

**AGENDA
TRANSPORTATION ADVISORY COMMITTEE**

Monday, May 22, 2023 1:30 p.m.

1st Floor Aspen & Birch Conference Room

***In-Person Meeting with Virtual Option for Public (via Zoom)**

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

ACTION ITEM

4. FY 2022-2025 Transportation Improvement Program (TIP) Amendments
(Attachment B) Josh Schwenk, Transportation Planner

INFORMATIONAL BRIEFINGS

5. DRCOG Transportation Demand Management (TDM) Strategic Plan Update
(Attachment C) Kalie Fallon, Emerging Mobility and TDM Planner
6. Corridor and Community-Based Transportation Planning Update
(Attachment D) Nora Kern, Senior Mobility Planner
7. Regional Bus Rapid Transit (BRT) Partnership
(Attachment E) Jacob Riger, Manager, Multimodal Transportation Planning
8. North I-25 Corridor Update
(Attachment F) Jacob Riger, Manager, Multimodal Transportation Planning
9. Safe Streets and Roads for All (SS4A)
(Attachment G) Emily Kleinfelter, Safety/Regional Vision Zero Planner

ADMINISTRATIVE ITEMS

10. Member Comment/Other Matters
 - AMP Working Group Update
11. Next Meeting – June 26, 2023
12. Adjournment

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

ATTACH A

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

MEMBERS (OR VOTING ALTERNATES) PRESENT:

Brook Svoboda	Adams County – City of Northglenn
Kent Moorman	Adams County – City of Thornton
Ron Papsdorf	Denver Regional Council of Governments
David Gaspers	Denver, City & County
Jennifer Bartlett (Alternate)	Denver, City & County
Justin Schmitz	Douglas County – City of Lone Tree
Bryan Weimer	Arapahoe County
Jeff Dankenbring	Arapahoe County – City of Centennial
Alex Hyde-Wright	Boulder County
Phil Greenwald (Vice Chair)	Boulder County – City of Longmont
Sarah Grant (Chair)	Broomfield, City & County
Debra Baskett	Jefferson County – City of Westminster
Christina Lane	Jefferson County
Lisa Nguyen (Alternate)	Denver International Airport
Carson Priest	TDM/Non-Motorized Special Interest Seat
Rick Pilgrim	Environment Special Interest Seat
Justin Schmitz	Douglas County – City of Lone Tree
Tom Reiff (Alternate)	Douglas County – City of Castle Rock
Frank Bruno	Non-RTD Transit
Wally Weart	Freight Special Interest Seat
Hilary Simmons	Senior Special Interest Seat
Jessica Myklebust	CDOT R1
Marissa Gaughan (Alternate)	CDOT DTD
Jim Eussen (Alternate)	CDOT R4
Kevin Ash	Weld County – Town of Frederick
Chris Quinn (Alternate)	RTD

ALTERNATES (OR VIRTUAL MEMBERS) PRESENT:

Mac Callison (Alternate)	Arapahoe County – City of Aurora
Aaron Bustow (Alternate)	FHWA (ex-officio)
Art Griffith	Douglas County
Michelle Melonakis (Alternate)	Boulder County – City of Lafayette
Maria D’Andrea (Alternate)	Jefferson County – City of Wheat Ridge
Kristin Kenyon (Alternate)	FTA (ex-officio)
Rachel Hultin (Alternate)	TDM/Non-Motorized Special Interest Seat
Mike Whitaker (Alternate)	Jefferson County – City of Lakewood

Public: JoAnn Mattson, Zeke Lynch, Lauren Pulver, Lisa Femmenino, Deanna McIntosh, Faye Estes, Charlie Stanfield, Shawn Poe, Patrick Stanley, Jen L., Brodie Ayers, Jan Rowe, Eileen Yazzie, Allison Cutting, Chris Chovan, Josie Thomas

DRCOG staff: Josh Schwenk, Lauren Kirgis, Cam Kennedy, Brad Williams, Robert Spotts, Emily Kleinfelter, Sang Gu Lee, Nora Kern, Emily Lindsey, Kalie Fallon, Alvan-Bidal Sanchez, Todd Cottrell, Jacob Riger

Call to Order

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

Public Comment

Mr. Ron Papsdorf announced that this is Ms. Debra Baskett's last TAC meeting as she will be retiring next month. Mr. Papsdorf thanked her for her long and exemplary service to the region and Colorado and wished her the best in her future endeavors. Chair Grant echoed those sentiments and congratulated Ms. Baskett on her upcoming retirement.

March 27, 2023 TAC Meeting Summary

The summary was accepted.

ACTION ITEMS

FY 2024-2027 Transportation Improvement Program (TIP) Subregional Share (Call #4) Forum Recommendations

Todd Cottrell, Project and Program Delivery Manager, provided an overview of the Call #4 recommendations and stated that 84 applications were submitted and requested a total amount of \$307.8 million for the \$193.2 million available to program. DRCOG solicited public comment for the project submittals and received 1,073 comments. The public was able to indicate whether they support, have concerns, or are opposed to a proposed project and submit specific written comments. The comments were provided to each forum to consider in their deliberations towards developing a funding recommendation. Call #4 recommendations along with Call #3 projects approved in November 2022 will be included as part of the draft FY2024-2027 TIP currently being developed and anticipated to be adopted in August 2023.

Ms. Baskett MOVED to recommend to the Regional Transportation Committee the Subregional Share projects be included in the draft FY2024-2027 TIP. The motion was seconded and passed unanimously.

INFORMATIONAL BRIEFINGS

DRCOG Environmental Justice and Equity Project

Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager, explained that since the last update to TAC, staff have incorporated previous work including the new equity index dataset (previously presented as a marginalized communities dataset)

with the intent of developing DRCOG's first equity index and benefits-burdens analysis. Major tasks and deliverables associated with the latest work include:

- Finalizing a revised Environmental Justice dataset.
- Researching, developing, and recommending a first-of-its-kind equity index for the DRCOG region.
- Research and engagement with staff and community-based organizations on the potential impacts of projects on surrounding communities (benefits-burdens).
- Proposed accommodation strategies to improve and enhance equitable engagement through a pilot program with the Corridor Planning Program and Community Based Transportation Planning Program.
- Piloting improved analyses for the subsequent Phase 4: Transportation Improvement Program Environmental Justice Report.

Mr. Alex Hyde-Wright inquired about what went into the final score of the equity index. Mr. Sanchez replied that the goal is for no single indicator to be either washed out or overemphasized so the economic status, mobility barriers, race, and national origin were all analyzed equally into compiling the final index score.

Ms. Rachel Hultin asked for clarification on how projects awarded through the TIP process will be incorporated into the scoring of the index. Mr. Sanchez responded that an environmental justice report has always been included in the TIP. This index will not impact the project funding decisions that are being made currently in the TIP but will provide greater context for developing future TIPs. Mr. Jacob Riger added that this index does recognize that the processes for the TIP and the RTP are different.

Mr. Hyde-Wright asked if this index could be added to the TIP data hub and Mr. Sanchez replied that staff are evaluating how to grow the TIP data hub into a general data hub.

RTD Partnership Program

Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager, introduced Mr. Charlie Stanfield, RTD Planning Project Manager, who informed the committee that RTD is establishing a new Partnership Program to help communities meet local mobility needs. The program will have a dedicated annual budget to support partnership projects and establish a standardized process for intake and evaluation. Local governments and TMAs/TMOs will be able to request funding to provide services that meet local mobility needs. RTD will provide 80% of funding for projects, and project sponsors will need to provide a 20% local match. The program aims to encourage local governments to develop and submit proposals for new services to Subregional Service Councils. If approved, the local governments will share costs and operating responsibilities with RTD and third-party contractors.

Mr. Papsdorf asked for clarification on the performance metrics and whether RTD is funding a specific service for a full three-year period. Mr. Stanfield confirmed that RTD will commit up to three years of funding with the project launch in 2024 and then performance metrics would be used to evaluate future funding.

Mr. Phil Greenwald asked if the dollar amount presented will be above what is currently being provided regarding RTD services that already exist in specific areas. Mr. Stanfield replied that it will depend on each specific area and that local jurisdictions are welcome to reach out to RTD to figure out how this program can best benefit the region and their areas.

