



**Transportation Advisory Committee**  
**Monday, March 25, 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. February 26, 2024 Transportation Advisory Committee Meeting Summary (Attachment A)

**Action Items**

4. Federal Transit Administration Section 5310 Fiscal Year 2024 Funding Awards (Attachment B) Travis Noon, Program Manager, Administration and Finance
5. Update to Taking Action on Regional Vision Zero Plan (Attachment C) Emily Kleinfelter, Safety/Regional Vision Zero Planner

**Discussion Items**

6. Colorado Travel Counts – 2024 Household Travel Surveys (Attachment D) Steve Cook, Manager, Mobility Analytics and Operations
7. E-470 Overview (Attachment E) Jacob Riger, Manager, Multimodal Transportation Planning
8. Metro Vision Amendments (Attachment F) Zachary Feldman, Manager, Data and Analytics
9. Active Transportation Plan Update (Attachment G) Aaron Villere, Senior Active Transportation Planner

**Administrative Items**

10. Member Comment/Other Matters
  - Safe Streets and Roads for All Letter of Interest Overview
11. Next Meeting – April 29, 2024
12. Adjournment

**ATTACH A**

**Attachment A**  
**Meeting Summary**  
**Transportation Advisory Committee**  
**Monday, February 26, 2024**

**\*In-person meeting with Virtual Option for Public (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   |
| Mac Callison (Alternate)     | Arapahoe County – City of Aurora   |
| Brent Soderlin               | Arapahoe County  |
| Jeff Dankenbring             | Arapahoe County – City of Centennial   |
| Jean Sanson                  | Boulder County – City of Boulder   |
| Alex Hyde-Wright             | Boulder County   |
| Michelle Melonakis           | Boulder County – City of Lafayette   |
| Sarah Grant (Chair)          | Broomfield, City & County  |
| David Gaspers                | Denver, City & County  |
| David Krutsinger (Alternate) | Denver, City & County  |
| Jennifer Hillhouse           | Denver, City & County  |
| Justin Schmitz (Vice-Chair)  | Douglas County – City of Lone Tree   |
| Tom Reiff                    | Douglas County – City of Castle Rock   |
| Matt Williams (Alternate)    | 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  |
| Brad Revare                  | Non-Motorized Special Interest Seat  |
| Hilary Simmons               | Older Adults Special Interest Seat   |
| Frank Bruno                  | Via Mobility   |
| Jim Eussen (Alternate)       | Colorado Department of Transportation Region 4                               |
| Jessica Myklebust            | Colorado Department of Transportation Region 1                               |
| Ron Papsdorf                 | Denver Regional Council of Governments                                       |
| Bill Sirois                  | Regional Transportation District   |
| Mike Silverstein (Alternate) | Regional Air Quality Council   |
| Marrissa Gaughan (Alternate) | Colorado Department of Transportation Division of Transportation Development |

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

|                              |  |
|------------------------------|--|
| Jordan Rudel (Alternate)     | Colorado Department of Transportation Region 1 |
| Jonathan Webster (Alternate) | Denver, City & County                          |
| Jim Kutzer (Alternate)       | Arapahoe County                                |
| John Firouzi (Alternate)     | Jefferson County – City of Arvada              |
| Mike Vanatta (Alternate)     | Jefferson County                               |

Chris Hudson (Alternate)

Wally Weart

Tom Moore

Phil Greenwald (Alternate)

Douglas County – Town of Parker

Freight Special Interest Seat

Regional Air Quality Council

Boulder County – City of Longmont

**Public:** Evan Pinkham, William Thurston, Jillian Mauer, Kellee Van Bruggen, William Elbert, Jenny Young, Deanna McIntosh, Jacob Hershner, Binebeb Terefe, Josie Thomas, Steven Sherman, Josh Sender, Miriam Aranoff, Classic Wagner, JoAnn Mattson, Myron Hora, Jeanne Shreve, Bridget Hart, Jen Lambrick, Craig Hurst, Erica Denny

**DRCOG staff:** Josh Schwenk, Cam Kennedy, Kris Valdez, Emily Kleinfelter, Jacob Riger, Alvan-Bidal Sanchez, Cole Neder, Brittney Compton, Ala Alnawaiseh, Nora Kern, Steve Cook, Todd Cottrell, Erik Braaten, Andy Taylor, Emily Lindsey, Max Monk, Robert Spotts, Sang Gu Lee, Kalie Fallon, Brad Williams

### **Call to Order**

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

### **Public Comment**

Jacob Riger took the opportunity to welcome Michele Riccio representing Adams County, Brad Revare representing the Non-Motorized Special Interest Seat, and Angie Rivera-Malpiede representing the Equity Special Interest Seat.

### **January 22, 2024 Transportation Advisory Committee Meeting Summary**

The summary was accepted.

#### **Action Items**

##### *Community-Based Transportation Planning Program Selection Recommendations*

Nora Kern, Manager, Subarea and Project Planning Program, discussed that the Community Based Transportation Planning Set Aside, commonly known as the CBTP Set Aside, is a Denver Regional Council of Governments, commonly known as DRCOG, planning program in the Fiscal Year 2024-2027 Transportation Improvement Program, commonly known as the TIP.

The goal of this program is to support transportation planning for historically marginalized or underserved communities in the region. Through this program, DRCOG funds and leads planning studies to support member governments in their efforts to improve mobility for these communities. An estimated \$2,500,000 is available for the full four-year set-aside program, with roughly \$1,250,000 available every two years.

DRCOG hosted a call for letters of interest for the first two years of funding for the CBTP Set Aside in November and December 2023. Ten letters of interest were submitted. A selection panel composed of staff from DRCOG, Regional Transportation District, commonly known as RTD, and the Colorado Department of Transportation, commonly known as CDOT, reviewed and scored all ten letters of interest. The



selection committee recommended five of the ten projects for the community-based transportation planning program in 2024-2025.

Kent Moorman moved to recommend to the Regional Transportation Committee funding five community-based planning projects through the first two years of the Community Based Planning Program Set Aside, as recommended by the selection panel. The motion was seconded and passed unanimously.

### **Discussion Items**

#### *Colorado Freight Plan*

Cole Neder, Senior Transit Planner, introduced CDOT staff Craig Hurst, Freight Mobility and Safety Branch Manager, and Erica Denny, Freight Planner, who informed the committee that over the past year, CDOT has been conducting workshops, research, and stakeholder outreach activities to update the Colorado Freight Plan. This work includes updates to key outcomes, guiding principles, and engagement and outreach. New mobility and safety strategies, infrastructure conditions, and economic approaches are also included in the plan update.

Kent Moorman inquired if the data could be shared with DRCOG staff and Craig Hurst replied that the dataset was purchased by CDOT; however, certain elements of it could potentially be shared with stipulations.

Mike Silverstein asked where rail and air freight fit into the plan. Craig Hurst responded that air freight does have a role in the plan but there are no freight-specific airports in Colorado and rail has a separate plan.

Jeff Boyd inquired about the number of mechanics needed in Colorado to maintain these freight vehicles. Erica Denny replied that while that is not addressed in the plan, the need for more mechanics as well as the need for more truck drivers is something the industry continues to grapple with.

Ron Papsdorf asked about the breakdown by transportation modes in terms of freight tons and value and pointed out that two-thirds of the commodity flow in the state comes from the DRCOG region and maintaining the regional system is vital for the state's overall economic development. Erica Denny stated that CDOT used Transearch data regarding the breakdown of commodity flows by transportation mode, and a synopsis that breaks down the information by mode values, but not by region, can be found within the plan.

#### *Regional Housing Needs Assessment*

Andy Taylor, Manager, Regional Planning and Analytics, discussed that the DRCOG, along with the consultant team of ECONorthwest, Community Planning Collaborative, and MIG, kicked off the Regional Housing Needs Assessment in September 2023. Metro Vision, the region's plan, prioritizes "*diverse housing options to meet the needs of residents of all ages, incomes, and abilities.*"

Phase 1 of the Regional Housing Needs Assessment focuses on data analysis to define the size and nature of current and future housing supply gaps based on changing demographics and land areas.

Phase 2 will focus on stakeholder engagement to identify systemic barriers to meeting housing needs defined in phase 1. Upcoming engagement opportunities include a focus group for infrastructure professionals in utilities and transportation on March 5 at 10:30 a.m. at the DRCOG office.

The Regional Housing Needs Assessment is planned to be completed by June 2024.

Jessica Myklebust inquired if the information presented takes into account the units in the region already under construction and in development. Andy Taylor replied that it does not factor in units that are currently under construction or planned.

Mike Silverstein inquired about the definition of cost-burdened. Andy Taylor stated that the definition comes from the Census Bureau which calculated the burden based on gross rent and is only looking at the expense of paying for rent and does not include other utilities.

Christina Lane asked if the Housing and Transportation Index was used as a reference point regarding cost burden since there are opportunities to reduce transportation costs that could help impact housing considerations. Andy Taylor responded that the project team is working to create comparisons with the Index.

Alex Hyde-Wright asked if the multiple housing bills in the Colorado legislature are being factored into the equation regarding housing production, the density around transit corridors, and parking minimums. Andy Taylor replied that an analysis of the impact of those bills has not been done, since the bills have not become law and are subject to change during the legislative session.

#### *Taking Action on Regional Vision Zero*

Emily Kleinfelter, Safety/Regional Vision Zero Planner, presented that the action plan is guided by robust collaboration with local, regional, and state stakeholders through the Regional Vision Zero Working Group. The plan sets out Action Initiatives, an implementation timeline and measures that will help track regional progress toward safety improvements. The Regional Vision Zero Working Group has been meeting monthly since February 2023 to conduct workshops focused on the six objectives identified in the plan. The Working Group met on October 30, 2023, to participate in a 2.5-hour workshop to identify regional priorities and timelines.

Using the Working Group's feedback, staff have drafted an update to Taking Action on Regional Vision Zero that is representative of the region. The update includes actions with measurable goals, timelines, and appropriate stakeholders responsible for implementation, to achieve zero deaths and serious injuries on our roadways.

Justin Schmitz inquired about the need to change the conversation regarding traffic safety. Emily Kleinfelter agreed with his statements and replied that changing traffic safety culture is something DRCOG staff and other stakeholders are working to address, not just through infrastructure and education, but also through how people perceive safety issues and using the roadway system.

#### *Federal Greenhouse Gas Performance Measure*

Alvan-Bidal Sanchez, Regional Transportation Program Manager, discussed that in December 2023, the Federal Highway Administration, commonly known as FHA, issued a final rule that establishes a new greenhouse gas performance measure. The measure is part of the National Highway Performance Program and assesses the percent change in carbon dioxide (CO<sub>2</sub>) emissions on the National Highway System relative to 2022 levels. State departments of transportation and metropolitan planning organizations are required to establish declining targets and report on progress. There are no penalties for not achieving the established targets.

As with previous federal performance measures, DRCOG has the flexibility to support the state's targets or establish targets specific to its area. DRCOG staff, with support from CDOT, will provide an overview of the new performance measure, including data requirements, methodologies, and next steps.

Mike Silverstein inquired if there will be a workgroup to help develop the goals and targets towards achieving the performance measures. Alvan Bidal-Sanchez replied that after CDOT determines its strategy to set its target, DRCOG staff will present a way forward to our committees regarding supporting or setting our own goals for the region.

#### *Rebuilding American Infrastructure with Sustainability and Equity Grants*

Jacob Riger, Manager, Multimodal Transportation Planning, mentioned that the Department of Transportation has published a Notice of Funding Opportunity for FY 2024 Rebuilding American Infrastructure with Sustainability and Equity, commonly known as the RAISE, grant program. Approximately \$1.5 billion is available. In 2023 alone, RAISE funding supported 162 projects in all 50 states, the District of Columbia, Puerto Rico, and the Northern Mariana Islands. DRCOG staff requested that any project sponsor anticipating applying for a RAISE grant in the Denver region provide information to DRCOG for information and discussion. In response, DRCOG received six submittals from six agencies.

### **Administrative Items**

#### *Member Comment/Other Matters*

- Advanced Mobility Partnership Working Group Update

Ron Papsdorf notified the committee that last month the Advanced Mobility Partnership, commonly known as AMP, discussed artificial intelligence and camera sensors for safety and infrastructure improvements. Presentations were given by Arapahoe County, CDOT, and the City of Centennial, and each presentation focused on how new camera

technology will improve roadway safety, enforce traffic violations, and streamline improvements.

Mike Silverstein took the opportunity to inquire if a briefing or presentation could be provided at the next meeting regarding DRCOG's climate planning efforts under the Priority Climate Action Plan, commonly known as the PCAP. Ron Papsdorf responded that staff will discuss and see when an update on DRCOG's ongoing work relating to the PCAP can be provided.

Next Meeting – March 25, 2024

*Adjournment*

There were no additional comments and the meeting adjourned at 3:10 p.m.

