracts to recipients and subrecipients greater (in total) than \$250,000.
- A DBE Information Request Form is included in all bid solicitations and includes DBE clauses in all applicable contracts and requests for proposal.

# Scope of update

- Title VI Implementation Plan:
  - Utilize updated 'marginalized communities' definition and equity index.
  - Update investment analysis using the equity index, domains, and benefits-burdens analysis.
- Limited English Proficiency Plan:
  - Update data.
  - Reflect new DRCOG procedures.
- ADA Program Access Plan:
  - Incorporate new state accessibility requirements and DRCOG's response.



# Schedule (tentative)



- Federal deadline: **October 1**

# Thank you!

**Alvan-Bidal Sanchez, AICP**

*Program Manager*

720-278-2341

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

**Cole Neder**

*Senior Transit Planner*

309-373-4940

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

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**ATTACHE**

## Transportation Advisory Committee

Meeting date: April 29, 2024

Agenda Item 7: (Attachment E)

### Regional Crash Data Consortium Update

Agenda item type: Discussion

#### Summary

Overview of recent and planned regional crash data consortium activities.

#### Background

Over the course of federal fiscal years 2023 and 2024, DRCOG has been coordinating a regional crash data consortium effort to identify and address common issues with crash data collection, processing, and analysis in the Denver region. This work is funded through a grant from the National Highway Traffic Safety Administration known as a “405c” traffic records improvement grant. This grant is administered through the Colorado Department of Transportation’s Statewide Traffic Records Advisory Committee. DRCOG staff has engaged with member governments, state and federal agencies, safety advocates, software vendors and more to learn about crash data, analysis goals, and current issues and challenges with crash data in Colorado. Through this stakeholder engagement process, staff has developed a [regional crash data inventory](#) and [needs assessment](#), which will guide the actions of the consortium to improve crash data collection, processing and analysis.

#### Action by others

None

#### Previous discussion/action

None

#### Recommendation

None

#### Attachment

Staff presentation

#### For more information

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





# Crash Data Consortium Update

April 29, 2024

# 405c grant background and primary goals

- DRCOG has received 405c traffic records improvement grants for federal fiscal years 2023 and 2024.
- 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.

# Timeline

- Surveys and conversations with stakeholders
- Created inventory and needs assessment
- Three consortium meetings
  - November 10, 2022
  - May 11, 2023
  - September 28, 2023

**October 2022 –  
December 2023**

- Published final versions
  - Inventory
  - Needs assessment
- Consortium meeting
  - February 29, 2024

**January 2024 –  
March 2024**

- Develop and implement solutions
- Consortium meetings
  - Dates to be determined
- End-of-year survey
- Final report

**April 2024 –  
September 2024**

# Inventory and needs assessment

## Inventory

- Data sources.
- Analysis.
- Issues and challenges.
  - Location availability and accuracy
  - Timeliness.
  - Reporting inconsistency and errors
  - Accessibility.
  - Discrepancies between datasets
  - Integration.
- Other relevant information.

## Needs assessment

- 17 needs, including three structural to the consortium.
- Priority: High, Medium and Low.
- Potential strategies, resources and barriers.



# Needs assessment, 1 of 2

ID	Need	Priority	Category
Geospatial-1	Increase number of records with accurate latitude and longitude	High	Collection
Geospatial-2	Improve geospatial accuracy of records in CDOT and DRCOG datasets	High	Processing
Geospatial-3	Improve regional geospatial crash analysis	Medium	Analysis
Timeliness-1	Improve the timeliness of crash data delivery to stakeholders from CDOT	High	Processing
Quality-1	Improve data quality of fields of submitted reports	High	Collection
Quality-2	Improve completeness of submitted reports	High	Collection
Quality-3	Address underreporting of data	Medium	Collection
Quality-4	Explore opportunities for improving law enforcement technologies or systems	Low	Collection

# Needs assessment, 2 of 2

ID	Need	Priority	Category
Capacity-1	Build consortium partnerships	High	Other
Capacity-2	Research successful consortium structures	Medium	Other
Capacity-3	Explore funding opportunities for continued management of consortium activities	Medium	Other
Accessibility-1	Develop a single, standardized, and geolocated data source	Medium	Processing
Accessibility-2	Improve data sharing and agency collaboration	Medium	Processing
Accessibility-3	Improve transparency about data processing, stages of quality control, issues being addressed, procedures for accessing data, and accompanying documentation	Low	Other
Accessibility-4	Improve analyst access to crash diagrams and narratives	Low	Analysis
Integration-1	Integrate additional data sources with crash data	Medium	Analysis
Integration-2	Reconcile differences between Law Enforcement and CDOT/DRCOG datasets	Low	Analysis

# On-going work

- Developing outcomes, recommendations, and next steps.
- Continued participation with Statewide Traffic Records Advisory Committee crash manual task force.
- Refining consortium structure and roles.
- End-of-year survey.
- Final report by September 2024.