Mr. Rick Pilgrim inquired how the \$2 million at the start of the program works with the multi-year funding; will it be spread out over the initial three-year commitment or is it to get the program up and running? Mr. Stanfield responded that it is \$2 million per year, which is what the RTD Board adopted in its midterm financial plan.

Mr. Justin Schmitz asked about the 30% cap per subarea. Mr. Stanfield replied that RTD is looking at everything in this program to figure out how to make it work for the region and will be asking for feedback throughout this process from RTD's partners.

Mr. Schmitz also asked if this program is for both new and expansion of existing services. Mr. Stanfield replied that RTD would not be able to directly expand current services this year.

Ms. Baskett inquired about what comes after the current three-year commitment. Mr. Stanfield stated that this will all depend on performance and funding during those initial three years.

Chair Grant encouraged RTD to develop a local agency checklist in their Call for Projects for all the expectations for the IGAs so it will be transparent to local agencies. That way local agencies can start thinking about the requirements and it will be beneficial for the workflow of the process. Mr. Stanfield replied that a high-level template is being created, however, it is worth noting the varying natures of the projects that RTD expects to receive.

RTD Northwest Rail Peak Service Study

Jacob Riger, Multimodal Transportation Planning Manager, introduced Mr. Patrick Stanley, RTD Engineering Programs Manager, who explained that the D Northwest Rail Peak Service Study is one year into its efforts to identify the requirements, costs, and operational needs to upgrade existing track, develop rail stations, and provide peak service to northwestern metropolitan communities, which include Arvada, Westminster, Broomfield, Louisville, Boulder, and Longmont. Findings and implementation recommendations from the Study will help RTD and partners determine the feasibility of extending rail service to the entire corridor through an initial peak service approach. The

continuation of the Northwest Rail to Longmont also offers opportunities for possible partnerships with other agencies, such as the Front Range Passenger Rail District.

Ms. Hultin inquired how long the commute would be to ride the train from end to end. Mr. Stanley stated that it would be a little over an hour from Longmont to Union Station and vice versa.

Ms. Hultin also inquired why a reverse-commute train would not be available. Mr. Stanley responded that there are infrastructure constraints with single-tracking of the freight line and the need for multiple sidings for trains to be able to pass each other in order to provide bi-directional service.

ADMINISTRATIVE ITEMS

Member Comment/Other Matters

- AMP Working Group update

Mr. Carson Priest reported that this month, the AMP heard informational briefings from CDOT's Office of Innovative Mobility regarding its ongoing and upcoming grant opportunities and from DRCOG staff regarding its Innovative Mobility Set-Aside Program. AMP discussed potential opportunities related to these various programs.

Mr. Papsdorf reminded the TAC that information regarding the FY 2023 NOFO for the Safe Streets and Roads for All (SS4A) Grant Program is available and encouraged those interested to apply. Similar to DRCOG's practice with RAISE grants, DRCOG staff has asked interested jurisdictions to provide basic information if they are considering applying for a grant. That information will be shared and discussed at the June TAC meeting.

Next Meeting – May 22, 2023

Adjournment

There were no additional comments from members. The meeting was adjourned at 2:45 p.m.

ATTACH B

ATTACHMENT B

To: Chair and Members of the Transportation Advisory Committee

From: Josh Schwenk, Planner, Transportation Planning and Operations Division
303-480-6771 or jschwenk@drcog.org

Meeting Date	Agenda Category	Agenda Item #
May 22, 2023	Action	4

SUBJECT

FY 2022-2025 Transportation Improvement Program (TIP) Amendments

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed amendments because they comply with the current TIP amendment procedures, as contained within the Board-adopted [Policies for TIP Program Development](#).

ACTION BY OTHERS

N/A

SUMMARY

DRCOG's transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program (TIP) 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 TIP.

The TIP projects to be amended are shown below and listed in Attachment 1. The proposed amendments to the [FY 2022-2025 Transportation Improvement Program](#) have been found to conform with the State Implementation Plan for Air Quality.

TIP Amendments:

TIP ID#	Sponsor	Title	Reason for Amendment	New/Removed Funding	Internal Funding Shifts
2012-010	DRCOG*	DRCOG Second Commitment to FasTracks	Transfer remaining funding for Southwest Extension	N/A	Transfer \$2,089,000 in federal Surface Transportation Block Grant funding to Mineral Station Area Multimodal Improvements
2022-080	CDOT Region 4	I25 Segment 5: CO66-WCR38	Add new funding	Add \$11,000,000 in state Legislative funding and \$185,282,000 in federal TIFIA loans	N/A
New Project	Littleton*	Mineral Ave Multimodal Improvements: Santa Fe-Jackass Hill/Long Ave	Transfer remaining funding for Southwest Extension	N/A	Transfer \$2,089,000 in federal Surface Transportation Block Grant funding from DRCOG Second Commitment to FasTracks

*Second Commitment in Principle

In July 2008, the DRCOG Board approved a “second commitment in principle” (SCIP) to FasTracks corridors in which specific dollar amounts were identified for eleven corridors. To date, nine of the eleven corridors (the Southwest Extension Corridor would be the tenth) have programmed their full SCIP funding by reaching a corridor consensus on projects and submitting requests to DRCOG to program the funds. The Central Corridor has yet to request any allocation.

In April 2023, the Southwest Extension Corridor partners (City of Littleton, RTD, and Arapahoe and Douglas Counties) submitted a request for a full Southwest Extension distribution (\$2.089 million) of SCIP funding to go to multimodal access improvements to Mineral station (see Attachment 2) as part of the TIP policy amendments. (Note: Per the adopting resolution, “...*jointly-endorsed consensus requests may be submitted to DRCOG at any time and the Board of Directors, through the MPO process, will act on them as Policy Amendments to the then-adopted Transportation Improvement Program at its next scheduled opportunity.*”).

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the Regional Transportation Committee the attached project amendments to the *2022-2025 Transportation Improvement Program (TIP)*.

ATTACHMENT

1. Proposed TIP amendments
2. FasTracks Southwest Corridor Partners letter (March 27, 2023)

ADDITIONAL INFORMATION

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

2012-010: Transfer \$2,089,000 in federal Surface Transportation Block Grant funding to Mineral Station Area Multimodal Improvements and update scope to reflect funding drawdown by Southwest Corridor Partners

Existing

Title: **DRCOG Second Commitment to FasTracks**

Project Type: **Transit Operational Improvements**

TIP-ID: **2012-010**

STIP-ID:

Open to Public:

Sponsor: **DRCOG**

Project Scope

Set aside to fund second commitment in principle to FasTracks corridors not yet allocated. Individual projects will be TIP'd upon approval of Policy Amendments per the process and requirements of DRCOG Resolution 20-2008 (July, 2008).

Corridor projects previously approved using second commitment funds include:

- West Corridor (TIP ID 2007-042)- July 2010, \$7,422,000
- US-36 Corridor (TIP ID 2008-114)- Feb 2011, \$2,755,000
- Denver Union Station (TIP ID 2007-057)- July 2010, \$2,519,000
- East Corridor (TIP ID 2008-111)- Nov 2011, \$13,350,000.
- Gold Corridor (TIP ID 2008-111)- May 2012, \$6,461,000.
- Northwest Corridor (TIP ID 2007-050)- May 2012, \$1,200,000; June 2016, \$5,058,000; September 2017, \$1,746,000..
- North Metro Corridor (TIP ID 2007-055)- May 2012, \$7,451,000.
- I-225 Corridor (TIP ID 2007-056)- July 2012, \$7,250,000.
- Southeast Corridor (TIP ID 2007-059) - July 2017, \$1,928,000.

Remaining allocations include:

- Southwest Extension \$2,089,000
- Central Corridor \$771,000



Affected County(ies)

Regional

Performance Measures

- Bridge Condition
- Congestion
- Freight Reliability
- Pavement Condition
- Safety
- Transit Assets
- Transit Safety
- Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG)		\$2,860	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$715	\$0	\$0	\$0		
Total	\$0	\$3,575	\$0	\$0	\$0	\$0	\$3,575

Revised Scope and Funding Table

Project Scope

Set aside to fund second commitment in principle to FasTracks corridors not yet allocated. Individual projects will be TIP'd upon approval of Policy Amendments per the process and requirements of DRCOG Resolution 20-2008 (July, 2008).