**ATTACH B**

## Transportation Advisory Committee

Meeting date: March 25, 2023

Agenda Item 4: (Attachment B)

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

Agenda item type: Action

#### Summary

Recommended awards for Federal Transit Administration Section 5310 funding for the Denver-Aurora Urbanized area for the period beginning July 1, 2024, and ending June 30, 2025.

#### Background

DRCOG is the designated recipient of Federal Transit Administration Section 5310 funding for the Denver-Aurora urbanized area. The program provides funding annually to support specialized transit services for older adults and individuals with disabilities. Approximately \$3.5 million is available for projects for the period beginning July 1, 2024, and ending June 30, 2025.

DRCOG released a call for projects in November 2023 soliciting proposals for the Section 5310 funding. DRCOG received requests from 10 agencies 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 stakeholders and experts in the region, which included staff from the City and County of Denver, City of Northglenn, Adams County, and members of DRCOG's Advisory Committee on Aging. Each proposal was reviewed and scored based on the criteria outlined in DRCOG's Federal Transit Administration Section 5310 [Program Management Plan](#).

The selection panel met to discuss the proposals and make project funding recommendations. The panel prioritized funding for ongoing operations and mobility management support over capital requests. The capital requests for replacing worn down vehicles were recommended based on prior year awards for replacements, and the useful life of the vehicles being replaced. No awards are recommended for software purchases, as the requests were not as competitive compared to other projects or were relatively small requests and the committee felt they could be funded elsewhere. No requests for expansion vehicles were awarded, as the replacement requests from that organization were prioritized to maintain operations and there wasn't enough funding to accommodate all the project proposals.

#### Action by others

None

#### Previous discussion/action

None



### **Recommendation**

Move 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.

### **Attachments**

1. Federal Transit Administration Section 5310 Recommended Awards
2. Staff presentation

### **For more information**

If you need additional information, please contact Travis Noon, Program Manager – Area Agency on Aging Grant Compliance, Administration and Finance, at 303-480-6775 or [tnoon@drcog.org](mailto:tnoon@drcog.org).



## DRCOG Federal Transit Administration Section 5310 Awards Recommendations for Federal Fiscal Year 2024

| Organization   | Proposed Service                                     | Average Score | Requested State/Federal Funds | Recommended?   | Amount Awarded        |
|--|--|---------------|-------------------------------|----------------|-----------------------|
| Via Mobility Services                                    | Operating Assistance                                 | 2.78          | \$983,435.50                  | Yes            | \$983,435.00          |
| City of Lakewood   | Operating Assistance                                 | 2.44          | \$83,767.92                   | Yes            | \$70,000.00           |
| Laradon Hall Society for Exceptional Children and Adults | Operating Assistance                                 | 1.89          | \$190,056.00                  | Yes            | \$140,000.00          |
| Via Mobility Services                                    | Mobility Management                                  | 2.74          | \$479,000.00                  | Yes            | \$479,000.00          |
| Denver Regional Council of Governments                   | Mobility Management                                  | 2.70          | \$1,000,000.00                | Yes            | \$900,000.00          |
| A Little Help  | Mobility Management                                  | 2.35          | \$20,000.00                   | Yes            | \$20,000.00           |
| Colorado Nonprofit Development Center                    | Mobility Management                                  | 2.34          | \$297,000.00                  | Yes            | \$297,000.00          |
| Douglas County Government                                | Mobility Management                                  | 2.34          | \$453,000.00                  | Yes            | \$300,887.00          |
| Support Management                                       | Capital Projects - ADA Compliant Vehicle Replacement | 2.45          | \$144,416.00                  | Yes/2 Vehicles | \$144,416.00          |
| Laradon Hall Society for Exceptional Children and Adults | Capital Projects - ADA Compliant Vehicle Replacement | 2.16          | \$269,246.00                  | Yes/1 EV       | \$102,476.00          |
| Easter Seals Colorado                                    | Capital Projects - ADA Compliant Vehicle Replacement | 1.93          | \$104,222.75                  | Yes/1 Vehicle  | \$94,000.00           |
| Support Management                                       | Capital Projects - Vehicle Expansion                 | 2.14          | \$72,208.00                   | No             | \$0.00                |
| City and County of Broomfield                            | Capital Projects - Equipment                         | 2.51          | \$9,435.00                    | No             | \$0.00                |
| A Little Help  | Capital Projects - Equipment                         | 1.96          | \$60,000.00                   | No             | \$0.00                |
| <b>Total</b>   |  |               | <b>\$4,165,787.17</b>         |                | <b>\$3,531,214.00</b> |





# 2024-2025 Federal Transit Administration Section 5310 Awards

Travis Noon, Program Manager – Area Agency on Aging Grant Compliance



# Background

- DRCOG is the designated recipient of Federal Transit Administration Section 5310 funding for the Denver-Aurora Urbanized Area
- Section 5310 funds are used to support capital, operating and mobility management projects in the area that meet the needs of older adults and individuals with disabilities

# Call for Projects

- DRCOG released a call for projects in November 2023
- 10 organizations submitted proposals requesting nearly \$4.1 million dollars
- Approximately \$3.5 million is available for the period of July 1, 2024 through June 30, 2025
- A cross-agency panel reviewed and scored applications and made the recommendations for funding

# Recommended Awards

| Organization                           | Awarded Project                   | Average Score | Amount Awarded        |
|--|-----------------------------------|---------------|-----------------------|
| Via Mobility Services                  | Operating Assistance              | 2.78          | \$983,435.00          |
| City of Lakewood                       | Operating Assistance              | 2.44          | \$70,000.00           |
| Laradon Hall Society                   | Operating Assistance              | 1.89          | \$140,000.00          |
| Via Mobility Services                  | Mobility Management               | 2.74          | \$479,000.00          |
| Denver Regional Council of Governments | Mobility Management               | 2.70          | \$900,000.00          |
| A Little Help                          | Mobility Management               | 2.35          | \$20,000.00           |
| Colorado Nonprofit Development Center  | Mobility Management               | 2.34          | \$297,000.00          |
| Douglas County Government              | Mobility Management               | 2.34          | \$300,887.00          |
| Support Management                     | ADA Compliant Vehicle Replacement | 2.45          | \$144,416.00          |
| Laradon Hall Society                   | ADA Compliant Vehicle Replacement | 2.16          | \$102,476.00          |
| Easter Seals Colorado                  | ADA Compliant Vehicle Replacement | 1.93          | \$94,000.00           |
| Support Management                     | Vehicle Expansion                 | 2.14          | \$0.00                |
| City and County of Broomfield          | Software                          | 2.51          | \$0.00                |
| A Little Help                          | Software                          | 1.96          | \$0.00                |
| <b>Total</b>                           |                                   |               | <b>\$3,531,214.00</b> |



# Recommended Motion

Move 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.

# Thank you!

Travis Noon

Program Manager, Area Agency on Aging Grant Compliance

303-480-6775

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

**ATTACH C**

## Transportation Advisory Committee

Meeting date: March 25, 2024

Agenda Item 5: (Attachment C)

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

Agenda item type: Action

#### Summary

Staff recommends approval of the draft *Taking Action on Regional Vision Zero* strategic update.

#### Background

In June 2020, the Denver Regional Council of Governments, commonly known as DRCOG, adopted *Taking Action on Regional Vision Zero* to support the region's commitment to eliminate traffic-related fatalities and severe injuries on our roadways and make safety a priority for all users of the transportation system. The action plan was guided by robust collaboration with local, regional, and state stakeholders through the Regional Vision Zero Working Group. The plan set out Action Initiatives, an implementation timeline and measures that would help track regional progress toward safety improvements.

DRCOG staff have been working on a strategic update to *Taking Action on Regional Vision Zero* to ensure its relevance and consistency with emerging best practices in transportation safety. In February 2023, staff briefed the Transportation Advisory Committee, commonly known as TAC, on the update progress, including stakeholder engagement and draft recommendations.

The objectives for this update are to:

- Take a holistic approach to updating Chapter 6: Implementation Plan Action Initiatives to create a valuable and sustainable approach to addressing multiple aspects of safety across the region, with the goal of achieving zero fatalities and serious injuries.
- Develop an accompanying story map as a resource for staff, local government members, regional partners, safety stakeholders and the public.
- Meet upcoming state accessibility requirements (HB-1110).

The project was guided by the Regional Vision Zero Working Group, made up of member government staff, state and regional transportation partners such as the Colorado Department of Transportation, commonly known as CDOT, and the Regional Transportation District, commonly known as RTD, as well as advocacy and public health organizations. The working group met monthly between February and October 2023 to conduct workshops focused on the six objectives identified in the plan. This culminated on October 30, 2023, where working group members participated in a 2.5-hour workshop to identify regional priorities and timelines.

Using the working group's feedback, staff have drafted an update to *Taking Action on Regional Vision Zero*. The update includes actions with measurable goals, timelines, and appropriate





stakeholders responsible for implementation, with the ultimate goal of achieving zero deaths or serious injuries on our roadways.

Along with the story map and update to the implementation component of the plan, an executive summary and letter of commitment were created, as well as revisions were made to the safety countermeasures. In order to align with best practices, DRCOG is adopting the Federal Highway Administration's [Proven Safety Countermeasures](#) to address safety across the region.

A draft update of Taking Action on Regional Vision Zero was distributed for public review and comments for 30 days, from Monday, January 29, 2024, to Tuesday, February 27, 2024. It was distributed to the Regional Vision Zero Working Group by email and further outreach was done on DRCOG's social media platforms. The public was invited to explore the plan and submit feedback on their own time with DRCOG's engagement [website](#), or submit written comments via email or mail. Feedback from member jurisdictions and the public was reviewed and addressed in the updated draft as the scope allowed. Comments that were not addressed in this update have been noted for future update efforts.

Staff have also been working to ensure the plan meets upcoming state accessibility requirements and making any necessary changes to be compliant. At the March meeting, staff will detail the final draft of the strategic update to *Taking Action on Regional Vision Zero* (Attachment 2) and provide an overview of public comments received during the 30-day public comment period (Attachment 3).

#### **Action by others**

None

#### **Previous discussion/action**

[February 27, 2023](#) – Project status briefing

[August 28, 2023](#) – Project status briefing

[February 26, 2024](#) – Project status briefing

#### **Recommendation**

Move to recommend to the Regional Transportation Committee the draft Taking Action on Regional Vision Zero.

#### **Attachment**

1. [Draft Taking Action on Regional Vision Zero strategic update.](#)
2. Matrix of public comments received and staff responses
3. Staff presentation

#### **For More Information**

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



| Location                                  | Comment  | Response   |
|---|--|--|
| Equity                                    | Under Equity - there is text about how 41% of the high-injury network occurs in areas with higher than average numbers in poverty and minority populations. I think this would be a great place to highlight that graphically. Remove the added graphic on the bottom right hand corner of the page and visually represent this data.  | As the data in the plan is from 2013-2017, staff decided to not incorporate this change at this time but will be incorporating visuals of this data in future updates to the plan or when an update to the high-injury network is completed.   |
| Page 5 - "What is Vision Zero"            | I'm not sure I like the way that the plan uses the principle that "humans make mistakes" as a catch all for why crashes, fatalities, serious injuries, etc happen. I understand that this is the way FHWA talks about it, but it feels like it doesn't acknowledge that sometimes people intentionally disregard existing rules and it can result in serious consequences (distracted driving, speeding, weaving, etc). "Humans make mistakes" is such a passive statement that feels afraid to place blame. I'm uncomfortable absolving people of their responsibility in making sure our transportation systems are safe. Causing a death is more serious than the "whoopsy" this statement implies. | Thank you for your comment. DRCOG follows the Safe System Approach used by the FHWA, which states that one of the principles of this approach to safety is that people will inevitably make mistakes that can lead to crashes. Our job is to design a transportation system that operates to accommodate these mistakes, as well as human's ability to tolerate crash forces before death or serious injuries occur. |
| Page 6 - Core Elements "Complete Streets" | It would be great if they had a brief discussion of not only designing complete streets, but how design elements go beyond ensuring facilities for all modes, but also incorporate design elements that increase adherence to context appropriate speeds, increase the priority (visibility, safety features, expectations of other modes to share space) of non motor vehicle modes, and that features are appropriate for all ages and abilities.  | Comment is noted. This type of feedback is outside the scope of the strategic update and will be considered for future updates to the plan.  |
| Page 6 - Core Elements "Complete Streets" | DRCOG's Complete Streets Toolkit (consider adding a link) does a great job of explaining modal priority, stating that the focus should not be to accommodate all modes on every street, but to create a cohesive network of streets where design priority is given to the most dominant or desired forms of travel based on the land use context. This nuance is something that could potentially be mentioned in this section.  | Requested link to be added to the Complete Streets section of the plan. This section of the plan is the executive summary and more detailed information is provided further in the plan where the link will be added.  |
| Page 6                                    | Please cite the source of the engagement. Was it general comments left on a webpage, in person engagement, a survey people could reference in the appendix?  | Text added: "Source: Survey for DRCOG's Regional Vision Zero, administered in fall 2019 "  |