# Thank you!

**Erik Braaten**

Crash Data Consortium Senior Planner

303-480-6711

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



If you have difficulty using this presentation's content, please email [access@drcog.org](mailto:access@drcog.org) or call 303-455-1000.

**ATTACH F**

## Transportation Advisory Committee

Meeting date: April 29, 2024

Agenda Item 8: (Attachment F)

### Climate Pollution Reduction Grant Program

Agenda item type: Discussion

#### Summary

Introduction to the Denver Regional Council of Governments, commonly known as DRCOG, Priority and Comprehensive Climate Action Plans, developed under the Environmental Protection Agency Climate Pollution Reduction Grant, and a summary of the submitted implementation grant application.

#### Background

On April 19, 2023, the DRCOG Board of Directors voted unanimously to accept the role of lead agency for the US Environmental Protection Agency's Climate Pollution Reduction Grant. Through this program DRCOG received a \$1 million Planning Grant to develop climate action plans in coordination with local stakeholders throughout the region.

The planning grant funds are designated for the completion of the following products:

- Priority Climate Action Plan (PCAP), due March 1, 2024
- Comprehensive Climate Action Plan (CCAP), due August 1, 2025
- Status Report, due August 1, 2027

Staff will present an overview of the Priority Climate Action Plan adopted by the DRCOG Board in February, 2024.

The Priority Climate Action Plan is comprised of a greenhouse gas emissions inventory, a low-income and disadvantaged communities analysis, an overview of public and stakeholder feedback, and quantified climate pollution reduction strategies.

Through a three month long vetting process that included a stakeholder steering committee, equity steering committee, project management team, and public review and feedback, a set of eight strategies aimed at mitigating climate change were identified. These interconnected strategies prioritize actions that the region, local jurisdiction, and others may implement in the residential and commercial building sector, the transportation sector, and in workforce development while addressing economic disparities by prioritizing equitable access to benefits and ensuring that vulnerable communities receive a fair share of the opportunities arising from these investments.

DRCOG is now in the beginning stages of developing the Comprehensive Climate Action Plan to continue the planning process, with new opportunities to collaborate.



Completion of the Priority Climate Action Plan was a pre-requisite for any eligible agency to compete in the second phase of the Climate Pollution Reduction Grant program, which will competitively award \$4.6 billion for implementation projects.

In January, the DRCOG Board voted to support DRCOG and local government staff to pursue the “Decarbonize DRCOG” grant application, an ambitious and comprehensive effort aimed at transforming the building sector in the Denver area with focused investment in underserved low-income and disadvantaged communities. DRCOG staff will summarize the grant application and discuss next steps.

**Previous discussion/action**

None

**Recommendation**

None

**Attachment**

Staff presentation

**For more information**

If you need additional information, please contact Robert Spotts, Mobility Analytics Program Manager, at 303-480-5626 or [rspotts@drcog.org](mailto:rspotts@drcog.org).



# DRCOG's Climate Pollution Reduction Grant program



**Transportation Advisory Committee**

**April 29<sup>th</sup>, 2024**

**Robert Spotts, Mobility Analytics Program Manager**

**Maddy Nesbit, Senior Climate Pollution Reduction Grant Planner**



# Agenda

- Climate Pollution Reduction Grants program background.
- Priority Climate Action Plan (PCAP).
- Comprehensive Climate Action Plan (CCAP).
- Decarbonize DRCOG: A zero-emission building initiative.

# Climate Pollution Reduction Grants (CPRG) Program

- \$5 billion program funded through the Inflation Reduction Act.
  - Administered by the US Environmental Protection Agency (EPA).
  - \$250 million for planning.
    - \$1m to ~70 largest metro areas, \$3m to each state).
  - \$4.6 billion in implementation grants.