Corridor projects previously approved using second commitment funds include:

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- US-36 Corridor (TIP ID 2008-114)- Feb 2011, \$2,755,000
- Denver Union Station (TIP ID 2007-057)- July 2010, \$2,519,000
- East Corridor (TIP ID 2008-111)- Nov 2011, \$13,350,000.
- Gold Corridor (TIP ID 2008-111)- May 2012, \$6,461,000.
- Northwest Corridor (TIP ID 2007-050)- May 2012, \$1,200,000; June 2016, \$5,058,000; September 2017, \$1,746,000..
- North Metro Corridor (TIP ID 2007-055)- May 2012, \$7,451,000.
- I-225 Corridor (TIP ID 2007-056)- July 2012, \$7,250,000.
- Southeast Corridor (TIP ID 2007-059) - July 2017, \$1,928,000.
- Southwest Extension (TIP ID 2022-033) - June 2023, \$2,089,000

Remaining allocations include:

- Central Corridor \$771,000

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG)		\$771	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$193	\$0	\$0	\$0		
Total	\$0	\$964	\$0	\$0	\$0	\$0	\$964

2022-080: Add \$11,000,000 in state Legislative funding and \$185,282,000 in federal TIFIA loan financing

Existing

Title: **I25 Segment 5: CO66-WCR38**

Project Type: **Roadway Capacity**

TIP-ID: **2022-080**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 4**

Project Scope

Design and construct one new express lane in each direction on the DRCOG portion of Segment 5 (SH-66 to WCR 38). Project also includes replacement/rehabilitation of key bridges, ITS, transit & safety components, multimodal options, replacement of portions of existing facility, and interchange improvements.



Affected Municipality(ies)	Affected County(ies)
Mead	Weld

Performance Measures	
<input checked="" type="checkbox"/>	Bridge Condition
<input type="checkbox"/>	Congestion
<input checked="" type="checkbox"/>	Freight Reliability
<input checked="" type="checkbox"/>	Pavement Condition
<input type="checkbox"/>	Safety
<input type="checkbox"/>	Transit Assets
<input type="checkbox"/>	Transit Safety
<input checked="" type="checkbox"/>	Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal			\$0	\$0	\$0	\$0	
State (Leg)			\$0	\$4,000	\$8,200	\$0	
Local			\$0	\$0	\$0	\$0	
Total		\$0	\$0	\$4,000	\$8,200	\$0	\$0 \$12,200

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal			\$0	\$0	\$0	\$0	
Federal (TIFIA)			\$0	\$0	\$185,282	\$0	
State			\$0	\$0	\$0	\$0	
State (Leg)			\$0	\$4,000	\$19,200	\$0	
Local			\$0	\$0	\$0	\$0	
Total		\$0	\$0	\$4,000	\$204,482	\$0	\$0 \$208,482

New Project: Transfer \$2,089,000 in federal Surface Transportation Block Grant funding from DRCOG Second Commitment to FasTracks as requested by Southwest Corridor Partners

New Project

Title: **Mineral Ave Multimodal Improvements: Santa Fe-Jackass Hill/Long Ave** Project Type: **Multimodal Ave**

TIP-ID: **Request**

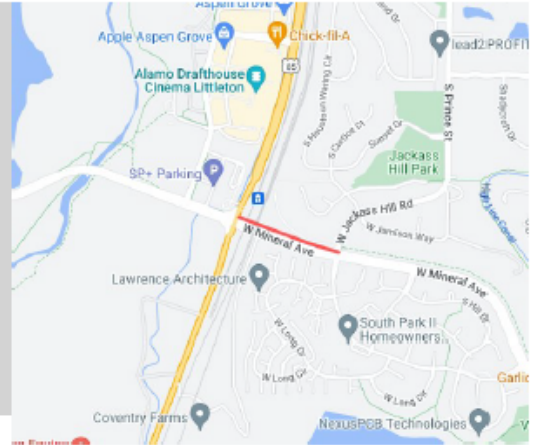
STIP-ID:

Open to Public: **2025**

Sponsor: **Littleton**

Project Scope

Reconstruct the Mineral Ave and Jackass Hill Rd/Long Ave intersection to improve safety for non-motorized users, and widen the Mineral Trail between Jackass Hill Rd/Long Ave and Mineral LRT station.



Affected Municipality(ies)
Littleton

Affected County(ies)
Arapahoe

Project Phases	
Year	Phase
2024	Initiate Construction

Performance Measures	
<input type="checkbox"/>	Bridge Condition
<input checked="" type="checkbox"/>	Congestion
<input type="checkbox"/>	Freight Reliability
<input type="checkbox"/>	Pavement Condition
<input checked="" type="checkbox"/>	Safety
<input type="checkbox"/>	Transit Assets
<input type="checkbox"/>	Transit Safety
<input type="checkbox"/>	Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG)		\$0	\$0	\$2,089	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$522	\$0		
Total	\$0	\$0	\$0	\$2,611	\$0	\$0	\$2,611

March 27, 2023

Board of Directors
Denver Regional Council of Governments
1001 17th Street, Suite 700
Denver, CO 80202

Dear Board Members:

The Southwest Corridor Partners submit for your consideration and approval a proposal for use of the \$2.089M remaining funds in the Transportation Improvement Program (TIP) funding allocated as Second Commitment in Principal (SCIP) to FasTracks and the Southwest Light Rail project. The Southwest Corridor Partners include: Arapahoe County, Douglas County, the City of Littleton, and the Regional Transportation District.

The Southwest Corridor Partners have agreed to utilize this funding to construct safety and accessibility improvements consistent with first mile/last mile measures to encourage nearby residents to walk, bike, or roll to the Mineral Light Rail Station. This station is the end of the southwest line and attracts patrons from south Jefferson County, southwest Arapahoe County, City of Littleton residents, and the growing west side of Douglas County, including Sterling Ranch where 10,000 new homes are planned to be constructed. The Mineral Station has historically been one of the most utilized stations on the RTD system, so any means to encourage nearby residents to use alternatives to driving and parking at the adjacent park-n-ride facility is beneficial.

The requested funding will be used to improve multimodal access to the Mineral Light Rail Station for the communities located to the east and safety through the Mineral Avenue and Jackass Hill Road/Long Avenue intersection, located one block east of the station. Not surprisingly, without any current active accommodations other than striped on-street bike lanes and narrow shared use trails, this signalized intersection has the highest reported bicycle-vehicle crashes in the City of Littleton and creates an unsettling pedestrian environment. Observations of the intersection reveal many dangerous pedestrian-vehicle interactions, often resulting in pedestrians choosing to cross midblock across Mineral Avenue rather than risk the conflicts with turning vehicles at the signalized crossing.

For use of the FasTracks funds, the proposed improvements include reconstruction of the Mineral Avenue and Jackass Hill Road/Long Avenue intersection and widening of the Mineral Trail for one block from this intersection to the Mineral Station. These two components, which are shown on the attached **Figure 1** as elements 1 and 4, include:

1. Reconstruction of the Mineral Avenue and Jackass Hill Road/Long Avenue intersection to be safer for all users

4. Widening of the Mineral Trail between the Mineral Avenue and Jackass Hill Road/Long Avenue intersection and the Mineral Light Rail Station.

These improvements are already in design and are expected to be ready for construction starting in the Fall of 2023. As a result, the Southwest Corridor Partners are requesting the FasTracks funding in FY2024. The City of Littleton has agreed to have full responsibility for the 20% local match required with use of the FasTrack funds as representative for the Southwest Corridor Partners. The local match would equate to \$522,250.

The Mineral Avenue and Jackass Hill Road/Long Avenue intersection proposed to be improved provides the only controlled north-south crossing of Mineral Avenue within a mile to the east of the Mineral Station for the approximately 1,000 residents living south of Mineral Avenue required to cross to access the transit station. The proposed intersection design will provide separate space for pedestrians, bicycles, and vehicles for improved visibility and safer interactions, both in the north-south direction, and for the east-west crossing of the Mineral Trail.