|                                       |   |   |
|---------------------------------------|---|---|
| Page 7 - Regional High-Injury Network | The plan encourages local governments to use the high injury network (HIN) information to help prioritize improvements in their communities, but it seems like a majority of the HIN roads are owned by CDOT. How can the plan support local communities who want to take a more proactive approach to safety on state-owned roads but are met with resistance? | Thank you for your comment. DRCOG continues to identify opportunities for innovative safety solutions in communities in the region and support those efforts by coordination with CDOT on state-owned roadways. Identified actions in the update also address these challenges.   |
| Page 7 - Regional High-Injury Network | The data used to identify the HIN, and to develop various statistics, seems very old at this point. Is there a reason a more recent dataset wasn't used? Perhaps the plan should discuss why the data is almost a decade old.   | The scope of the strategic update did not include an update to the regional High-Injury Network or crash data analysis of the region. DRCOG is working to address crash data challenges with the Regional Crash Data Consortium efforts.  |
| Page 7 - Regional High-Injury Network | The map of the high injury network corridors is difficult to read when it's split onto two pages and shown at that scale. Please add a zoomed map for Broomfield/Westminster/Thornton.  | Comment is noted. This type of feedback is outside the scope of the strategic update and will be considered for future updates to the plan.   |
| Page 10                               | This is the statement from the first comment that uses the language "humans make mistakes." I don't love that statement in isolation. Yes they do make mistakes, but it feels like it alleviates responsibility for people being neglectful while doing an inherently dangerous activity.   | Thank you for your comment. DRCOG follows the Safe System Approach used by the FHWA. It states that one of the principles of this approach to safety is that people will inevitably make mistakes that can lead to crashes. Our job is to design a transportation system that operates to accommodate these mistakes, as well as human's ability to tolerate crash forces before death or serious injuries occur. |
| Page 10                               | It would be great to get a couple of statistics for peds, bicyclists etc. All of the stats are for motorized modes of travel and we are trying to have this discussion to prevent deaths and serious injuries for all transportation system users. I bet vehicles are a factor in almost every single pedestrian death on the transportation system.            | Comment is noted. This type of feedback is outside the scope of the strategic update and will be considered for future updates to the plan.   |

|   |  |   |
|---|--|---|
| <p>Pages 73-78-<br/>Behavior Profiles<br/>and<br/>Countermeasures</p> | <p>Improving education and changing behavior is a critical piece to achieving vision zero goals. Consider adding specific countermeasures for education and enforcement to the behavior profiles in the plan. On page 78, consider expanding this section to provide more discussion related to education and enforcement strategies that can be implemented both locally and regionally. It also seems like speeding should be included as a behavioral problem and grouped along with distracted driving, careless driving, alcohol and drugs, and aggressive driving.</p> | <p>Comment is noted. This type of feedback is outside the scope of the strategic update and will be considered for future updates to the plan.</p>  |
| <p>Page 80- Safety<br/>Countermeasures</p>                            | <p>As regional, state, and federal grants often ask for crash reduction factors (CRFs) associated with the proven safety countermeasures, it would be great if these tables included the CRFs.</p>   | <p>Plan has been updated with links to FHWA's landing page for the countermeasure, with more information on CRFs and best practices.</p>  |
| <p>Pages 81-85</p>  | <p>Consider adding links to documents that include best practices for the various Safety Countermeasures.</p>  | <p>Plan has been updated with links to FHWA's landing page for the countermeasure, with more information on CRFs and best practices.</p>  |
| <p>Pages 80-85</p>  | <p>The opening paragraph suggests that the countermeasures are linked to something (“to learn more about a specific countermeasure, click on the countermeasure name in the table below”). I’m not seeing this functionality in the document.</p>  | <p>Plan has been updated with links to FHWA's landing page for the countermeasure, with more information on CRFs and best practices.</p>  |
| <p>Page 80- Safety<br/>Countermeasures</p>                            | <p>Many roadway projects will justify adding capacity by claiming the improvements will make the facility safer. However, we know that adding capacity almost always results in longer crossing distances at intersections, which negatively impacts pedestrian safety. I think the plan should discuss these competing priorities and how safety improvements for one mode may come at the expense of another mode– often vulnerable road users. For that reason, auxiliary lanes should be recommended sparingly as a safety countermeasure.</p>                           | <p>Thank you for your comment. DRCOG staff reviewed the countermeasures to ensure the recommendation of auxiliary lanes was limited to the addition of dedicated turn lanes, such as at intersections with high turn volumes that has a high crash history.</p> |

|          |  |   |
|----------|--|---|
| Page 108 | Regarding legislation, should DRCOG also be looking at the manufacturing side of the problem? Vehicles in the US continue to increase in size and weight, compounding the forces involved in crashes and limiting a driver's ability to see what is going on around them on a human scale. This poses a greater risk to non-motorized system users. It seems like advocating for reasonable limits on vehicle size and mass for non-commercial motor vehicles and for the requirement for better tech to be incorporated into vehicles (blind spot detection, lane correction, or other systems that help make motorists more aware of their surroundings) might help make an impact on vision zero goals. | DRCOG staff has been working with the recent SB24-036 Vulnerable Road User Protection Enterprise bill's sponsors and we recently brought it to our Board for their recommendation. As the bill currently stands, we've taken an "Amend" position. Our suggestion is for the enterprise funds to be allocated by formula back to local member governments instead of competitive grants. |
|----------|--|---|





# Strategic Update

# Taking Action on Regional Vision Zero

Transportation Advisory Committee – March 25, 2024

# Update objectives

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

# Update structure





## TAKING ACTION ON



# Taking Action on Regional Vision Zero

- Chapter 1: Background on Vision Zero
- Chapter 2: Why the Region Needs Vision Zero
- Chapter 3: DRCOG Vision Zero Principles
- Chapter 4: Community Engagement
- Chapter 5: Regional Vision Zero Toolkit
- **Chapter 6: Implementation Plan**
- Chapter 7: Additional Efforts
- Chapter 8: How to Stay Engaged
- **New! Vision Zero Story Map**

# Workshops

- Kick-off virtual workshop to check status on 2020 action items
- 6 virtual workshops on each objective
- 1 in-person workshop to determine action timelines and priority



# Public comments

- 30-day period
  - January 29 – February 27
- Outreach via Regional Vision Zero Working Group and social media
- Received 4 comments online and one email with comments
- Majority of comments were outside the scope of the update
- Feedback that was provided was addressed by staff and noted for future updates.



# Update outcomes

- Letter from DRCOG Executive Director
- Executive summary
- Updated list of Proven Safety Countermeasures
- Updated Regional Vision Zero implementation plan



From Douglas W. Rex,  
DRCOG executive director

Transportation safety is important to us all, and too many are killed or seriously injured on the Denver region's roadways. The people in our communities are invaluable, and our streets are public spaces to be shared by everyone, irrespective of their mode of transportation. A future with zero serious injuries and deaths on our roadways necessitates a cultural shift toward acknowledging that even one traffic-related death is unacceptable.

In 2020, the Denver Regional Council of Governments Board of Directors adopted a Regional Vision Zero commitment aiming to eliminate traffic-related fatalities and serious injuries, prioritizing safety for all users of the transportation system. While we continue to make our roads safer through engineering, education and legislation, we must take further action and work together toward an inclusive approach to roadway safety.

I am honored to present this updated Regional Vision Zero Implementation Plan, outlining our renewed strategies for achieving our shared goals. The plan is the result of months of collaboration from stakeholders across our region through the Regional Vision Zero Working Group. Building on Metro Vision's objectives, this update outlines an ambitious set of actionable strategies to address roadway safety and implement Regional Vision Zero. With the support of regional partners, stakeholders, and you, we have the capacity to bring about real change.

Sincerely,

A handwritten signature in black ink, appearing to read 'DR', written over a white background.

Douglas W. Rex  
Executive Director

Denver Regional Council of Governments

# Proven Safety Countermeasures

- Revised list to reflect Federal Highway Administration's list of 28 Proven Safety Countermeasures
- Each countermeasure addresses at least one safety focus area
  - Speed management
  - Intersections
  - Roadway departures
  - Pedestrians/bicyclists

# Regional Vision Zero implementation plan components

- **Action items** - A specific effort that an identified action leader and support partners can advance.
- **Timeframe** - Action items are assigned a general timeframe to help action leaders prioritize their efforts.
- **Action leader and supporting partners** - Each action item is led by an action leader and supported by various agency partners.
- **Expected impact** – Based on feedback from the Regional Vision Zero Working Group workshops.

|     |  | Timeframe | Action Leader | Support Partners   | Expected Impact |
|-----|--|-----------|---------------|--|-----------------|
|     | Continue monthly meetings of the Regional Vision Zero Working Group. Use the working group as a place to share updates on local safety efforts, provide information on funding opportunities related to safety and collaborate with regional safety stakeholders. Explore the creation of focus groups within the Working Group to address priority issues and assist in advancing the implementation of the plan. | Ongoing   | DRCOG         | Member Governments, Colorado Department of Transportation  | Medium          |
| 1.2 | Convene regular local safety meetings of state and local transportation and public health professionals, police and fire departments and community and advocacy organizations to collaboratively address dangerous behaviors on the roadways with strategies like culturally appropriate safety programs and educational messages, paired with outreach and investments.   | Immediate | DRCOG         | Colorado Department of Transportation, Colorado Department of Public Health and Environment, Federal Highway Administration, National Highway Traffic Safety Administration, Member Governments, Local Police and Fire Departments | Medium-High     |
| 1.3 | Collaborate with the Advanced Mobility Partnership to support transportation technology efforts that support Regional Vision Zero through data collection, planning, programming and decision-making.  | Immediate | DRCOG         | Advanced Mobility Partnership stakeholders   | Medium-High     |

# Timeline

**March  
2023**

- Update Kickoff

**October  
2023**

- In-person prioritization workshop

**March 2024**

- TAC recommendation

**August  
2023**

- Mid-way progress report to TAC & RTC

**January –  
February  
2024**

- Public comment period
- Progress report to TAC

**April 2024**

- RTC recommendation & Board adoption

# Proposed motion

Move to recommend to the Regional Transportation Committee the draft Taking Action on Regional Vision Zero.



# Thank you!

**Emily Kleinfelter**

Safety/Regional Vision Zero planner

303-480-5647

[ekleinfelter@drcog.org](mailto:ekleinfelter@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 D**

## Transportation Advisory Committee

Meeting date: March 25, 2023

Agenda Item 6: (Attachment D)

### Colorado Travel Counts – 2024 Household Travel Surveys

Agenda item type: Discussion

#### Summary

A presentation by the Colorado Department of Transportation, commonly known as CDOT, of the Colorado Travel Counts 2024 household travel surveys.

#### Background

CDOT is partnering with the Denver Regional Council of Governments, commonly known as 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.

DRCOG staff will use the results to calibrate the multimodal regional travel demand model known as Focus. The survey will also help regional, state, and local planners understand the relationship of travel decisions to household demographic characteristics and specific geographic areas.

Residents can help by participating in the survey if they receive an invitation in the mail from the lead consultant company, Westat. Households selected for participation will be offered compensation for the time and effort needed to join and complete the survey. Participants can complete the survey using a cellphone app to track trips during the day, or they can fill out traditional trip diary forms.

Special topic surveys will also be conducted during the year. The Regional Transportation District, commonly known as RTD, will be conducting on-board travel surveys of transit riders. CDOT will conduct special surveys and data analyses of longer overnight trips, intercity rail and bus riders, visitors and other unique travelers.

Community leaders and staff can help as well. Constituents should be informed this important legitimate survey is happening and encourage them to participate if they receive an invitation.

Further information and responses to frequently asked questions are available at the Colorado Travel Counts [web page](#).

#### Action by others

None



**Previous discussion/action**

None

**Recommendation**

None

**Attachment**

CDOT Colorado Travel Counts PowerPoint

**For more information**

If you need additional information, please contact Steve Cook, Program Manager, Mobility Analytics and Operations, Transportation Planning and Operations Division at 303-480-6749 or [scook@drcog.org](mailto:scook@drcog.org).







**COLORADO**

Department of Transportation

# Colorado Travel Counts

Colorado's first statewide travel survey  
Erik Sabina, P.E.