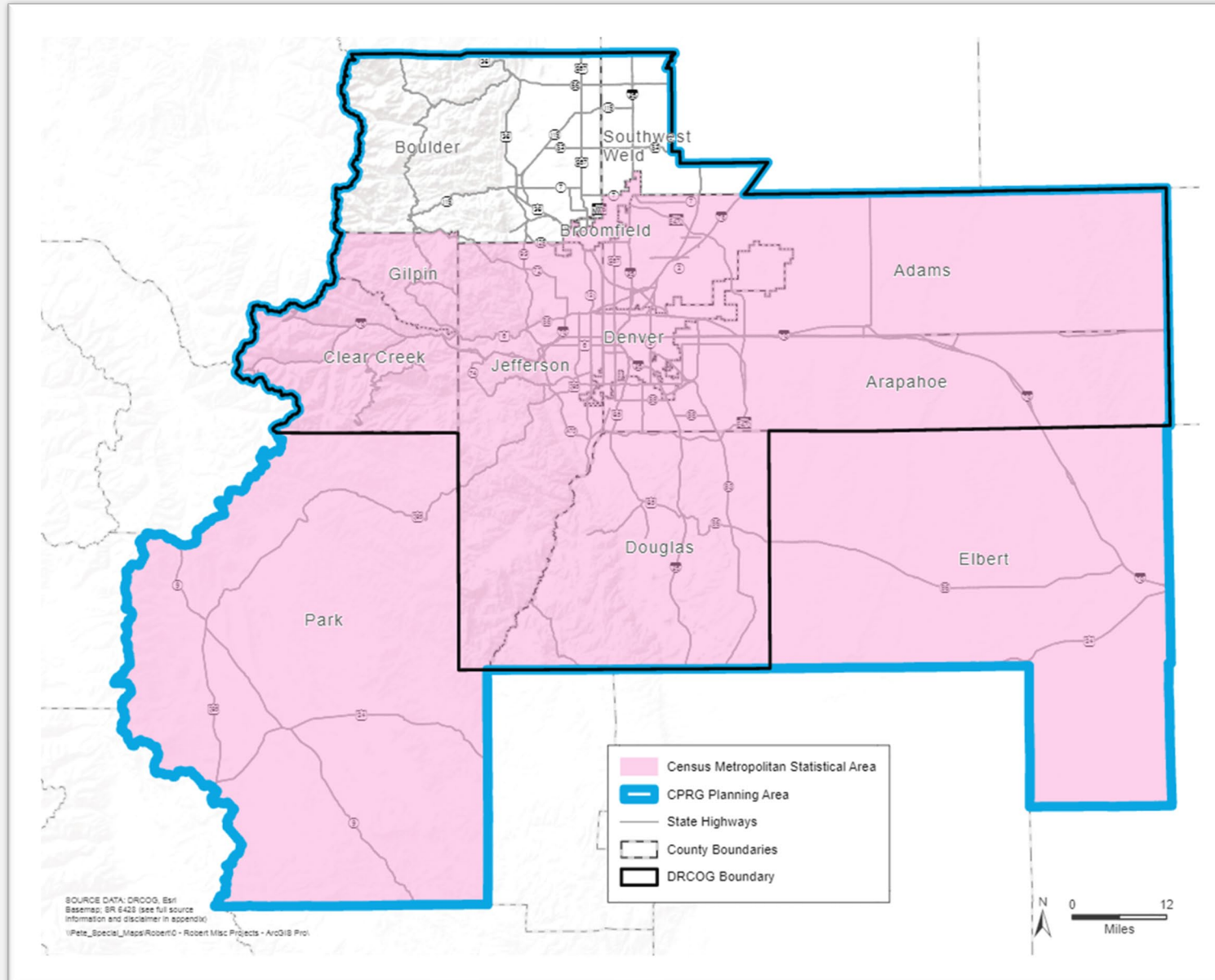
# DRCOG awarded \$1 million planning grant

- On April 19, 2023, the DRCOG Board voted unanimously to authorize DRCOG as the lead agency and grant recipient for the planning grant.
  - \$1 million planning grant awarded on August 1, 2023.
    - Maddy Nesbit hired as fulltime senior planner for four-year life of grant.
    - Lotus Sustainability hired as consultant for technical work and public engagement.

# Planning grant requirements

- The planning grant funds are designated for the completion of the following products:
  1. Priority Climate Action Plan (PCAP)  
Due March 1, 2024.
  2. Comprehensive Climate Action Plan (CCAP)  
Due August 1, 2025.
  3. Status report  
Due August 1, 2027.

# Climate pollution reduction planning grant area





# Priority Climate Action Plan

# Priority Climate Action Plan elements

- Public and stakeholder engagement.
- Greenhouse gas inventory.
- Low-income and disadvantaged communities (LIDAC) benefits analysis.
- Greenhouse gas reduction strategies.
  - Quantification of greenhouse gas reductions.
  - Review of authority to implement strategies.
  - Workforce planning analysis.