The one block of the Mineral Trail proposed to be enhanced provides the only pedestrian and bicycle access to the Mineral Light Rail platform from the east. In addition, the heavily used Mineral Trail provides multimodal access to the grade-separated bridge over Santa Fe Drive for access to other facilities including the Mary Carter Greenway and Aspen Grove Mall to the west of the station. The trail is currently attached to Mineral Avenue, which is a signed 40 mile per hour arterial serving 30,000 vehicles per day. The grade along this stretch of the trail is very steep to allow the roadway to go under the elevated light rail and freight rail lines, resulting in a significant speed differential between bicycles headed downhill and pedestrians and bicycles moving uphill. The proposed project would widen the paved surface and provide separate, designated space for pedestrians and bicycles for safer interactions.

This proposed project is also being planned in cooperation and direct collaboration with an ongoing Safer Main Streets grant funded project. The City of Littleton was awarded a grant to conduct design and construction for pedestrian and bicycle safety and mobility improvements between the residential neighborhoods in the area and the Mineral Avenue and Jackass Hill Road/Long Avenue intersection. The project includes enhancing bike lanes on two roadways by creating a buffered space from the adjacent vehicle lanes, improving the visibility and safety of two High Line Canal Trail crossings, and widening and paving trails. These are elements 2, 3, 5, 6, and 7 on **Figure 1**.

The combined improvements proposed in the two projects through Safer Main Streets and this FasTracks request will provide a more cohesive and accommodating walking and biking network for the hundreds of residential dwellings within the one-mile travel shed of the Mineral Station. By focusing on providing key safe crossing locations, wide, paved multi-use trails, and buffered bike lanes for the area within one-mile walking distance of the Mineral Avenue Light Rail Station, these projects will prioritize safer active transportation and transit usage. The elements included will work together as an

interconnected project by first encouraging pedestrian crossings to occur at three strategic locations—at the top of Jackass Hill (project element 7), at the High Line Canal Trail crossing of Mineral Avenue (element 5), and at the Mineral Avenue and Jackass Hill Road/Long Avenue intersection (element 4)—each of which will be improved to prioritize pedestrians and cyclists and enhance safety. These crossings will then be connected by including missing sections of paved trails (element 6) and enhanced buffered bike lanes (elements 2 and 3). Finally, the last segment of trail connection (element 1), which provides direct access to the light rail station and the pedestrian bridge over Santa Fe Drive, will be widened to better accommodate and encourage multimodal uses.

As a result, the Southwest Corridor Partners are proposing to spend the remaining \$2.089M of FasTracks funding in FY2024 to construct the Mineral Avenue and Jackass Hill Road/Long Avenue intersection and Mineral Trail improvements, along with the City of Littleton's Safer Main Streets project, to create a safer and more conducive environment for pedestrians and bicyclists to access the Mineral Station.

Thank you for your consideration of this request and for your support of this FasTracks project.

Sincerely,



Mayor, City of Littleton



Debra A. Johnson
RTD General Manager and CEO



Arapahoe County Commissioner



Douglas County Commissioner

Figure 1. Combined Pedestrian and Bicycle Projects (FaTracks Elements Highlighted in Pink)



ATTACH C

ATTACHMENT C

To: Chair and Members of the Transportation Advisory Committee

From: Kalie Fallon, Emerging Mobility and TDM Planner

Meeting Date	Agenda Category	Agenda Item #
May 22, 2023	Informational Briefing	5

SUBJECT

DRCOG Transportation Demand Management (TDM) Strategic Plan Update

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

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

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

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

PREVIOUS DISCUSSIONS/ACTIONS

[August 22, 2022](#) - TAC Meeting

PROPOSED MOTION

N/A

ATTACHMENT

Staff Presentation

ADDITIONAL INFORMATION

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

TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGIC PLAN

Kalie Fallon

Emerging Mobility and TDM Planner

TDM STRATEGIC PLAN



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

TDM STRATEGIC PLAN PURPOSE



- **Evaluate existing** TDM programs, practices, partnerships and policies
- **Engage stakeholders** and partner agencies
- Identify desired **actions and activities** to support TDM in the Denver region
- Develop a **regional TDM toolkit** for DRCOG and partners to use in implementation of actions and activities
- Ultimately, support **Metro Vision outcomes!**



TRAVEL TRENDS: ALL TRIPS



45 percent are
less than 3 miles

19 percent are
less than 1 mile

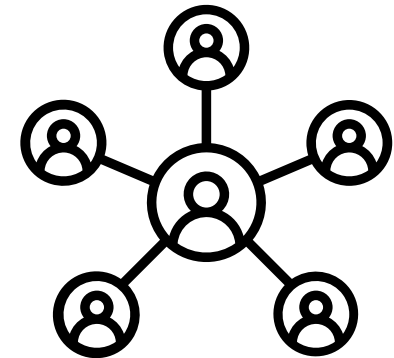
Source: ABM Trip Table (YR 2023: RTP-2022)

- Task 1: Agency, Partner, and Stakeholder Outreach and Engagement**
- Task 2: Existing Conditions** and Assessment/Evaluation
- Task 3: Planning Framework**
- Task 4: TDM Toolbox**
- Task 5: Recommendations and Plan Preparation**

- Identifying **best practices** and lessons learned from other regional agencies involved in TDM programs
- Program goals, **innovations**, and key takeaways
 - Atlanta Regional Commission, MetroLinx, Minnesota Met Council, San Francisco, Metropolitan Transportation Council, North Jersey Transportation Planning Authority

- Inventory of current **TDM programs, services, partnerships** and **funding**
- Inventory and review of local **Transportation Master Plans** and **TDM plans**
- Inventory of state, regional and local **TDM strategies** currently deployed
- **Regional mapping** analysis and **existing conditions**
 - Census and travel model data considering factors such as: population, employment, commute mode share, trip origins/destinations, transit service, active transportation infrastructure, congested corridors

- **Stakeholder Steering Committee (SSC)**
 - Three **workshops** completed
 - Existing resources, **programs and plan** data collection
- **Regional TDM Consortium**
 - One **workshop** completed
 - **Interviews** and **focus groups** in May
 - Operators
 - Equity
 - Large Employers
 - Land Use
 - BIDs
 - TMAs

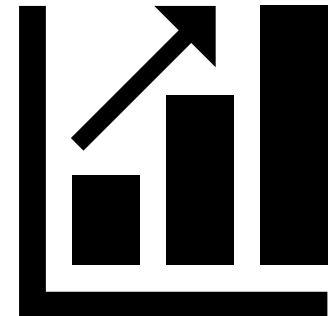


TDM strategies and goals from DRCOG's Metro Vision, 2050 MVRTP and local TMPs were aggregated into seven **regional themes**. Stakeholder Steering Committee members ranked the seven themes based on perceived priority:

1. Multimodal **connectivity**
2. **Air quality** improvements
3. **Equity** in transportation
4. Transportation **safety**
5. Transportation **policy**
6. **Active transportation** usage
7. System **resiliency**

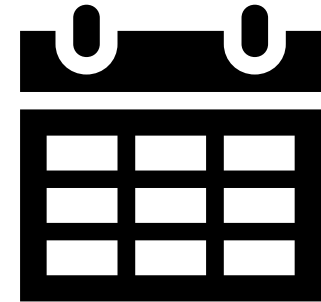
(currently underway)

- Utilizing **DRCOG's Equity Index** to evaluate existing TDM programs and service area coverage
- Evaluating existing **strengths, weaknesses, opportunities and threats** of current TDM programs



Milestones:

- **Focus groups** happened in early May
- **Stakeholder Steering Committee** in June
- **TDM Toolbox** development this spring/summer
- Draft **strategy review** by partners in July/August
- Draft **TDM Strategic Plan** available for stakeholder and public review in early fall





THANK YOU!
QUESTIONS?

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

ATTACH D

ATTACHMENT D

To: Chair and Members of the Transportation Advisory Committee

From: Nora Kern, Senior Mobility Planner
303-480-5622 or nkern@drcog.org

Meeting Date	Agenda Category	Agenda Item #
May 22, 2023	Informational Briefing	6

SUBJECT

Corridor and Community-Based Transportation Planning Update

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

In fall 2022, DRCOG piloted two new planning programs intended to support the region in advancing projects and priorities identified in the 2050 Metro Vision Regional Transportation Plan: the Corridor Planning program and the Community-based Transportation Planning program.

Pilot Corridor Planning Program

The Corridor Planning program focuses on advancing infrastructure investments on key regional corridors identified in the RTP. As part of this program, DRCOG will be leading initial planning efforts on two corridors starting in 2023: Alameda Avenue and South Boulder Road. Each planning effort will be conducted in close partnership with local governments, RTD and CDOT.