March 25, 2024





# Survey history/context

- Conducted roughly every decade
- 2010 “Front Range Travel Counts” is the most recent
  - First multi-MPO survey in Colorado
- Led by DRCOG (I was the PM)
- Very successful outcome
  - On-budget
  - Obtained data from the expected number of households
  - Good data
  - Used for modeling and analysis across the Front Range
- The current project will be the first statewide travel survey in Colorado



# Survey steps/schedule

- Funding/partnership discussions - 2018/2019
- Consultant selection process - 2020
  - My first-ever zoom meeting: the interview for this project
- Slow-track contracting and planning during COVID: 2020-2022
- Pilot survey: winter/spring, 2023
- Full survey commenced: February, 2024
- Scheduled to run through January, 2025



# Survey design

- 20,000 households (50,000 people)
  - DRCOG - 7,500
  - PPACG (Pikes Peak Area Council of Governments) - 2,600
  - FRMPO (North Front Range Metropolitan Planning Organization) - 1,700
  - PACOG (Pueblo Area Council of Governments) - 1,100
  - GVMPO (Grand Valley Metropolitan Planning Organization) - 1,100
- Representative sample across MPOs and the state
  - The data “looks like Colorado”





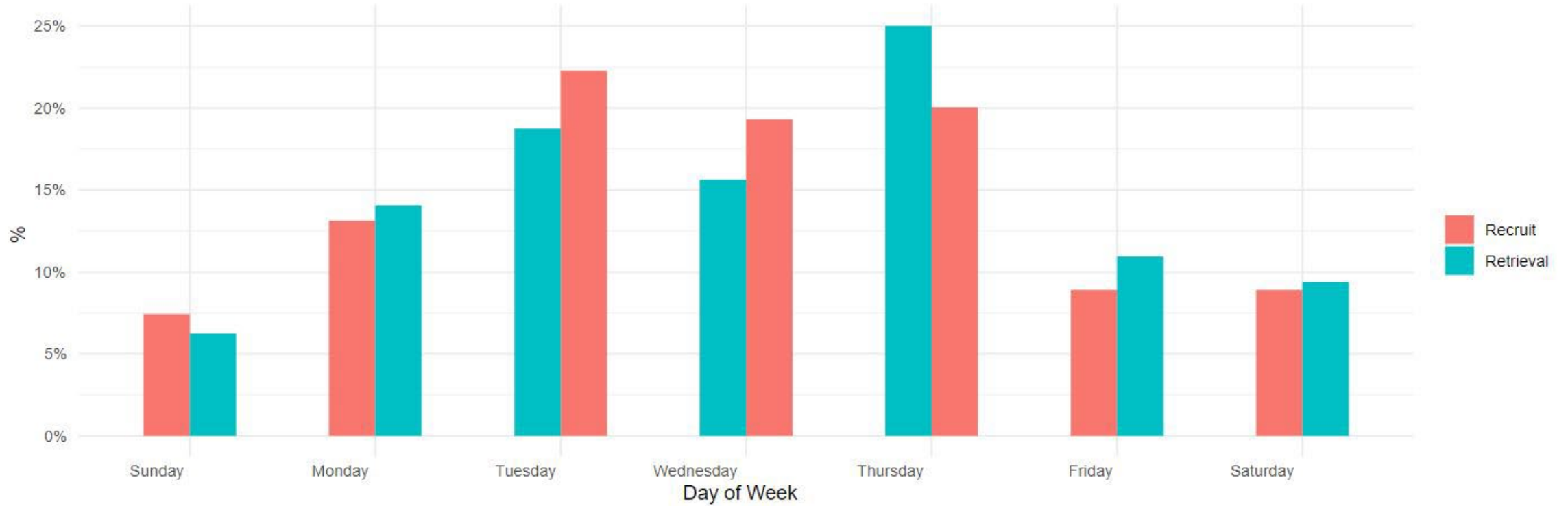
# Survey design

- Extra sample locations:
  - Central DRCOG (low income/transit/special modes)
  - Central NFRMPO (special modes)
  - Summit County / Steamboat (“representative” mountain towns)
  - Recruiting on board Bustang / Snowstang / Ski Train
- Three options for respondents:
  - Cellphone app
  - Internet site
  - Telephone





# Survey team tracking data





## The “ask”

- Vouch for the survey’s legitimacy
- Remind the public, you must be invited to join the survey
  - No “opt in” participation
- But if you are invited, your participation is very important!!!
- Survey press release and website:
  - <https://www.codot.gov/news/2024/february/colorado-travel-counts-survey>
  - Or just Google “Colorado Travel Counts Survey”



**COLORADO**

**Department of Transportation**

Thank you!

Erik Sabina, P.E.

Deputy Director, Division of Transportation Development

[Erik.Sabina@state.co.us](mailto:Erik.Sabina@state.co.us)

**ATTACHE**

## Transportation Advisory Committee

Meeting date: March 25, 2024

Agenda Item 7: (Attachment E)

### E-470 Overview

Agenda item type: Discussion

#### Summary

E-470 staff will provide an overview of the agency's background, traffic figures, regional partnerships, current capital projects, community relations activities, sustainability efforts, customer service metrics and related topics.

#### Background

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 Public Highway Authority](#) is a political subdivision of the State of Colorado, with a Board of Directors consisting of eight voting member jurisdictions: Adams, Arapahoe and Douglas counties and Aurora, Brighton, Commerce City, Thornton and Parker. The E-470 Board also has eight non-voting members representing Arvada, Greeley and Lone Tree, the City and County of Broomfield, Weld County, and DRCOG, CDOT, and RTD.

In recent years, the agency has engaged in multiple significant master planning efforts and project investments. At the March TAC meeting, E-470 staff will provide an overview of the agency and its recent plans, partnerships, projects, and related topics.

#### Action by others

None

#### Previous discussion/action

None

#### Recommendation

None

#### Attachment

E-470 presentation

#### 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).







# E-470: MORE THAN A ROAD

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Neil Thomson, E-470 Interim Executive Director

Jessica Carson, E-470 Public Affairs Director

March 25, 2024

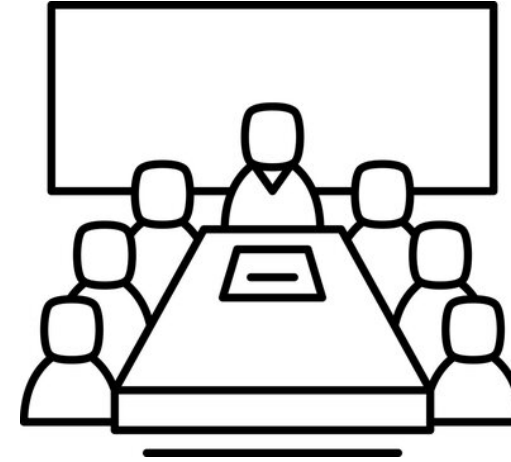
# AGENDA

1. About Us and Background on E-470
2. Traffic Trends and toll rate reductions
3. In the Community
4. Regional Partner
5. Capital Projects
6. Commitment to Safety
7. Environmental Stewards
8. In the Community
9. Tolling Services for Colorado
10. Operational and Customer Service Statistics
11. Questions and Answers
12. Contact Information

# ABOUT US

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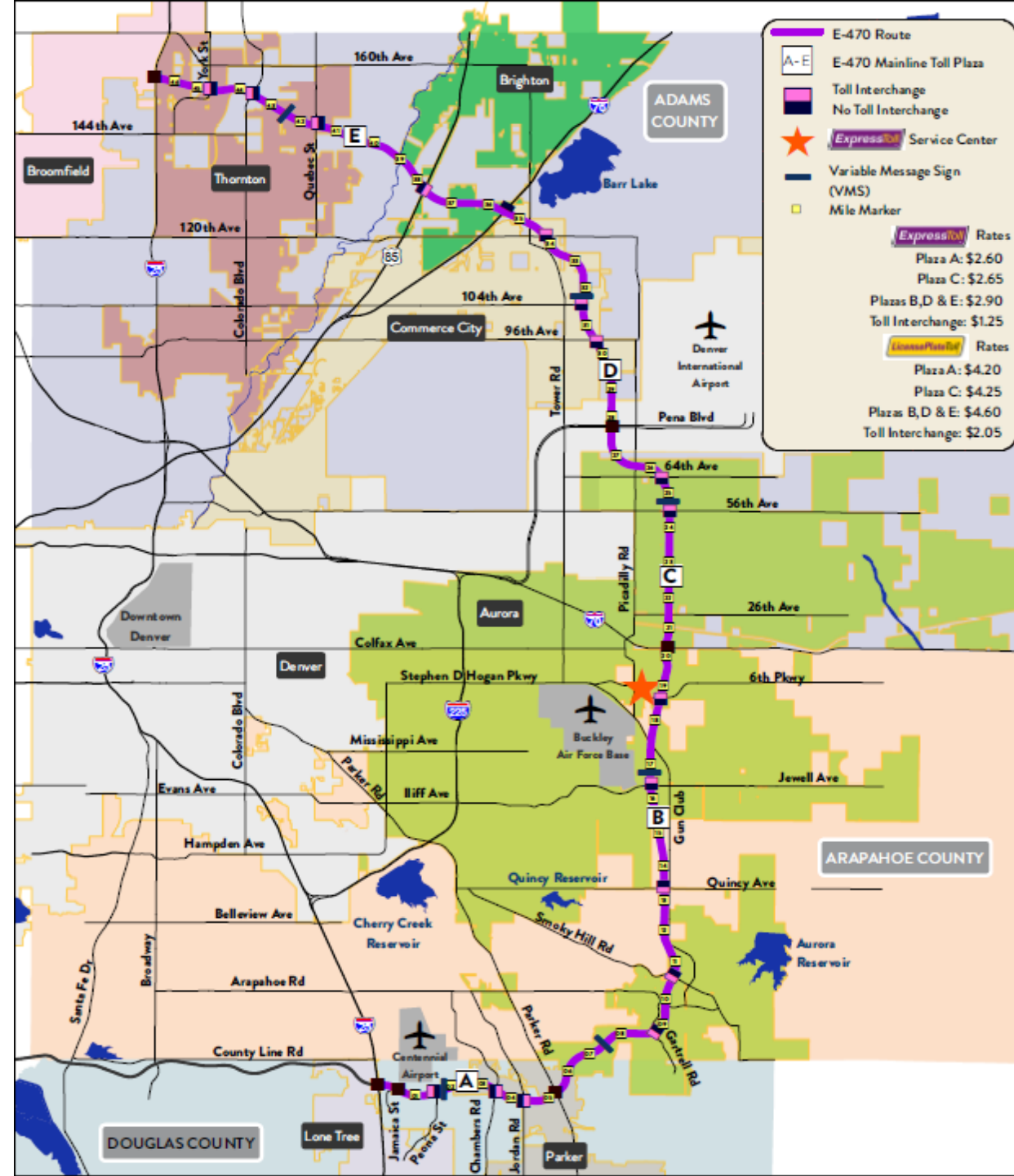
- Colorado political subdivision
- Local government owned and operated
- Governed under PHA law by a Board of Directors:
  - **8 Voting Members**
    - Parker, **John Diak, Board Chair**
    - Aurora, **Françoise Bergan, Vice Chair**
    - Brighton, **Jan Pawlowski, Treasurer**
    - Commerce City, **Steve Douglas, Mayor**
    - Adams County, **Chaz Tedesco, Commissioner**
    - Arapahoe County, **Bill Holen, Commissioner**
    - Douglas County, **George Teal, Commissioner**
    - Thornton, **Tony Unrein, Council Member**



- **8 Non-Voting Members**
  - Arvada
  - Broomfield
  - CDOT
  - DRCOG
  - Greeley
  - Lone Tree
  - RTD
  - Weld County

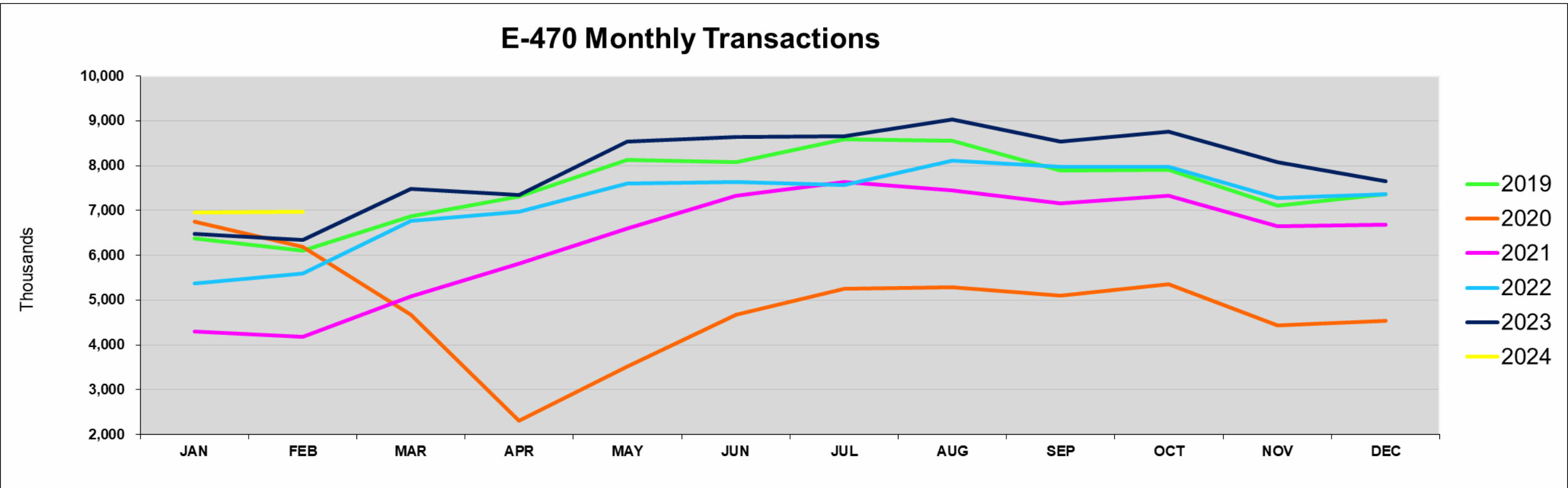
# BACKGROUND

- 47-mile all-electronic public toll road
- 1991 – Opened first segment (south)
- 2001 – Launched the Safety Foundation
- 2003 – Opened last segment (north)
- 2009 – Conversion to cashless tolling
- User-financed: **NOT TAX FUNDED**
- \$1.3 billion in outstanding bond debt
- \$100-\$115 million in annual debt payments
- Scheduled to be paid off in **2041**