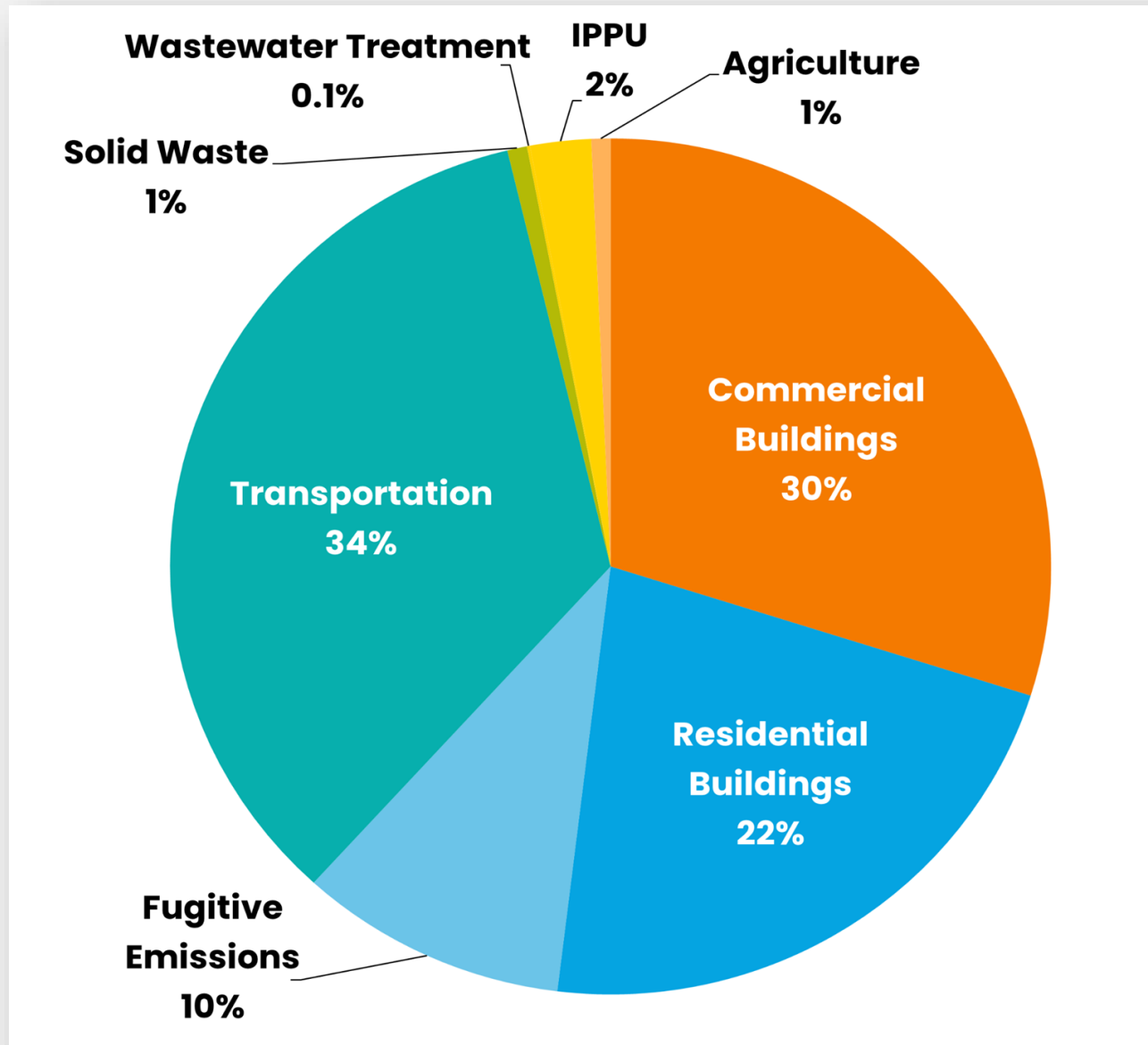
# Public and stakeholder engagement

- Monthly Stakeholder Steering Committee comprised of local government staff.
  - Focused support from a Project Management Team.
  - 40-60 attendees each month.
- Equity Subcommittee comprised of leaders representing community-based organizations.
  - Incorporated into key decision-making throughout.
- Two virtual public meetings.
  - First, to inform the public of this project.
  - Second, to solicit feedback on the Priority Climate Action Plan .
- Public engagement website.
- Coordination with the Colorado Energy Office.
- Dozens of meetings with individual stakeholders and non-profit groups.



# Greenhouse gas emissions inventory

2022 regional greenhouse gas emissions: 43.7 million metric tons of CO<sub>2</sub> equivalency per year



# Final measures included in Priority Climate Action Plan

## Central Coordinating Body

- One stop shop to facilitate and track
- Equity priority list

## Building Energy Use

- Commercial, multifamily, public, university, schools and hospitals
- Residential

## Transportation and Mobility

- Bus Rapid Transit in low-income disadvantaged communities
- Expand active transportation

## Workforce Development

- Good Jobs designated for low-income disadvantaged communities
- Support for the energy transition



- Submitted to the US Environmental Protection Agency in February 2024 following DRCOG Board adoption.
- <https://drcog.org/sites/default/files/Final%20PCAP%20Document%20-%20Feb%202024.pdf>



# Comprehensive Climate Action Plan (Due August 1, 2025)

# Comprehensive Climate Action Plan requirements

- **GHG inventory.**
- GHG emissions projections and targets.
- Quantify GHG reduction from identified measures.
- **Benefits analysis (co-pollutants).**
- LIDAC benefits analysis.
- Review of authority to implement.
- Intersection with other funding availability.
- **Workforce planning analysis.**

\*Bolded words are completed by way of the PCAP.

# Comprehensive climate action plan goals

- An ambitious, interconnected set of **voluntary strategies** aimed at mitigating climate change.
- An opportunity to **reduce co-pollutants**, such as ozone precursors.
- **Addresses economic disparities** by prioritizing equitable access to benefits and ensuring vulnerable communities receive a fair share of the opportunities arising from these investments.
- Strategies can be **customized** to meet the unique needs and priorities of each local community.
- Define local and regional initiatives that **collectively** impact the entire Denver region.