These two corridors were selected after a call for letters of interest in fall 2022. A selection panel comprised of DRCOG staff, RTD, CDOT and a TAC representative made the selection after considering each corridor's regional impact, local jurisdiction buy-in, RTP staging period, and impact on RTP's priorities.

After a competitive procurement process, DRCOG selected a team led by Felsburg, Holt & Ullevig (FHU) to manage the Alameda Avenue Study. The study will focus on Alameda from Wadsworth in Lakewood, through Denver, to the R-Line in Aurora. FHU, along with their subconsultant Nelson/Nygaard, will help DRCOG and local partners develop a shared vision for the corridor; understand existing conditions, opportunities, and constraints; develop a list of key projects and recommended improvements; and create an implementation plan. The study will focus on improving safety, expanding multimodal access, and future BRT for the corridor.

For the South Boulder Road Study, DRCOG and our local partners selected Fehr and Peers to lead the planning work. Fehr and Peers will be working with subconsultants Kimley-Horn and NHN Consulting. The South Boulder Road Study will look at the corridor from Boulder to Lafayette. The corridor is identified as a transit priority corridor in the RTP. The study team will focus on enhancing transit, improving safety, and expanding multimodal connections along the corridor.

Both pilot corridor studies are anticipated to kick-off in May or June 2023.

Pilot Community-based Transportation Planning

The Community-based Transportation Planning program is focused on identifying and addressing mobility challenges for historically underserved communities in the DRCOG region. Through the program DRCOG will work in partnership with local governments, community-based organizations, and stakeholders to create community-based transportation plans that identify potential solutions to improve mobility for these communities.

DRCOG hosted a call for community nominations for the program in fall 2022. A selection panel that included DRCOG staff, CDOT, and RTD selected two projects for the 2022-2023 pilot program: a plan to address transportation challenges around two elementary schools in the City of Edgewater and a plan to address first/last-mile connections for transit dependent communities along Federal Boulevard in Westminster and Adams County.

The Edgewater school transportation study kicked off this spring. DRCOG is currently in the process of conducting a procurement process to select a planning firm to support the technical aspects of the plan. DRCOG also intends to contract with Edgewater Collective to support outreach and community engagement for the plan. The Federal Boulevard study will kick off in fall 2023.

Continuation of Pilot Programs as TIP Set-Asides

Both of these two pilot planning programs will be formally established and funded as 2024-2027 TIP Set-Asides. An estimated \$3,000,000 will be available for corridor planning and \$2,500,000 for community-based transportation planning over 2024-2027.

DRCOG will select corridors for the first two years of the TIP Set-Aside through an invite-only letter of interest. DRCOG will first prioritize corridors identified in the RTP and then invite jurisdictions with the highest priority corridors to submit letters of interest if they are interested in participating in the program. The prioritized list of corridors will be reviewed by TAC in June 2023 and invitations for letters of interest will be sent out in June or July 2023. The latest information about the corridor planning program is available at <https://drcog.org/corridors>.

DRCOG will have a call for letters of interest in October - December for the first two years of the community-based transportation planning TIP Set-Aside. Interested member governments can find the latest information about the program at <https://drcog.org/planning-great-region/transportation-planning/community-based-transportation-planning-pilot-program>.

PREVIOUS DISCUSSIONS/ACTIONS

[November 14, 2022](#) – TAC Informational Briefing

PROPOSED MOTION

N/A

ATTACHMENT

Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Nora Kern, Senior Mobility Planner, at 303-480-5622 or nkern@drcog.org.

CORRIDOR AND COMMUNITY- BASED TRANSPORTATION PLAN UPDATE

Transportation Advisory Committee

May 22, 2023

Nora Kern, Senior Mobility Planner



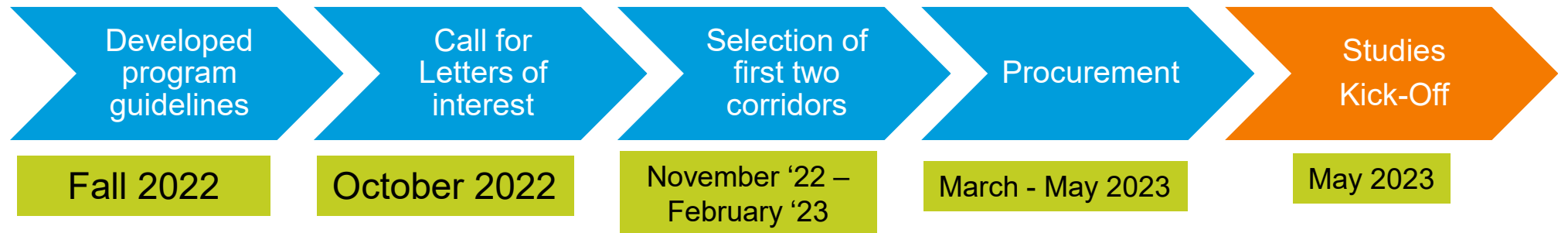
PILOT CORRIDOR PLANNING PROGRAM



CORRIDOR PLANNING TIMELINE



- Advancing RTP Projects and Priorities
- Considerations
 - RTP Staging Period
 - Regional Impact
 - Planning Need
 - Local Jurisdiction Buy-in



ALAMEDA AVENUE STUDY



- Limits: Wadsworth Blvd. in Lakewood to R-Line in Aurora
- Study Project Team:
 - Lakewood
 - Denver
 - Aurora
 - CDOT
 - RTD



SOUTH BOULDER ROAD STUDY



- Limits: Boulder to Lafayette
- Study Project Team:
 - City of Boulder
 - City of Lafayette
 - City of Louisville
 - Boulder County
 - RTD

FEHR & PEERS

Kimley»Horn





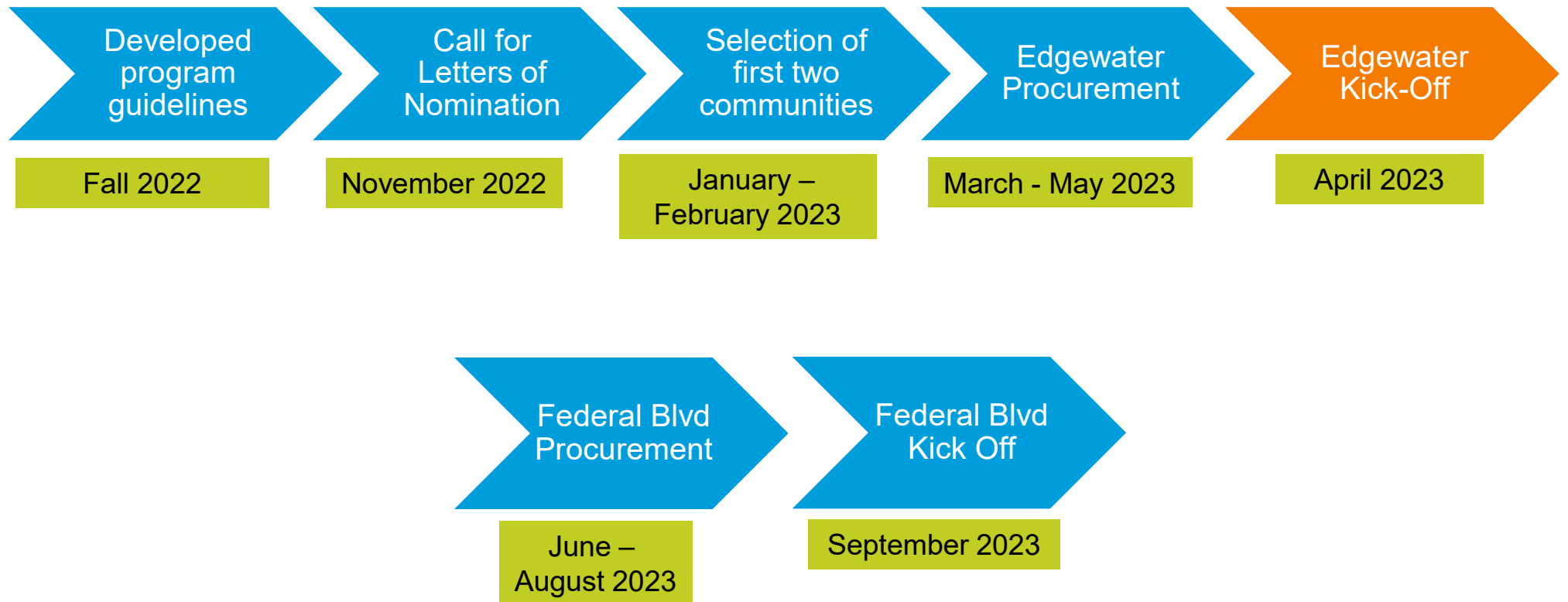
PILOT COMMUNITY-BASED PLANNING PROGRAM



CORRIDOR PLANNING TIMELINE



- Addressing mobility challenges for underserved communities



EDGEWATER SCHOOL COMMUNITY TRANSPORTATION PLAN



- Lumberg & Edgewater Elementary Schools
- Family concerns safely and conveniently getting to school
- Neighborhood traffic concerns



FEDERAL BLVD CBTP: WESTMINSTER & ADAMS CO.