# MONTHLY TRANSACTION TRENDS

Through February 2024



# REDUCING TOLLS AND ELIMINATING FEES

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- **Toll Rate Reductions and Adjustments**
  - **2023-2024:** Froze ExpressToll and LPT rates
  - **2022:** Reduced ExpressToll and License Plate Toll® (LPT) rates
  - **2020-Present:** Reduced 3+ Axle ExpressToll® rates
  - **2020-2021:** Froze LPT rates
  - **2018-2021 (4 Years):** Froze ExpressToll rates
  - **2018:** Reduced Rate at Toll Plaza C
- **Elimination of Fees**
  - **2018:** Vehicle Registration
  - **2017:** Highway Expansion Fees









# REGIONAL PARTNER

- Riverdale Bluffs Trail – **Adams County**
- Sable Interchange – **Brighton and Adams County**
- Quebec Interchange – **City of Thornton**
- Tower Road/Peña Ramp – **Commerce City**
- 120<sup>th</sup> Avenue Interchange Signals – **Commerce City**
- Quincy Avenue/Gun Club Road Interchange – **Arapahoe County and City of Aurora**
- Future Parker Road Overpass for High Plains Trail – **Arapahoe County**
- Stephen D. Hogan Parkway – **City of Aurora**
- 38th and 48<sup>th</sup> Avenue Interchange – **City of Aurora**
- Chambers Interchange – **Douglas County**
- Electrical Charging – **RAQC**
- Future Intersection Signals – **Master Plan**



# STRATEGIC CAPITAL PROJECT PLANNING

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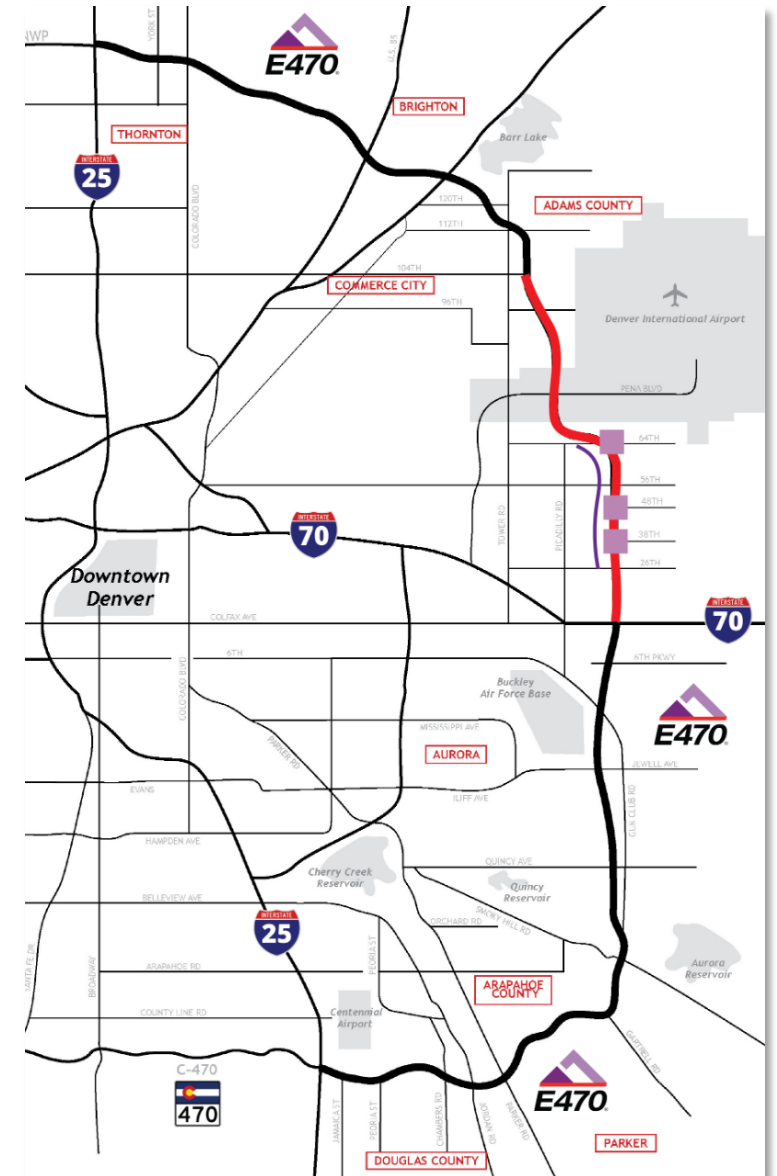
- Self-funded **Capital Plan** 2022-2026 (5 Years) estimated at \$500M
- Reinvests back into the roadway through several improvements:
  - Ongoing Road Widening Project
  - New interchanges to stay ahead of development & growth
  - Trail extensions
  - Technological advances in lane toll system & back office
- E-470's 2020 **Master Plan** identifies more than \$1.5B in capital, infrastructure, and improvements between 2020-2040
  - The Master Plan is scheduled to be updated in 2024
- New Traffic & Revenue Study in 2024 to forecast infrastructure needs based on economic growth along the corridor



# ROADWAY WIDENING & TRAIL EXPANSION PROJECT

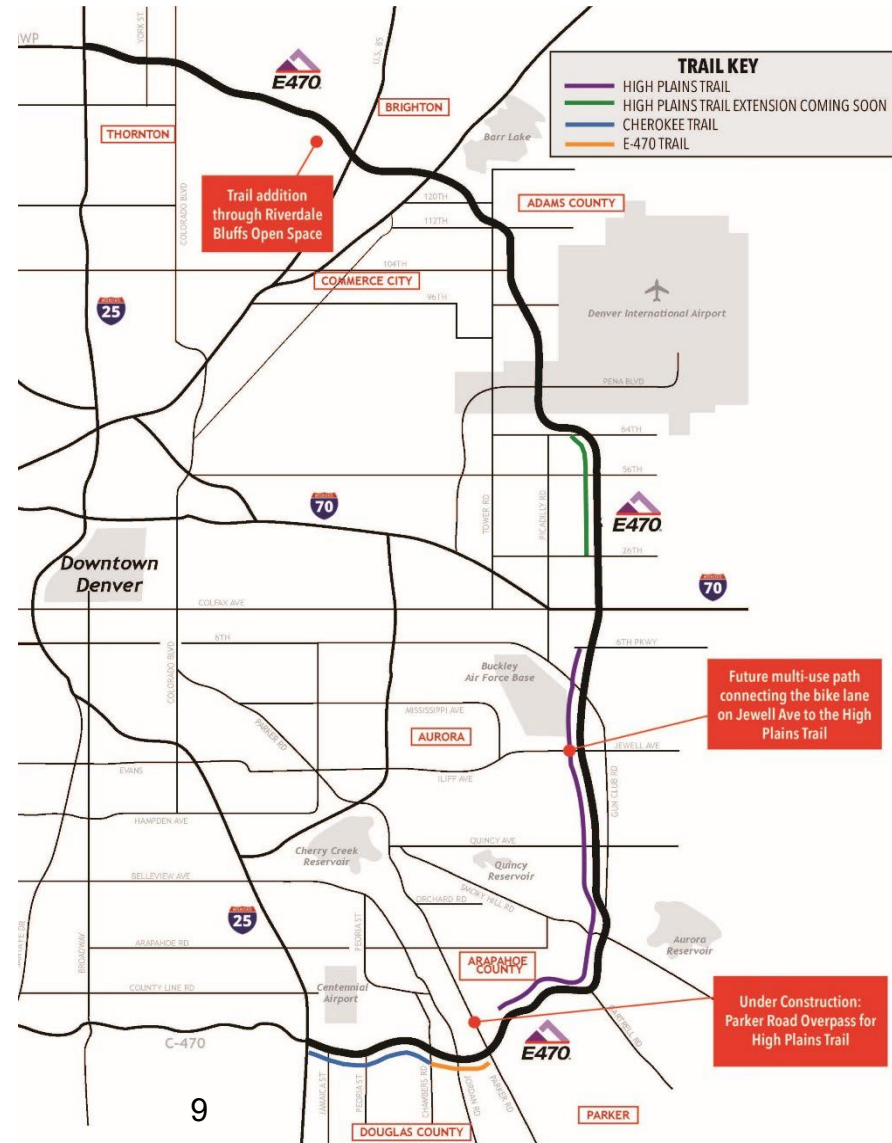
## CURRENT PHASE: I-70 to 104<sup>th</sup> Ave (11 miles)

- Construction kicked-off September 2022
- Anticipated to be complete in 2025
- Widening to 3 travel lanes each direction; bridges for ultimate build out of 4 travel lanes
- Other Travel Enhancements:
  - 38<sup>th</sup> Ave – New Interchange
  - 48<sup>th</sup> Ave – New Interchange
  - 64<sup>th</sup> Ave – Expansion
  - Pena Blvd – Expansion
  - High Plains Trail – Expansion
    - 26<sup>th</sup> to 64<sup>th</sup> Avenues
    - 88<sup>th</sup> to 104<sup>th</sup> Avenues





# FROM THE TOLLWAY TO THE TRAILWAY



- E-470 has built more than **12.5 miles** of the High Plains Trail
- Trail will be extended **another 6 miles** with latest road widening project
- Goal is to provide better connections for people on foot and on bikes to existing trails in the region including the Cherry Creek, Piney Creek, Happy Canyon, and C-470 Trails
- E-470 plans to continue partnering with its member jurisdictions on other trail projects in the region.



# COMMERCIAL VEHICLE SUPPORT

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- E-470 named HAZMAT route
  - Effective Spring 2022
  - Created safer routes for neighboring jurisdictions
- Extended 3+ Axle Pilot Program
  - Offering discounts to commercial vehicles on E-470





# COMMITMENT TO SAFETY

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- Wrong-way driver prevention
- Cable barrier to prevent crossover
- Deer fence installation
- Variable Message Signs
- 50 cameras along 47-mile corridor
- 24/7 Proactive Traffic Management
- Snow Removal
  - **4** maintenance facilities
  - **12** weather stations
  - **280,000 gallons** liquid treatment
  - **9,600 tons** solid deicer
  - **22** snowplows
  - **Snow fencing** to prevent drifting



# SAFETY MEETS SERVICE \*470

- Free 24/7 Roadside Assistance for all motorists
- Services offered free of charge:
  - Flat tire assistance
  - Fuel & fluid refills
  - Jumpstarts
  - Cell phone service
- Other services provided:
  - Debris & hazard material removal
  - Traffic control during incidents
- Roadside Assistance | By the numbers (2023):
  - **12** minute average response time
  - **30** minute average incident clearance time
  - **9,600** customer assists
  - **15,400** roadside assistance calls handled





# ENVIRONMENTAL STEWARDS

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- **Improving Water Quality**
- The Cherry Creek and Barr Milton Watersheds adjacent to E-470
- E-470 plays a role in keeping those watersheds clean
  - Done through a Non-Standard MS4 Permit extended through 2026
  - E-470 also educates customers about reducing pollutants
  - E-470 utilizes best management practices such as spraying to remove unwanted vegetation to minimize use of herbicides



## Supporting Electric Vehicles (EV)

- Upgraded EV charging stations outside ExpressToll Service Center walk-up entrance (2022)
  - Allows four EVs to charge simultaneously vs two
  - Delivers an **80% charge** in approximately **30 minutes**