# Ways to get involved

- Stakeholder steering committee meetings the first Tuesday of every month.
- Amplify our public engagement.
- Contact Maddy Nesbit ([mnesbit@drcog.org](mailto:mnesbit@drcog.org))





# ***Decarbonize DRCOG:*** **A zero-emission building** **initiative**





# Implementation Grant

- Climate Pollution Reduction Grant Phase II-\$4.6 billion in implementation grants.
- DRCOG was asked by stakeholders to submit a grant application on behalf of the DRCOG region.
- On January 17, 2024, the DRCOG Board voted unanimously to support DRCOG applying for the Decarbonize DRCOG program.

# Decarbonize DRCOG implementation grant

- *Decarbonize DRCOG: A Zero-Emission Building Initiative* is an ambitious and comprehensive effort aimed at transforming the building sector in the Denver area with focused investment in underserved low-income and disadvantaged communities.
- Pursuing \$199.7 million for the five-year program.
- Up to 15 new staff at DRCOG to operate the program.

# Four greenhouse gas reduction measures



- **Measure 1: Full-service building decarbonization for low-income and disadvantaged populations (\$48.1 million).**
  - Free home retrofits and upgrade services from start to finish, designed to meet LIDAC resident needs.



- **Measure 2: Energy advising (\$17.4 million).**
  - Free, data-driven, client-focused, and vendor-neutral advising to help residential, multifamily, and commercial building owners through decarbonization.

# Four greenhouse gas reduction measures



- **Measure 3: Rebates and incentives (\$43.0 million).**
  - Funds to mitigate costs, accelerate adoption, and spur market growth.



- **Measure 4: Building policy collaborative (\$39.2 million).**
  - Facilitated support for accelerating and coordinating zero-emissions building policy implementation region-wide; funds to grow municipal capacity.

# Support initiatives

- **Community engagement (~\$5 million):**
  - Scaling up existing, successful programs and continuously improved alongside community members, including LIDAC residents.
  - Incorporating early, meaningful, and iterative community engagement as a part of developing each Measure's implementation.
- **Comprehensive communications (~\$15 million):**
  - Unified, centrally managed communications campaign that integrates universal design principles and prioritizes the development of messaging for LIDACs as the core audience.



# Support initiatives

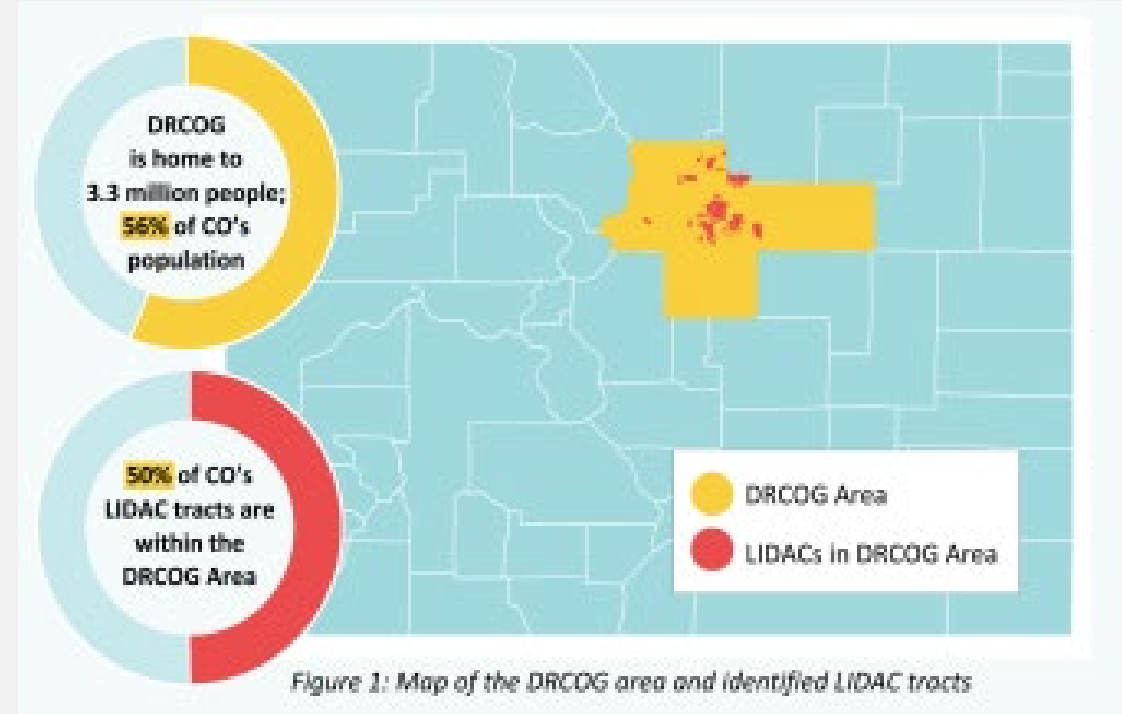


- **Workforce and industry engagement (~\$20 million)**  
Four programs: Innovation Pilot Program, six Green Workforce Hubs, Contractor Navigation Hubs, Renewable Access Programs.