- Federal Blvd:
 - 80th – 50th
- First/Last mile connections
- Transit-dependent communities
- Starting September 2023



WESTMINSTER
COLORADO

 Growing Home

The logo for Growing Home, featuring a stylized house icon with a yellow roof and a blue house body, followed by the text "Growing Home".

ADAMS COUNTY
COLORADO



CONTINUATION AS TIP SET-ASIDES



2024 – 2027 TIP SET ASIDE



Corridor Planning

- \$3,000,000 over 2024-2027
- June 2023:
 - Prioritized list of corridors to TAC
- June/July 2023:
 - Invitations to submit Letters of Interest
- August 2023:
 - Selection & Final Approval for 2024-2025



Community-Based Transportation Planning

- ~\$2,500,000 over 2024-2027
- Q4 2023:
 - Call for Letters of Interest
- Q1 2024:
 - Selection & Final Approval for 2024-2025



Nora Kern, nkern@drcog.org

QUESTIONS?



ATTACHE

ATTACHMENT E

To: Chair and Members of the Transportation Advisory Committee

From: Jacob Riger, Manager, Multimodal Transportation Planning

Meeting Date	Agenda Category	Agenda Item #
May 22, 2023	Informational Briefing	7

SUBJECT

Regional Bus Rapid Transit (BRT) Partnership

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

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

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

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

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

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

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

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Staff presentation

ADDITIONAL INFORMATION

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

Regional Bus Rapid Transit Partnership

Transportation Advisory Committee

May 22, 2023

Jacob Riger, AICP – Multimodal Transportation Planning Manager

Bus Rapid Transit Network Context

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



Implementation Timeframe

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

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

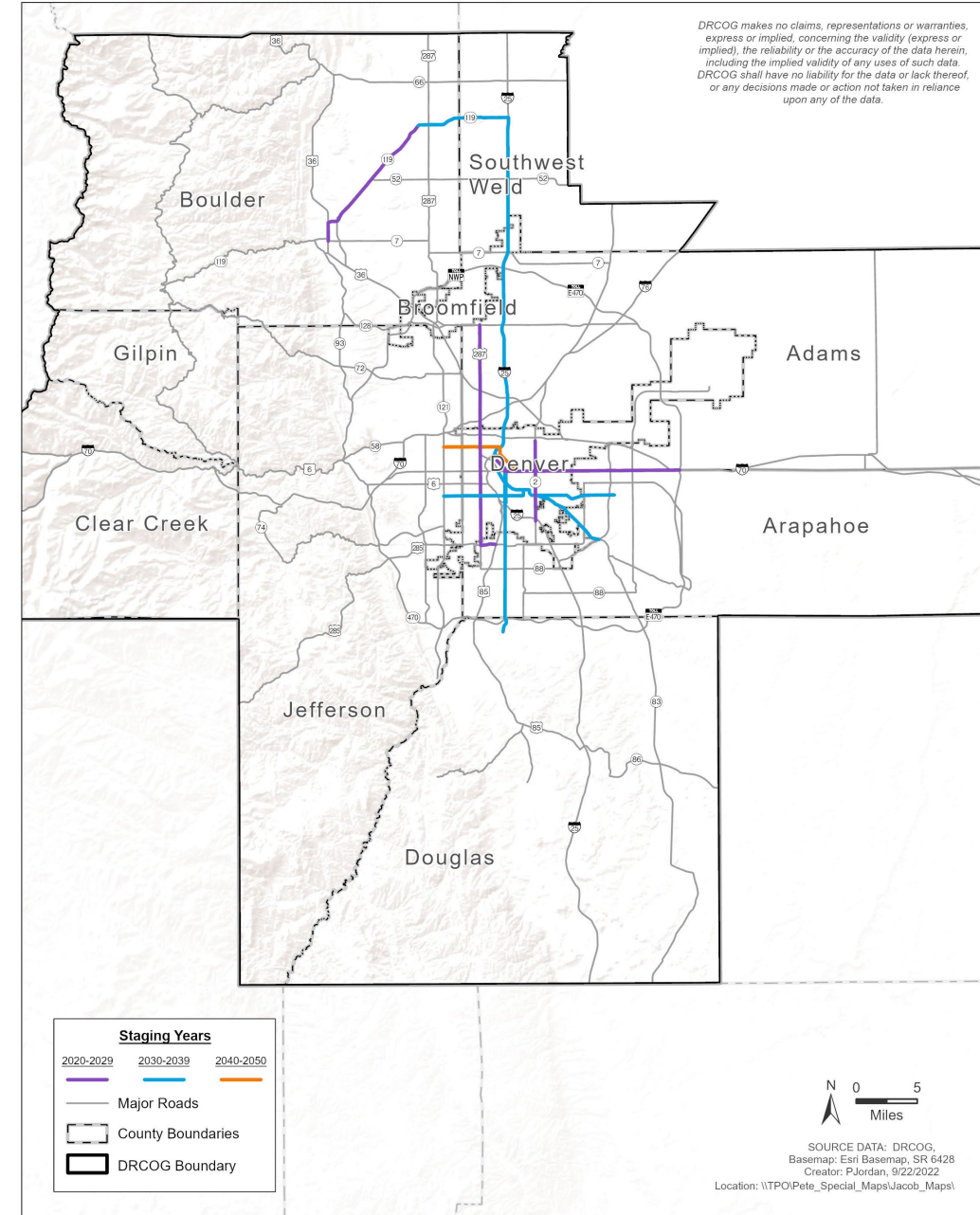
2030-2040 (5 corridors, \$414m)

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

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

- 38th Ave./Park Ave.