# SOLAR POWERED ROAD

---

**15**

**solar  
arrays**

**11**

**years  
energy  
production**

**12**

**million total kWh  
solar energy  
produced**

**2**

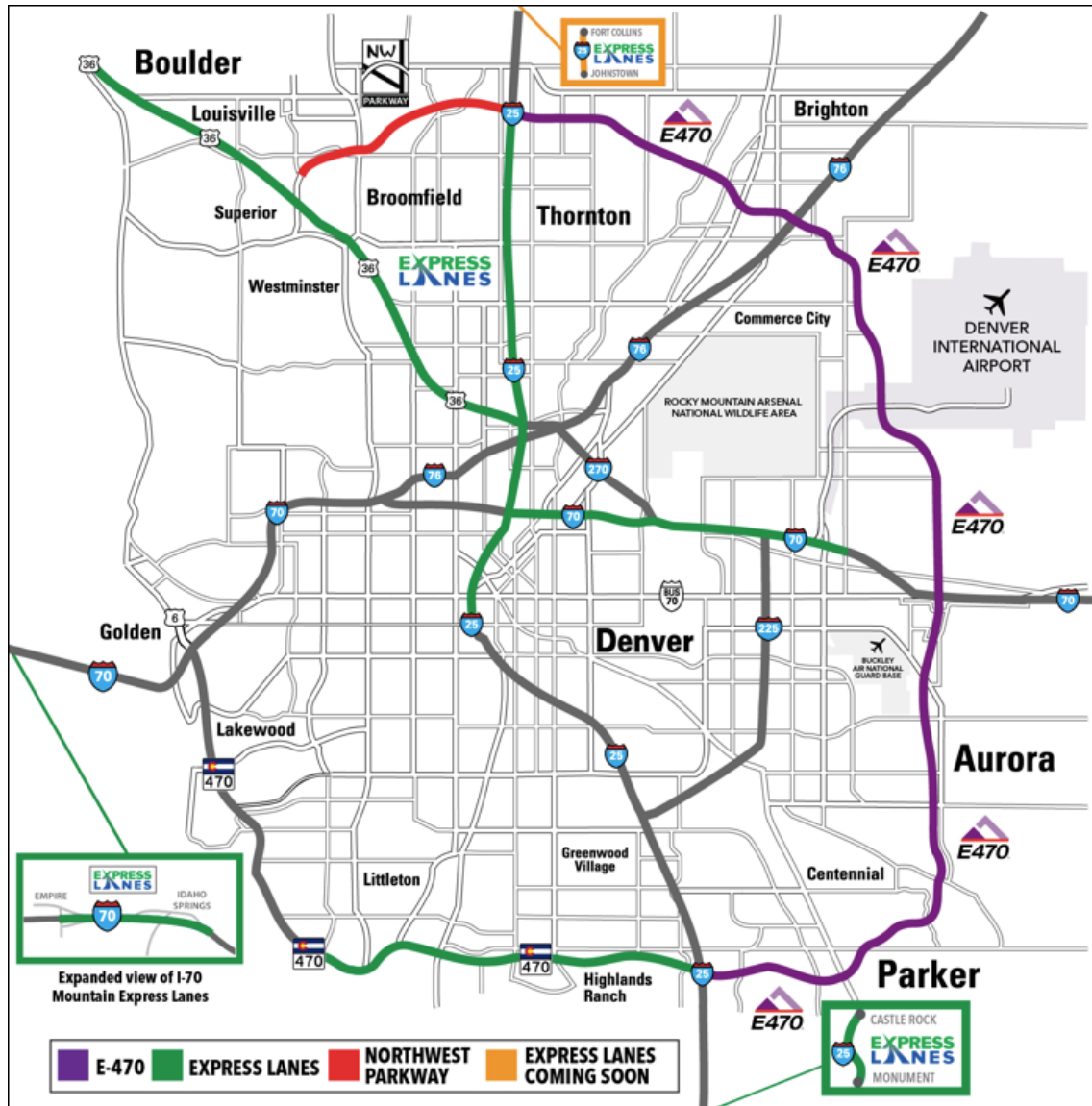
**buildings  
with solar  
arrays**

**13**

**ramps with  
solar  
arrays**



# COLORADO INTEROPERABILITY

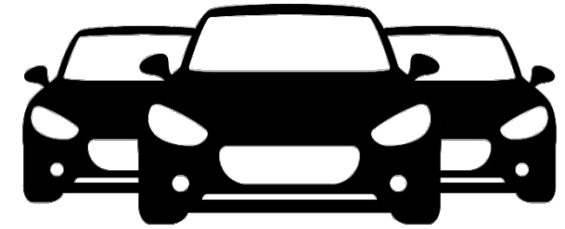


## COLORADO TOLL FACILITIES

- **Toll Roads:**
  - E-470
  - Northwest Parkway
- **Express Lanes:**
  - C-470
  - US 36
  - I-25 Central Denver
  - I-25 South
  - I-70 Central Denver
  - I-70 Mountain Express Lanes
- **Express Lanes (In progress):**
  - I-25 North



# 2023 OPERATING STATISTICS



- **Total transactions processed through E-470's back office**

- 153 million transactions
- 15% increase from 2022

- **E-470 Total Transactions**

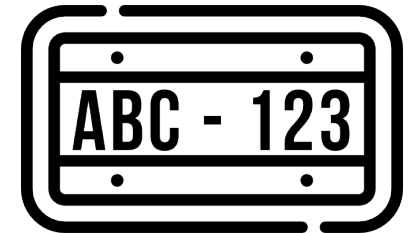
- 95.5 million transactions
- 62.5% of total transactions in CO
- 11% increase from 2022

- **Total Customer Service Calls**

- 982,445 calls serviced
- 12.8% increase from 2022

- **Total License Plate Images Reviewed**

- 79.4 Million images reviewed
- 6.8% increase from 2022



- **ExpressToll Accounts & Transponders**

- 1.3 million ExpressToll accounts
- 2.3 million transponders issued
- 175,000 new accounts opened
- 16% increase from 2022





# CUSTOMER SERVICE IS A TOP PRIORITY

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- **ExpressToll Customer Satisfaction**
  - 4.66 Stars out of 5
- **E-470 Road Conditions Satisfaction**
  - 4.61 Stars out of 5
- **Most Important Item to Customers**
  - E-470 kept free of snow
- **#1 Reason Customers Choose E-470**
  - E-470 Saves Time!

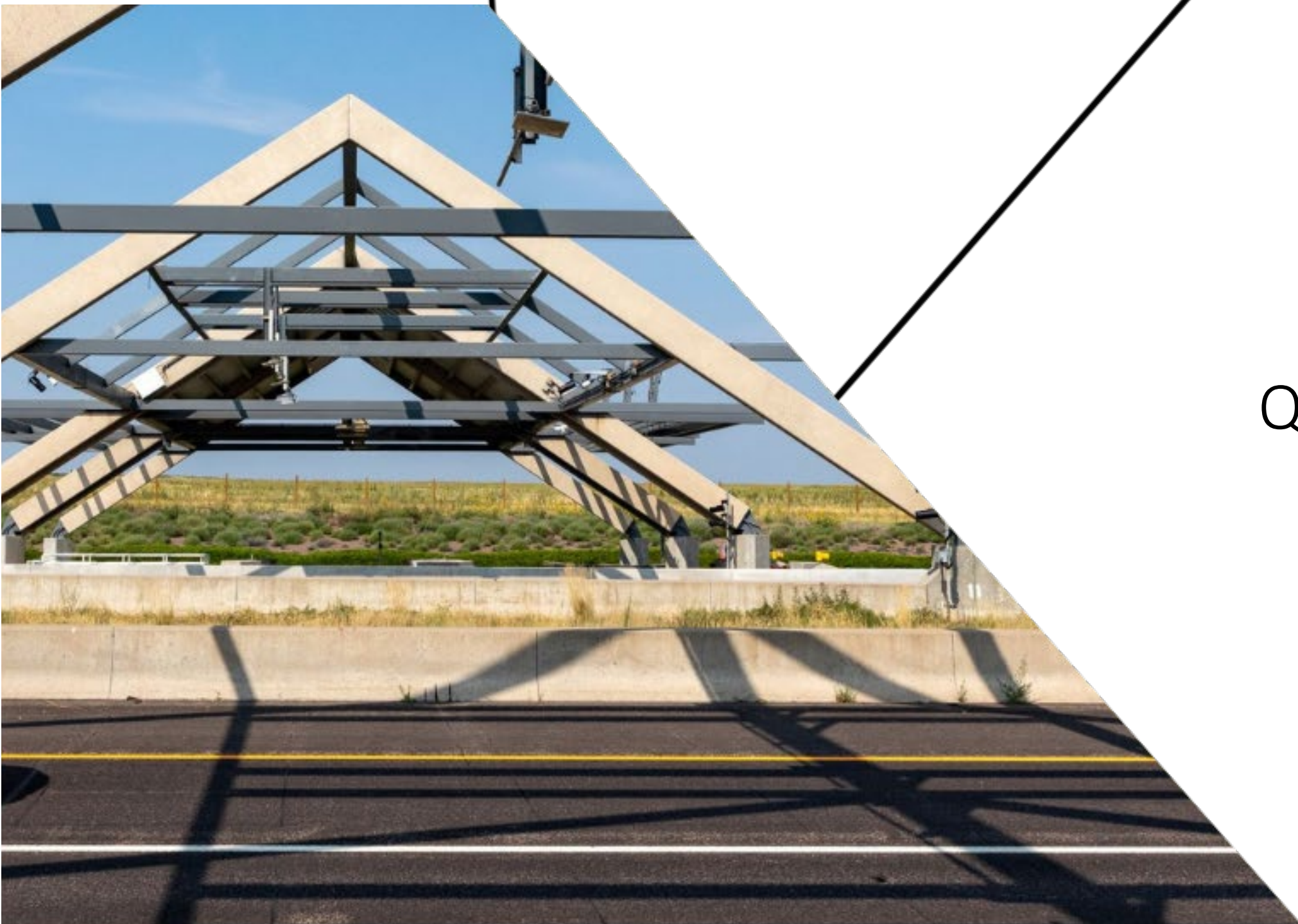


**\$354.5  
MILLION  
NET VALUE  
OF TIME**



**43.2  
MILLION  
HOURS  
SAVED**





# QUESTIONS

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# CONTACT US

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- Neil Thomson
  - E-470 Interim Executive Director
  - (303) 419-3088
  - [nthomson@e-470.com](mailto:nthomson@e-470.com)
- Jessica Carson
  - E-470 Public Affairs Director
  - (303) 877-7334
  - [jcarson@e-470.com](mailto:jcarson@e-470.com)
- Carly Cassady
  - E-470 Marketing Supervisor
  - (720) 990-3388
  - [ccassady@e-470.com](mailto:ccassady@e-470.com)





**ATTACH F**

## Transportation Advisory Committee

Meeting date: March 25, 2024

Agenda Item 8: (Attachment F)

### Metro Vision Amendments

Agenda item type: Discussion

#### Summary

Update on the proposed amendments to Metro Vision.

#### Background

Concurrent with the 2050 Regional Transportation Plan 2024 cycle amendment process, staff are proposing amendments to Metro Vision performance measures and targets. As noted in Metro Vision, the Denver Regional Council of Governments, commonly known as DRCOG, may update and refine performance measures as needed, should improved methods and datasets become available. Staff are proposing the following amendments:

| Measure   | Baseline                | Baseline year | Target                                     | Target year |
|---|-------------------------|---------------|--|-------------|
| Share of the region's housing in high risk areas    | <del>4.1%</del><br>3.7% | 2014<br>2020  | Less than <del>0.9%</del><br>3.1%          | 2040        |
| Share of the region's employment in high risk areas | <del>2.9%</del><br>1.8% | 2014<br>2020  | Less than <del>2.5%</del><br>1.6%          | 2040        |
| Number of traffic fatalities                        | <del>185</del><br>254   | 2014<br>2020  | <del>Fewer than 100</del><br>annually<br>0 | 2040        |

These performance measures can be found on pages 19, 55, and 79 of [Metro Vision](#).

Metro Vision performance measures related to housing and employment high risk areas consider both flood and wildfire risk. These 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 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.



**Action by others**

None

**Previous discussion/action**

None

**Recommendation**

None

**Attachment**

Staff presentation

**For more information**

If you need additional information, please contact Zachary Feldman, Data and Analytics Manager, Regional Planning and Development, at 303-480-5637 or [zfeldman@drcog.org](mailto:zfeldman@drcog.org) or Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager, Transportation Planning and Operations, at 720-278-2341 or [asanchez@drcog.org](mailto:asanchez@drcog.org).





# Metro Vision Amendments

Transportation Advisory Committee: March 25, 2024



# 16 performance measures in Metro Vision

- Help monitor progress toward desired regional outcomes
- Not intended to evaluate individual jurisdictions or projects



# Amending performance measures

“DRCOG may update and refine these measures as needed, should improved methods and datasets become available.”