# Decarbonize DRCOG proposed budget

<b>Central Program Administration</b>	\$32,478,705	16.3%
<b>Measure 1: LIDAC Decarbonization</b>	\$48,106,435	24.1%
<b>Measure 2: Energy Advising</b>	\$17,463,443	8.7%
<b>Measure 3: Rebates and Incentives</b>	\$43,063,443	21.6%
<b>Measure 4: Policy Collaborative</b>	\$39,209,385	19.6%
<b>Workforce and Industry Development</b>	\$19,384,385	9.7%
<b>Total CPRG Funds</b>	<b>\$199,705,797</b>	<b>100%</b>

- The *Decarbonize DRCOG* grant was officially submitted to the EPA on **April 1<sup>st</sup>, 2024!**
- Funding awards announced in **July 2024.**
- If awarded, funds received in **October 2024.**





# Thank you!

Questions? Contact:

**Robert Spotts** [rspotts@drcog.org](mailto:rspotts@drcog.org)

**Maddy Nesbit** [mnesbit@drcog.org](mailto:mnesbit@drcog.org)

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**ATTACH G**

## Transportation Advisory Committee

Meeting date: April 29, 2024

Agenda Item #: 9 (Attachment G)

### Fiscal Year 2024 Multimodal Project Discretionary Grant Informational Forms

Agenda item type: Informational Item

#### Summary

Fiscal Year 2024 Multimodal Project Discretionary Grant (MPDG) Informational Forms

#### Background

The United States Department of Transportation (USDOT) has announced 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). Applicants can apply to individual programs or all three of these funding opportunities. Applications are due to USDOT by May 6, 2024, at 11:59 PM EDT. Please see the [Notice of Funding Opportunity](#) for detailed information about these funding opportunities and important details about how to apply.

Available funding includes:

- \$1.7 billion for the National Infrastructure Project Assistance ([Mega](#)) program: The Mega program invests in 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 include highway, bridge, freight, port, passenger rail, and public transportation projects of national or regional significance. Per the law, 50% of funds are available for projects above \$500 million in total cost, and 50% are available for projects between \$100 million and \$500 million in total cost.
- \$2.7 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.
- \$780 million for the Rural Surface Transportation Grant ([Rural](#)) program: While smaller communities receive grants from a wide number of grant programs, including Mega and INFRA, the Rural program is dedicated specifically to projects in rural areas. 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.



DRCOG requested that agencies considering applying for a Fiscal Year 2024 MPDG grant submit information about their project to enhance regional coordination by Thursday, April 18, 2024 at 5pm MDT. In response, DRCOG received 7 submittals from 3 agencies.

**Action by others**

None

**Previous discussion/action**

None

**Recommendation**

None

**Attachments**

Submitted member government project informational forms

**For more information**

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





## 2024 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 April 29, 2024 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](mailto:ckennedy@drcog.org) by 5:00pm MST on April 18, 2024.

---

Agency: City of Commerce City

Contact: Larius Hassan lhassan@c3gov.com

Project Name: School Zone Signage

Project Type: Demonstration

Project Description:

The project proposes to upgrade all existing School Zone Flashing sign systems and Regulatory signs within the City. This project would upgrade existing signs that are reaching end of service life with new systems that can be remotely connected - allowing staff to make schedule changes and monitor functional status remotely. There are 30 signs that would be candidates for replacement. This project would upgrade all existing Regulatory signs to Type XI High-intensity Micro-prismatic retroreflective sheeting signs. There are approximately 7,000 signs within the City's maintenance area that would be candidates for upgrades and retro-reflectivity improvements.

Total Project Cost: \$2,850,000

Grant Funding Request: \$2,850,000



## 2024 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](#).

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Please submit this form to [ckennedy@drcog.org](mailto:ckennedy@drcog.org) by 5:00pm MST on April 18, 2024.

---

Agency: City of Commerce City

Contact: Larius Hassan lhassan@c3gov.com

Project Name: E. 56th Ave Reconstruction, Brighton Blvd to Vasquez Blvd

Project Type: Construction

Project Description:

The current roadway is beyond its design life and needs to be reconstructed. The roadway is a vital commercial corridor for the community and currently does not provide a safe passage for pedestrians. The current roadway is a 2-lane roadway that has 6 railroad crossings, roadside ditches provide drainage that drain to the Sand Creek without any water quality controls between the roadway and the Sand Creek. The proposed roadway improvements will add a center continuous left turn lane allowing for better traffic flow, curb and gutter with storm sewer and water quality ponds for improved drainage and water quality before the water is discharged to the Sand Creek, and sidewalks to provide safe passage for pedestrians.

Total Project Cost: \$9,300,000

Grant Funding Request: \$3,500,000



## 2024 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](#).

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Please submit this form to [ckennedy@drcog.org](mailto:ckennedy@drcog.org) by 5:00pm MST on April 18, 2024.