~ *Metro Vision*, page 10



# Proposed changes to the high risk areas measures

- The proposal is to adjust the following measures via plan amendment because of new data:
  - Share of the region's housing in high risk areas
  - Share of the region's employment in high risk areas

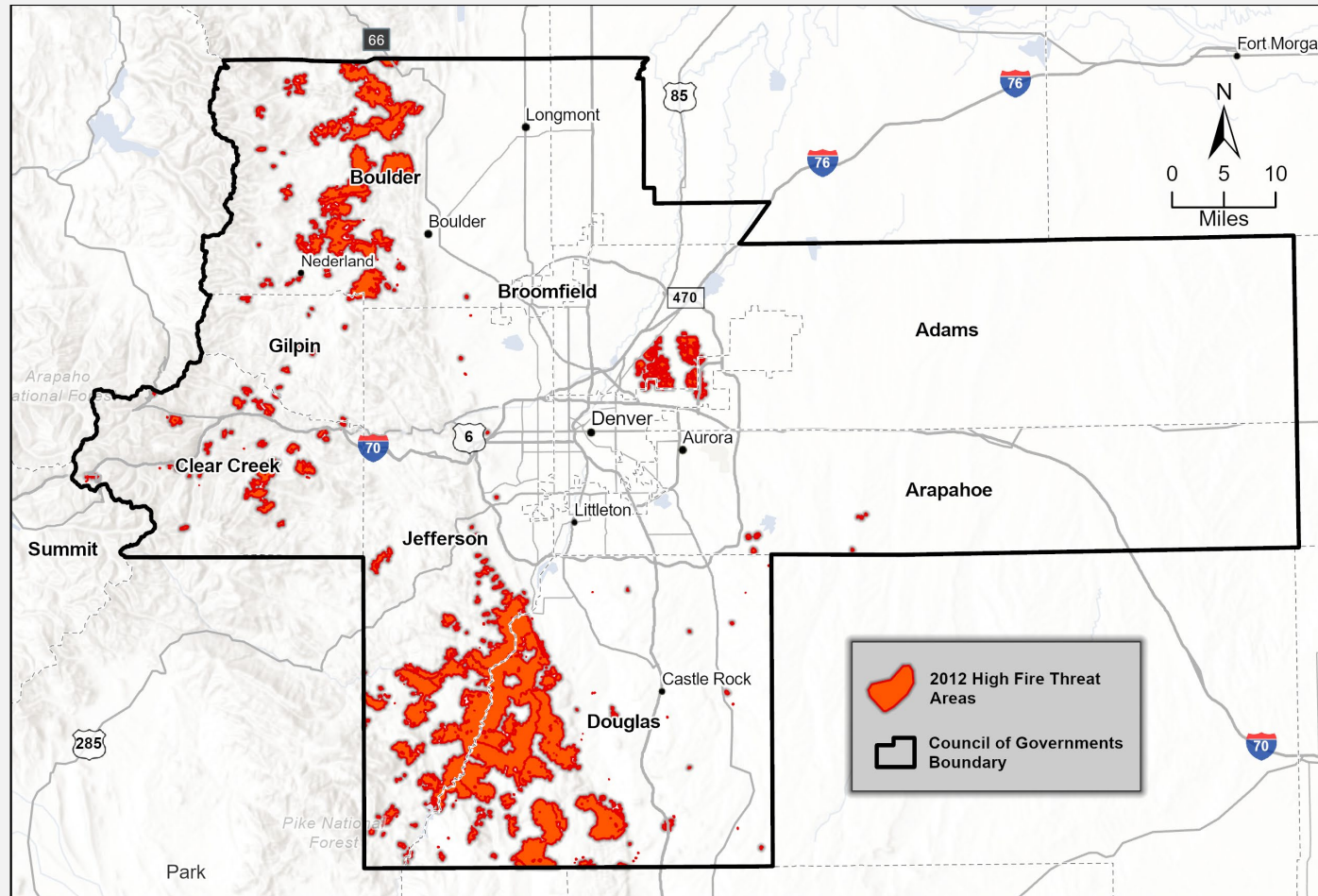




# Housing and employment in high risk areas

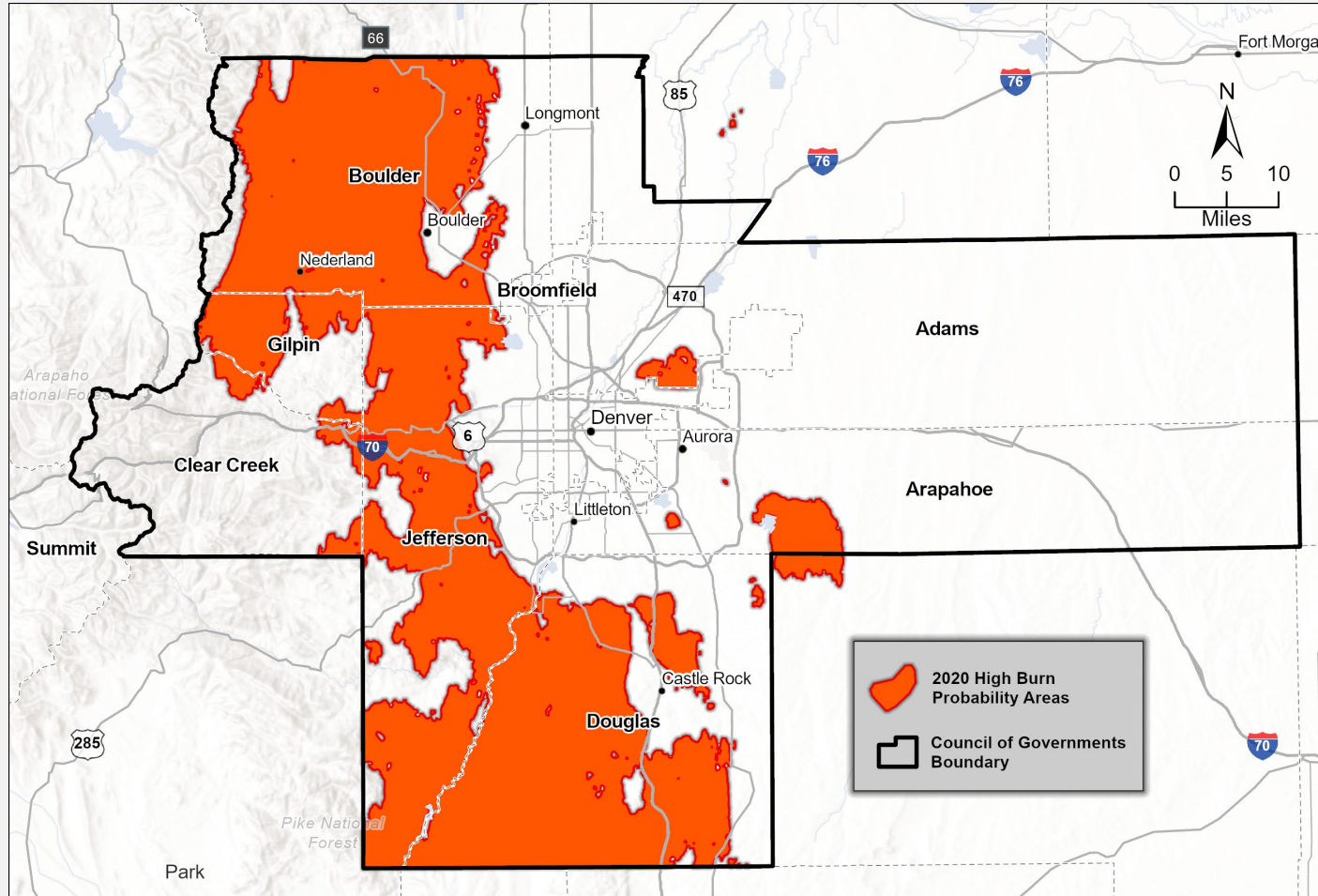
- Considers risk associated with flood and wildfire
- Relied on *wildfire threat* data from Colorado State Forest Service published for 2012
- Threat data analysis no longer maintained by forest service
- Alternative *burn probability* now available
- Using new coverage requires new *baseline* and relative adjustments to the *target* via amendment

# 2012 high fire threat map



Colorado State Forest Service, Wildfire Risk Assessment 2013, Fire Threat Index

# 2020 high burn probability map



Colorado State Forest Service, Wildfire Risk Assessment 2022, Burn Probability

# Proposed baseline and target

- Housing in high risk areas
  - 2020 baseline: 3.7%
  - 2040 target: 3.1%
- Employment in high risk areas
  - 2020 baseline: 1.8%
  - 2040 target: 1.6%

Targets adjusted relative to new baselines: based on the equivalent proportional change from 2020 to 2040 as under the current baseline and target pairs.

# Proposed changes to baseline and target

| Measure   | Baseline                       | Baseline year                  | Target                                      | Target year |
|---|--------------------------------|--------------------------------|---|-------------|
| Share of the region's housing in high risk areas    | <del>1.1%</del><br>3.7%        | <del>2014</del><br><u>2020</u> | Less than<br><del>0.9%</del><br><u>3.1%</u> | 2040        |
| Share of the region's employment in high risk areas | <del>2.9%</del><br><u>1.8%</u> | <del>2014</del><br><u>2020</u> | Less than<br><del>2.5%</del><br><u>1.6%</u> | 2040        |



# Proposed changes to the traffic fatalities measure

- The proposal is to adjust the following measure via plan amendment to reflect recent Board actions and guidance:
  - Number of traffic fatalities



# Number of traffic fatalities

- Tracks the number of traffic-related fatalities (including automobile drivers, passengers in automobiles, motorcyclists, pedestrians and bicyclists).
- Taking Action on Regional Vision Zero adopted by the Board in 2020.
  - “Loss of life is not an acceptable price to pay for mobility”
- Using previous Board guidance and the adoption of Taking Action on RVZ requires new *baseline* and *target* via amendment.



# Proposed changes to baseline and target

| Measure                      | Baseline              | Baseline year           | Target  | Target year |
|------------------------------|-----------------------|-------------------------|---|-------------|
| Number of traffic fatalities | <del>185</del><br>254 | <del>2014</del><br>2020 | <del>Fewer than</del><br>100<br>annually<br>0 | 2040        |

# Thank you!

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**ATTACH G**

## Transportation Advisory Committee

Meeting date: February 25, 2024

Agenda Item 4: (Attachment G)

### Active Transportation Plan Update

Agenda item type: Discussion

#### Summary

Overview of the upcoming update to Active Transportation Plan.

#### Background

DRCOG's current [Active Transportation Plan](#) was adopted in 2019. The [FY 2024-2025 Unified Planning Work Program](#) identifies the development of an update to the regional Active Transportation Plan as part of ongoing efforts to support walking, bicycling and active mobility in the Denver region.

The purpose of the regional Active Transportation Plan 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 will support Metro Vision outcomes and build from the region's 2050 Metro Vision Regional Transportation Plan and other related regional plans.

After a competitive procurement process, DRCOG is in the process of contracting with a preferred vendor. The consultant team will help DRCOG and regional partners create a plan vision and goals; assess and update the current active transportation network; develop guidance for implementing and operating active transportation infrastructure; and analyzing the economic impacts of active transportation investments. The plan will focus on improving safety and comfort for active modes, expanding multimodal accessibility throughout the region, and assisting member governments with accelerating delivery of their local active transportation plans, projects and programs. The planning process will kickoff with stakeholders later this Spring.

#### Action by others

None

#### Previous discussion/action

None

#### Recommendation

N/A

#### Attachment

Active Transportation Plan Update Presentation

#### For more information

If you need additional information, please contact Aaron Villere, Senior Active Transportation Planner, at 303-480-5644 or [avillere@drcog.org](mailto:avillere@drcog.org).





# Active Transportation Plan Update

DRCOG Transportation Advisory Committee, March 25, 2024



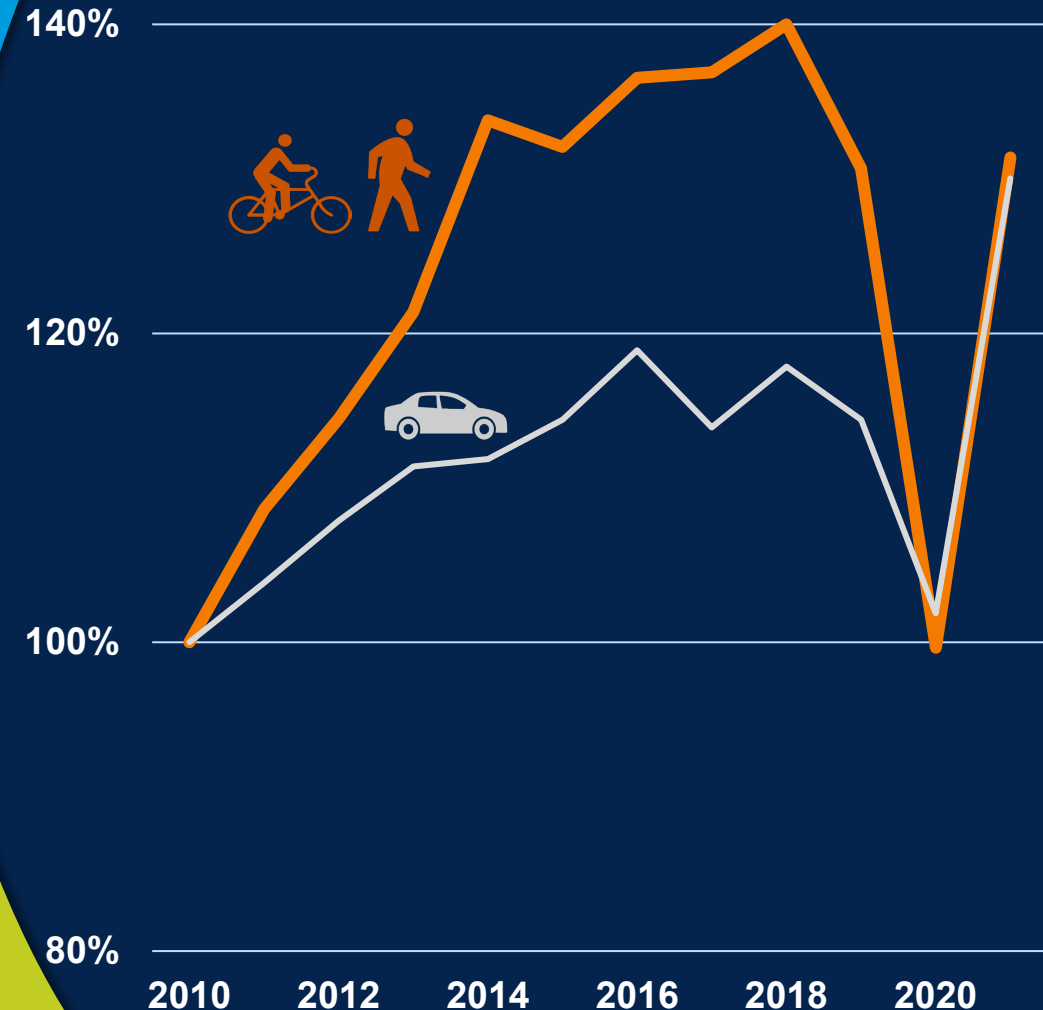
# Active Transportation Plan Update

- Major update to Active Transportation Plan which was adopted in 2019
- Identified in the FY2024-2025 UPWP
- Support walking, bicycling and other active modes of transportation throughout the region
- Relates to DRCOG's internal programs and projects, and work with partners throughout the region
- Responds to emerging trends and challenges in active mobility