---

Agency: City of Commerce City

Contact: Larius Hassan lhassan@c3gov.com

Project Name: Tower Road Widening and Re-Engineering

Project Type: Survey, design, environmental assessment, and ROW acquisition

Project Description:

This project will provide funding for the engineering survey & design, environmental assessment, and right-of-way & easement acquisition for the widening of Tower Road between E. 80th Ave. and E. 104th Ave. in Commerce City, CO. Tower Road is currently a four lane divided roadway (two lanes in each direction). The growth in the area has caused the roadway to reach its capacity creating congestion in the morning and evening peak timeframes. This roadway is currently the easternmost principal arterial for the City and the region and serves businesses and residential development. The roadway is adjacent to and west of the Denver International Airport (DEN) and feeds traffic to DEN's Pena Blvd., which is the access gateway to DEN. Today, Tower Road's average daily traffic (ADT) is 40,000 vehicles/day (vpd) and a four lane divided roadway with an adequate level of service can only serve 19,000 vpd. The lack of capacity creates congestion and inefficient traffic operations leading to higher air quality emissions. The benefit to the community would be improved safety, improved air emissions, less travel delay, improved traffic operations, and safer multi-modal facilities to accommodate current and future traffic (including many heavy trucks and freight vehicles), bicyclists, pedestrians, and those riding transit.

Total Project Cost: \$30,000,000

Grant Funding Request: \$5,000,000



## 2024 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 April 29, 2024 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](mailto:ckennedy@drcog.org) by 5:00pm MST on April 18, 2024.

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Agency: City of Commerce City

Contact: Larius Hassan lhassan@c3gov.com

Project Name: E 88th Avenue (I-76 to Highway 2)

Project Type: Construction

Project Description:

The design for this project is essentially complete and Staff is in the ROW acquisition phase. There is sufficient funding for construction of the first phase (west end by Mile High Flea Market), but not enough for the rest. Staff has applied for a RAISE grant application for this project and is planning to submit a Safe Streets for All grant application. Previous applications for a RAISE grant for this project have been unsuccessful. The purpose of project is to improve traffic operations and accommodate current and future traffic (including many heavy trucks and freight vehicles), bicyclists, pedestrians, and those riding transit. The project includes the following improvements: 1) Widening E. 88th Ave. from two to four lanes with appropriate turn lanes and medians. 2) Upgrading the traffic signal at E. 88th Ave. and Rosemary St. 3) Improving traffic signal operations through the use of advanced signal controller functions, including Traffic Responsive programming. 4) Constructing a new traffic signal at the entrance to the Mile High Flea Market to improve the safety of vehicles entering and exiting the site. 5) Implementing Complete Streets components through construction of sidewalks along the roadway and installation of a multiuse path along the north side of E. 88th Ave. 6) Addressing persistent roadway and neighborhood flooding issues with storm drainage improvements, including improving the bridge over the O'Brian canal.

Total Project Cost: \$42,900,000

Grant Funding Request: \$4,300,000





## 2024 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](#).

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Agency: City of Commerce City

Contact: Larius Hassan lhassan@c3gov.com

Project Name: E. 88th Ave

Project Type: Implementation

Project Description:

This project will improve E 88th Avenue from I 76 to Highway 2, and Rosemary Street from E 86th Ave to E 88th Ave. The improvements will include additional lanes to increase capacity, curb & gutter, drainage improvements, landscaping, lighting, sidewalks/multiuse trails to provide multimodal access and public art. The requested funding would allow the City to complete the project in a timely manner. The City has twice applied for a RAISE grant unsuccessfully but most recently applied for the 2024 RAISE grant. The request for this grant is for \$11M and will allow a scalable phase of this project to be constructed from I 76 to the Rosemary intersection, which will include much of the multi-modal components.

Total Project Cost: \$42,900,000

Grant Funding Request: \$11,000,000



## 2024 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](#).

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**Agency:** North Front Range MPO

**Contact:** Becky Karasko

**Project Name:** North Interstate 25 Segment 5 Improvements

**Project Type:** Infrastructure

**Project Description:** 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, widening the inside shoulders from 4-feet to 10-feet and the outside shoulders from 10-feet 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 eight bridges, two existing drainage box culverts, and two existing irrigation box culverts.

**Total Project Cost:** \$450,000,000

**Grant Funding Request:** \$100,000,000



## 2024 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 April 29, 2024 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.*

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Agency: Weld County

Contact: Elizabeth Relford

Project Name: I-76/WCR 8 New Interchange

Project Type: Highway Freight/Rail Intermodal Safety Project

Project Description:

Weld County, Colorado in partnership with BNSF Railway is applying for a 2025-2026 U.S. DOT MPDG Rural Construction Grant to provide a new Traffic Interchange (TI) north of the existing Interstate 76 (I-76) and Weld County Road (WCR) 8 location. The existing interchange is end of life and doesn't currently connect to mainline I-76. The new interchange will be a partial cloverleaf and diamond configuration that will support the proposed BNSF Railway Intermodal Facility (IMF) being relocated from the Metro Area adjacent to I-76 between the Towns of Hudson and Lochbuie.

Total Project Cost: \$180,000,000.00

Grant Funding Request: \$144,000,000.00

**ATTACH H**

## Transportation Advisory Committee

Meeting date: April 29, 2024

Agenda Item #: 10 (Attachment H)

### Fiscal Year 2024 Safe Streets and Roads for All Discretionary Grant Informational Forms

Agenda item type: Informational Item

#### Summary

Fiscal Year 2024 Safe Streets and Roads for All (SS4A) Informational Forms

#### Background

The United States Department of Transportation has published a Notice of Funding Opportunity for \$1.26 billion in grant funding for the Fiscal Year 2024 Safe Streets and Roads for All (SS4A) Grant Program. The program supports planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators.

The SS4A grant program supports the Department's [National Roadway Safety Strategy](#) and its goal of zero deaths and serious injuries on our nation's roadways.

Eligible applicants are (1) a metropolitan planning organization (MPO); (2) a political subdivision of a State or territory (cities, towns, counties, special districts, and similar units of local government); (3) a federally recognized Tribal government; and (4) a multijurisdictional group of entities described in any of the aforementioned three types of entities.

The Department recently issued an amended [Notice of Funding Opportunity](#). There is also an [informational portal](#) on how to apply to this grant program.

Planning and Demonstration Grant applicants have three deadlines:

- Thursday, April 4, 2024, 5pm (EDT)
- Thursday, May 16, 2024, 5pm (EDT)
- Thursday, August 29, 2024, 5pm (EDT)

Implementation Grant applications must be submitted by 5pm (EDT) on Thursday, May 16, 2024.

DRCOG requested that agencies considering applying for a Fiscal Year 2024 SS4A grant submit information about their project to enhance regional coordination by Thursday, April 18, 2024 at 5pm MDT. In response, DRCOG received 2 submittals from 2 agencies.



**Action by others**

None

**Previous discussion/action**

None

**Recommendation**

None

**Attachments**

Submitted member government project informational forms

**For more information**

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





## 2024 Safe Streets and Roads for All (SS4A) Grant

Information about the SS4A Grant program is available [here](#).

DRCOG requests that all SS4A grant requests in the Denver region be submitted for Transportation Advisory Committee (TAC) review at the April 29, 2024 meeting for information and discussion – ***not approval***.

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

Please submit this form to [ckennedy@drcog.org](mailto:ckennedy@drcog.org) by 5:00 PM (MST) on April 18, 2024.

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Agency: Boulder County

Contact: Amy "Liv" Lewin

Project Name: US 287 Cable Rail Median Barrier

Project Type: Planning & Demonstration Project

Project Description:

Boulder County between Park Ridge Avenue in Longmont and the Larimer County line to address the ongoing issue of fatal and serious injury head-on collisions. This section was identified as part of the High-Injury Network in DRCOG's Taking Action on Regional Vision Zero, with a portion of this section also part of the Critical Corridors. Median barriers are identified as a countermeasure for rural roads in DRCOG's plan. To help reduce the number of vehicles hitting the barrier, rumble strips will be installed along the median barrier to help alert inattentive drivers that they are drifting out of their lane. There will be gaps in the median barrier at intersections with public roads, with impact attenuators protecting the end sections of the barrier. Boulder County is requesting \$1.6M in funds from the SS4A program with an anticipated \$200k from CDOT and \$200k from Boulder County comprising the 20% local match.

Total Project Cost: \$2M

SS4A Grant Funding Request: \$1.6M



## 2024 Safe Streets and Roads for All (SS4A) Grant

Information about the SS4A Grant program is available [here](#).

DRCOG requests that all SS4A grant requests in the Denver region be submitted for Transportation Advisory Committee (TAC) review at the April 29, 2024 meeting for information and discussion – **not approval**.

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

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Agency: Denver Regional Council of Governments (DRCOG)

Contact: Emily Kleinfelter, [ekleinfelter@drcog.org](mailto:ekleinfelter@drcog.org)

Project Name: Taking Action on Regional Vision Zero: Safe Streets for All Improvements for  
the Denver Region

Project Type: Implementation, Demonstration, and Supplemental Planning

Project Description:

DRCOG has worked with local member governments to identify 20 safety planning, demonstration and implementation projects throughout the Denver region aimed at preventing roadway fatalities and serious injuries as part of a regional approach. These Safety Projects have been tailored to meet each community's most pressing safety needs and represent safety countermeasures for addressing the highest priority crash profiles for each of the four community types identified in DRCOG's Regional Zero Vision. Projects include: updating safety plans, upgrading school zone warning signs, connecting sidewalk gaps, providing bicycle and pedestrian infrastructure at intersections and roundabouts, testing reflective and surface materials, pedestrian detection, and constructing a pedestrian underpass.

Total Project Cost: \$25-30 million

SS4A Grant Funding Request: \$25-30 million