# Pressing challenges

- Pedestrian safety crisis
- Escalating costs to implement
- New and emerging modes using active transportation infrastructure
- Addressing congestion and air quality as the region grows

## Change in fatal and severe injury crashes, 2010 - 2021



# Exciting innovations

- Multimodal design best practices
- Planning and delivery approaches
- New device types and options for people of varying ages and abilities
- Public incentives
- Funding opportunities





# Shifting landscape

- COVID-19 travel habits
- Shared micromobility evolution
- E-bike and other micromobility modes expansion
- Cost burden and economic pressure



# Denver Regional Active Transportation Plan

January 2019



## Project purpose

To update the regional Active Transportation Plan, which will include a **vision for walking and bicycling** in the region.

The plan will **provide tools and guidance for local agencies** to implement projects in their respective jurisdictions.

The plan will also **identify actions** for DRCOG to undertake to support these activities.



# Scope elements

1. Build **member and stakeholder capacity**, and conduct **inclusive and substantive engagement**
2. Update the regional **active transportation network**
3. Develop guidance to **accelerate completion of the regional pedestrian network**
4. Update guidance for **emerging micromobility** design and infrastructure
5. Analyze the **economic benefits** of active transportation investments
6. Assess **DRCOG programs and policies**
7. Produce an **actionable plan**

# Project team and stakeholders

- **Plan advisory group**

- DRCOG
- Member governments
- CDOT
- RTD

- ***Subject matter experts***

- *Pedestrian / sidewalk program managers*
- *Bicycle program managers*
- *ADA coordinators*
- *SRTS managers*

# Project team and stakeholders

- **Community advisory group\***
  - Bicycling, pedestrian and safe streets organizations
  - Transportation management associations
  - Parks and recreation districts
  - Accessibility advocates
  - Bike shops, organized rides and social clubs
  - Business improvement districts
  - Micromobility operators
  - *Who else?*

# Schedule

2024

2025

Spring

Summer

Fall

Winter

Spring

Summer

## ◆ Kick-off

Stakeholder engagement

Public engagement

Public engagement

Active transportation network development

Guidance development

Plan production

# Thank you!

**Aaron Villere**

Senior Active Transportation Planner

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# FY 2024 Safe Streets and Roads for All Regional Application: Letter of Interest Overview

## Safe Streets and Roads for All Overview:

The Safe Streets and Roads for All (SS4A) federal grant program provides financial support for 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 users and operators, personal conveyance, micromobility users, motorists, and commercial vehicle operators.

The SS4A program supports the development of comprehensive safety action plans that identify the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues. The SS4A program provides funding for two types of grants: Planning and Demonstration Grants and Implementation Grants. The Denver Regional Council of Governments is interested in developing an SS4A Implementation Grant application that aims to include roadway safety improvement projects prioritized by local communities across the region, as well as support supplemental planning efforts and demonstration activities.

## Project Overview:

In 2020, DRCOG adopted a Regional Vision Zero commitment to zero traffic-related fatalities and severe injuries on our roadways and make safety a priority for all users of the transportation system. Taking Action on Regional Vision Zero outlines an ambitious set of actionable strategies for DRCOG and its various partner agencies for addressing roadway safety and implementing Regional Vision Zero. This FY24 SS4A funding request ties directly to Objectives 2, 3, and 4 of Taking Action on Regional Vision Zero.

- Amplifying awareness and adoption of Vision Zero as a goal.
- Retrofitting roadways to prioritize safety.
- Refining data collection and analysis.

DRCOG is using a data-driven and systemic safety strategy to reduce fatal and serious injury crashes in the region. DRCOG is interested in contracting with regional partners to use SS4A grant funds to deploy a suite of proven safety countermeasures at crosswalks, intersections, and corridor segments along the Regional High-Injury Network and Critical Corridors. DRCOG is also interested in receiving additional funding for demonstration activities, such as a quick-build feasibility studies, educational programming, or ITS pilot projects, as well as possible supplemental planning efforts, such as follow-up stakeholder engagement for projects and road safety audits.

## Equity Considerations

Disadvantaged communities are disproportionately affected by traffic safety issues. In the Denver region, 41 percent of the regional High-Injury Network occurs in areas with higher-than-average numbers of households in households with low-income and communities of color. And 27 percent of the Census tracts within the DRCOG boundaries are designated Disadvantaged by the United States Department of Transportation (USDOT) [Equitable Transportation Community Explorer](#). DRCOG’s approach is to prioritize projects located in these designated disadvantaged communities.

## Funding:

Estimated Minimum Award for Implementation Grants: \$2,500,000

Estimated Maximum Award for Implementation Grants: \$25,000,000

## Timeline:

|                     |  |
|---------------------|--|
| March 8, 2024       | Letter of interest released                            |
| March 22, 2024      | Letters of interest DUE                                |
| March 11 - 29, 2024 | DRCOG staff will coordinate with interested applicants |
| May 16, 2024        | Implementation grant applications DUE                  |

## Eligible Project Types:

All applicants must address safety problems by implementing the projects and strategies within 5 years of executing a grant agreement. Eligible projects and strategies can be infrastructural, behavioral, and/or operational activities. Potential projects include pedestrian safety enhancements, bike network development, safe technologies, roadway departure reduction, speed management, and safe routes to school and transit.

Implementation Grants may also include:

- Supplemental safety planning to enhance an Action Plan.*

- Topical safety sub-plans
- Road safety audits
- Targeted equity assessments
- Follow-up stakeholder engagement and collaboration



2. *Demonstration activities to inform the development of, or an update to, an Action Plan.*
  - Feasibility studies using quick-build strategies that inform permanent projects in the future (e.g., use of paint and plastic delineator posts to experiment with impermanent roadway design changes, use of removable barriers to re-allocate roadway space).
  - Pilot programs for behavioral or operational activities that include at least one element of the Safe System Approach (e.g., test out a new education campaign’s messaging at a small scale, trial changes to how Emergency Medical Services respond to crashes).
  - Pilot programs that demonstrate safety benefits of technologies not yet adopted in the community (e.g., variable speed limits, speed safety cameras, technology for adaptive signal timing, adaptive lighting, Intelligent Transportation Systems, vehicle-to-infrastructure technology).

## **Project Selection:**

The plan uses crash data from 2013 through 2017 to analyze the locations and top contributing factors of fatal and serious-injury crashes in the region. Because of the diversity of land use contexts, roadway types and roadway users in the Denver region, the types of crashes that occur can vastly differ. Taking these conditions into account, a distinct set of regional crash profiles were identified by analyzing the crash data by area type. DRCOG and local governments have the greatest opportunity to reduce fatal and severe injury crashes across the region through application of countermeasures, actions and policies that address these regional crash profiles.

### *Regional Crash Profiles*

1. Urban areas:
  - a. Pedestrian-involved
  - b. Failed to yield right-of-way
  - c. Bicyclist-involved
  - d. Red light or stop-sign running
2. Suburban/compact communities:
  - a. Failed to yield right-of-way
  - b. Pedestrian-involved
  - c. Rear-end and stopped/slowng
3. Rural area:
  - a. Roadway departure
  - b. Failed to yield right-of-way
  - c. Speeding
  - d. Rear-end and stopped/slowng



### *Active Modes Crash Report*

From 2010 to 2019, fatal and severe injury crashes involving people using active modes increased 31% in the Denver region. DRCOG published a report on crashes from 2015 to 2019 involving people using active travel modes, the Active Modes Crash Report, in 2023. The report found four types of crashes in particular that posed disproportionate risk for travelers in the region:

1. Pedestrian-involved crashes during the early evening hours, especially when dusk lighting overlaps with the PM peak travel period.
2. Pedestrian and bicycle crashes involving left-turn conflicts at major-to-minor intersections.
3. Pedestrian broadside crashes at major-to-minor intersections.
4. Bicycle crashes involving right-turn conflicts, especially in suburban contexts.

To inform this call for letters of interest, DRCOG staff used these previous planning and analysis efforts to determine the following criteria for eligible projects:

1. The project/activities must be directly related to addressing one or more of the [regional crash profiles](#) identified in Taking Action on Regional Vision Zero or addressing one of the four crash types identified as having a disproportionate risk for travelers in the region in the Active Modes Crash Report.
2. The project/activities must be located along the regional High-Injury Network (HIN) [and/or Critical Corridors](#) or have more recent crash data to supplement the HIN.
3. The interested project sponsor can identify and provide the required 20% local match for projects located in their jurisdiction and/or on their facilities.
4. Interested project sponsors must also be able to demonstrate project readiness and staff capacity to be able to move awarded projects forward in a timely manner, examples may include past public or stakeholder engagement efforts, knowledge of the federal-aid process, and/or identification in a planning document.

## **Next Steps**

DRCOG invites all partners with eligible projects to submit a letter of interest indicating their agency's interest in participating in DRCOG's SS4A Implementation grant application for FY24.

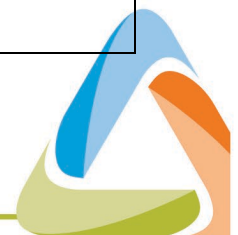
In addition to submitting a letter of interest, all partners will also need to schedule a call with DRCOG staff to discuss their project idea and next steps. Please contact Emily Kleinfelter, [ekleinfelter@drcog.org](mailto:ekleinfelter@drcog.org) to arrange a meeting to discuss your project. These conversations should take place before March 29.



## Letters of Interest

Letters of interest can be submitted either through the online form [here](#), or by returning the following questions as a word doc or pdf to Emily Kleinfelter, [ekleinfelter@drcog.org](mailto:ekleinfelter@drcog.org). **Letters of interest are due March 22, 2024.**

|   |   |
|---|---|
| 1. Name of person filling out form:   |   |
| 2. Title:   |   |
| 3. Email:   |   |
| 4. Phone:   |   |
| 5. Jurisdiction/Agency/Partnership (Non-profits will be expected to provide concurrence from the local government partner on project scope during the application window)                                   |   |
| 6. What kind of project would you like to be considered for inclusion in DRCOG's SS4A Implementation Grant application? (You may select more than one.)   | <input type="checkbox"/> <a href="#">Supplemental planning.</a><br><input type="checkbox"/> <a href="#">Demonstration activities.</a><br><input type="checkbox"/> <a href="#">Implementation project.</a> |
| 7. Please briefly describe the project/activity/strategy you are seeking funding for:   |   |
| 8. Why would the project(s) be a good candidate for DRCOG's SS4A application?   |   |
| 9. Please briefly describe which regional <a href="#">crash profile(s)</a> are being addressed.   |   |
| 10. Is the project(s) located along the regional <a href="#">High-Injury Network and Critical Corridors</a> ?   | <input type="checkbox"/> Yes<br><input type="checkbox"/> No   |
| 11. If the project is not along the High-Injury Network, what are the other justifications for your project location? (e.g., proximity to schools, systemic approach to safety, or relevant crash history.) |   |
| 12. Project sponsors will be expected to provide local match for projects within their jurisdiction or on their facilities. Can you confirm that local  | <input type="checkbox"/> Yes<br><input type="checkbox"/> No   |





|  |   |
|--|---|
| <p>match can be identified during the application window?</p>  |   |
| <p>13. Does your agency have the appropriate staff available to work on and support this project if awarded?</p>   | <p><input type="checkbox"/> Yes<br/><input type="checkbox"/> No</p> |
| <p>14. Equity is a key criterion in this funding program. How will your proposed project address the needs of disadvantaged communities in the region?</p> |   |
| <p>15. Is there anything else DRCOG staff should consider or be aware of?</p>  |   |