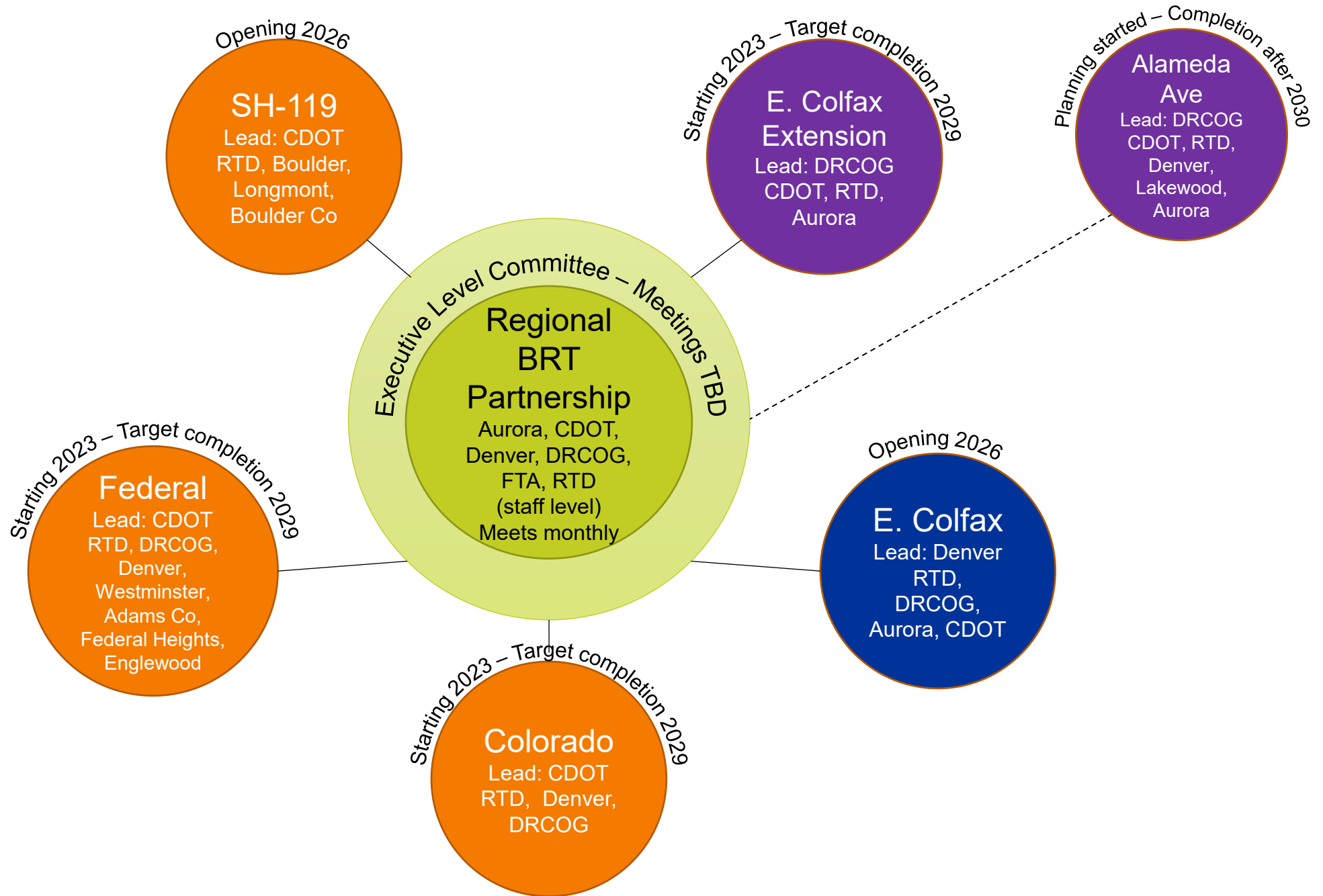
Bus Maintenance Facility: \$50m



Regional BRT Partnership framework & purpose

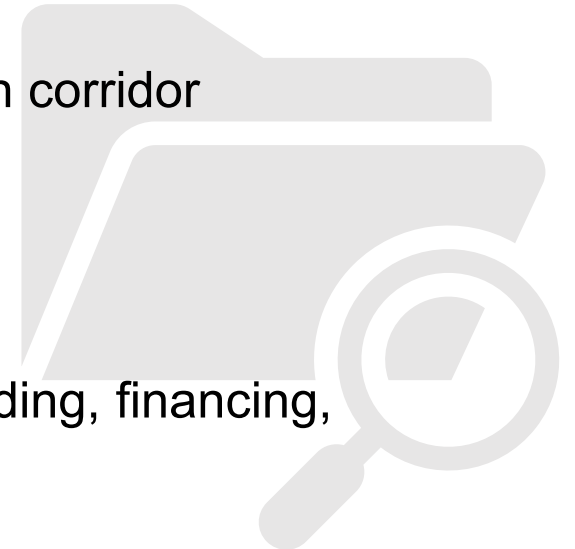
- Multi-agency planning, funding & implementation partnership
 - (more work (esp. by 2030) than any single agency could lead or do alone)
- Collaborate and assist multiple BRT corridors simultaneously
 - Coordinate/monitor corridor work, issues, schedules, resources
- Initial focus: AA, NEPA, planning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





Regional BRT Partnership initial activities

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





Thank you!

ATTACH F

ATTACHMENT F

To: Chair and Members of the Transportation Advisory Committee

From: Jacob Riger, Manager, Multimodal Transportation Planning

Meeting Date	Agenda Category	Agenda Item #
May 22, 2023	Informational Briefing	8

SUBJECT

North I-25 Corridor Update

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

CDOT has been planning, developing, and constructing multimodal investments on Interstate 25 between Denver Union Station (DUS) and Fort Collins for many years to implement the [North I-25 Environmental Impact Statement](#). There are also significant future multimodal investments planned for [North I-25](#), including managed lanes, Bus Rapid Transit, and mobility hubs. The corridor is so lengthy that projects and investments have been organized into eight segments between DUS and Fort Collins, a span that covers two CDOT Regions (1 and 4), two MPOs (DRCOG and North Front Range MPO), and multiple jurisdictions and stakeholders.

Staff from CDOT Regions 1 and 4 will provide an overview of recent, ongoing, and planned investments on the North I-25 corridor.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

CDOT Presentation

ADDITIONAL INFORMATION

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



COLORADO

Department of Transportation

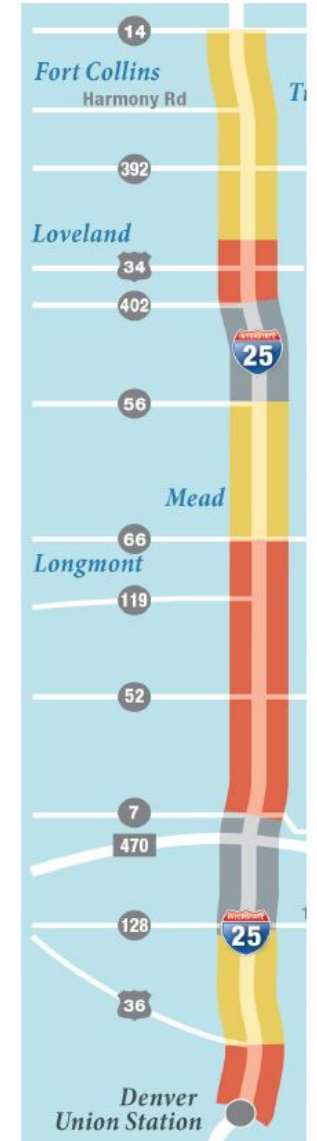
DRCOG Transportation Technical Advisory Committee I-25 Project Update



Objective & Agenda

Update of completed, ongoing, and planned projects along I-25 from Fort Collins to Union Station, focusing on multimodal investments such as managed lane, GP/aux lanes, BRT, and mobility hubs.

- Segment 6, 7, & 8
- Segment 5
- Segment 4
- Northern Colorado Mobility Hub Network
- CO 7 Mobility Hub
- US 36 to 104th
- Speer Blvd & 23rd Ave





Region 4 Corridor Scope

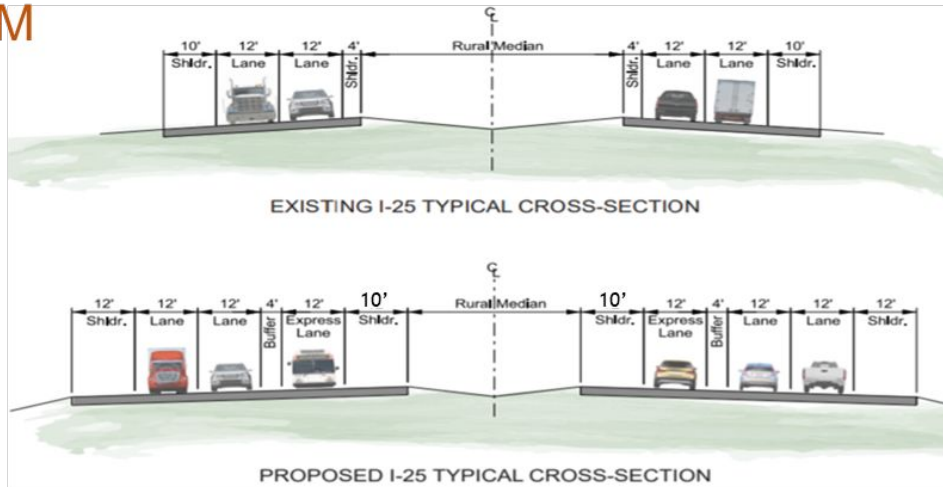
I-25 North: Denver to Ft. Collins

Active Construction:

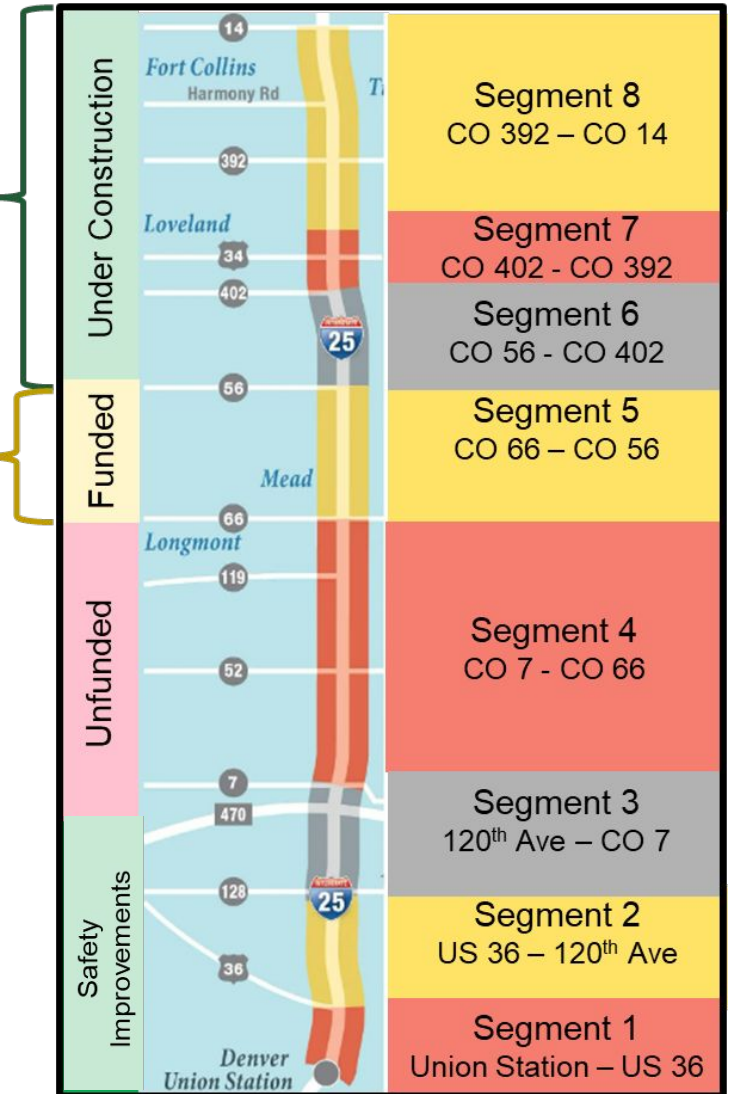
- Segments 7&8 - DB Delivery
 - 14 miles of widening
 - ~\$600M
- Segment 6 - CM/GC Delivery
 - 5.5 miles
 - ~\$300M

Upcoming Project:

- Segment 5 – CM/GC Delivery
 - 6 miles
 - ~\$350-400M



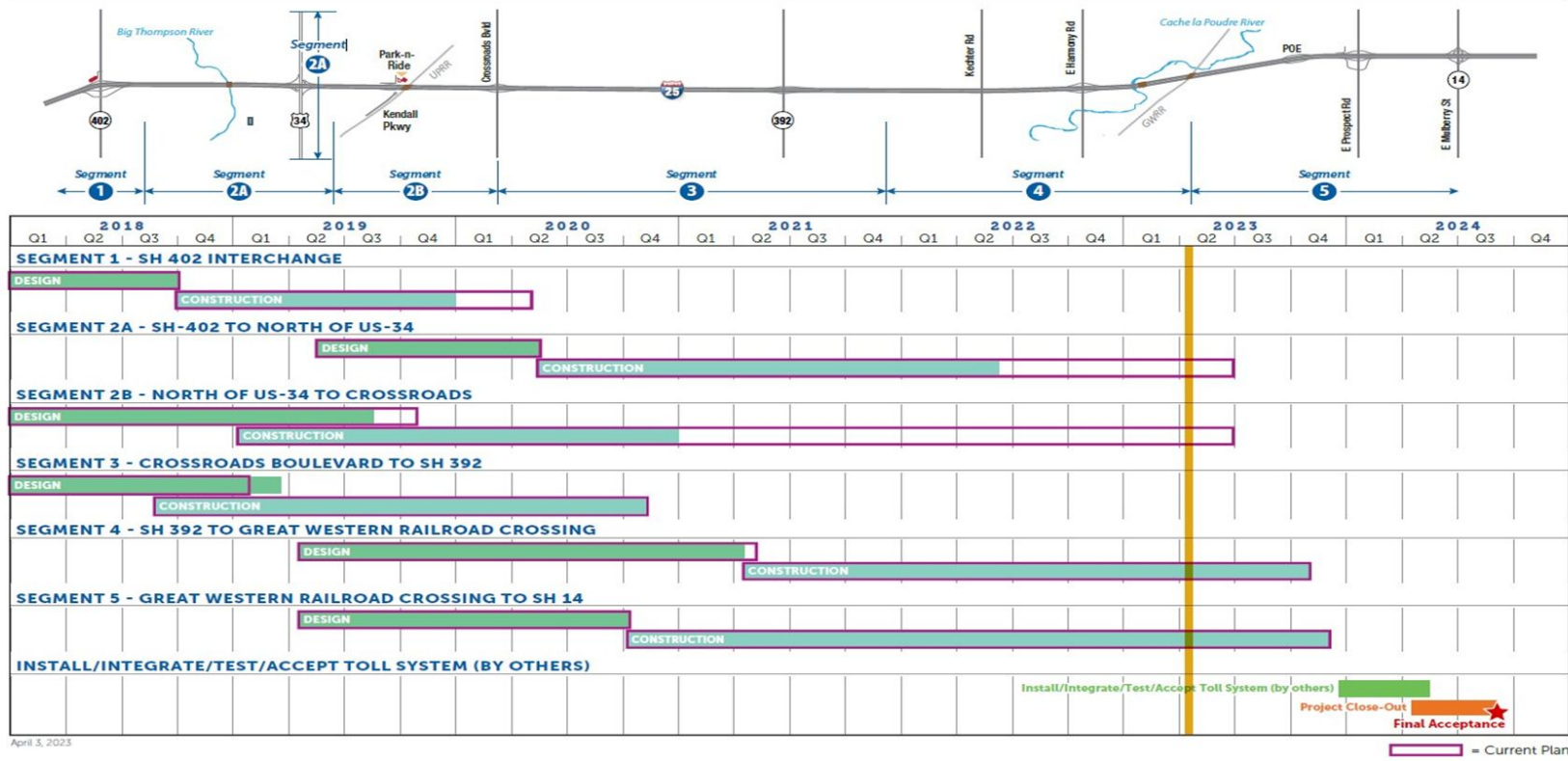
Strong focus on safety, multi-modal options, operations, and updating aging infrastructure





Segment 7&8 | Johnstown to Ft. Collins Project Update

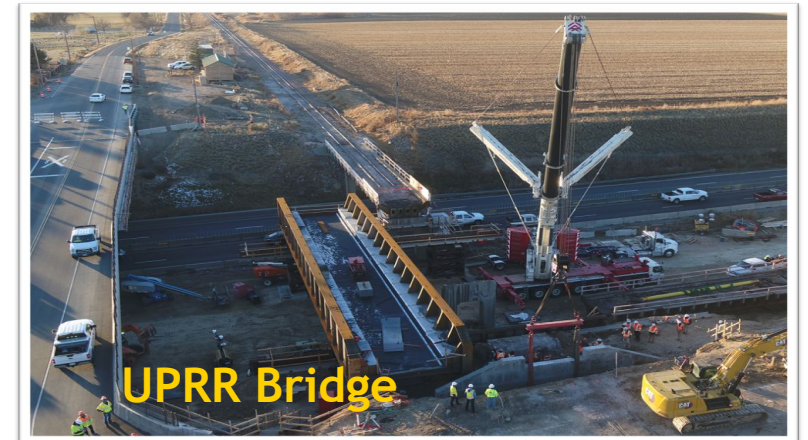
EXPRESS LANES NORTH I-25 SEGMENT 7 AND 8 — DESIGN BUILD PROJECT SCHEDULE



- Started: April 2018
- Completion: May 2024
- Currently 88% Expended
- 14 Miles Long
- 3 Reconstructed Interchanges
- 21 Bridges/Structures
- 2 New Port of Entry Buildings
- 2 Park and Rides
- Mobility Hub

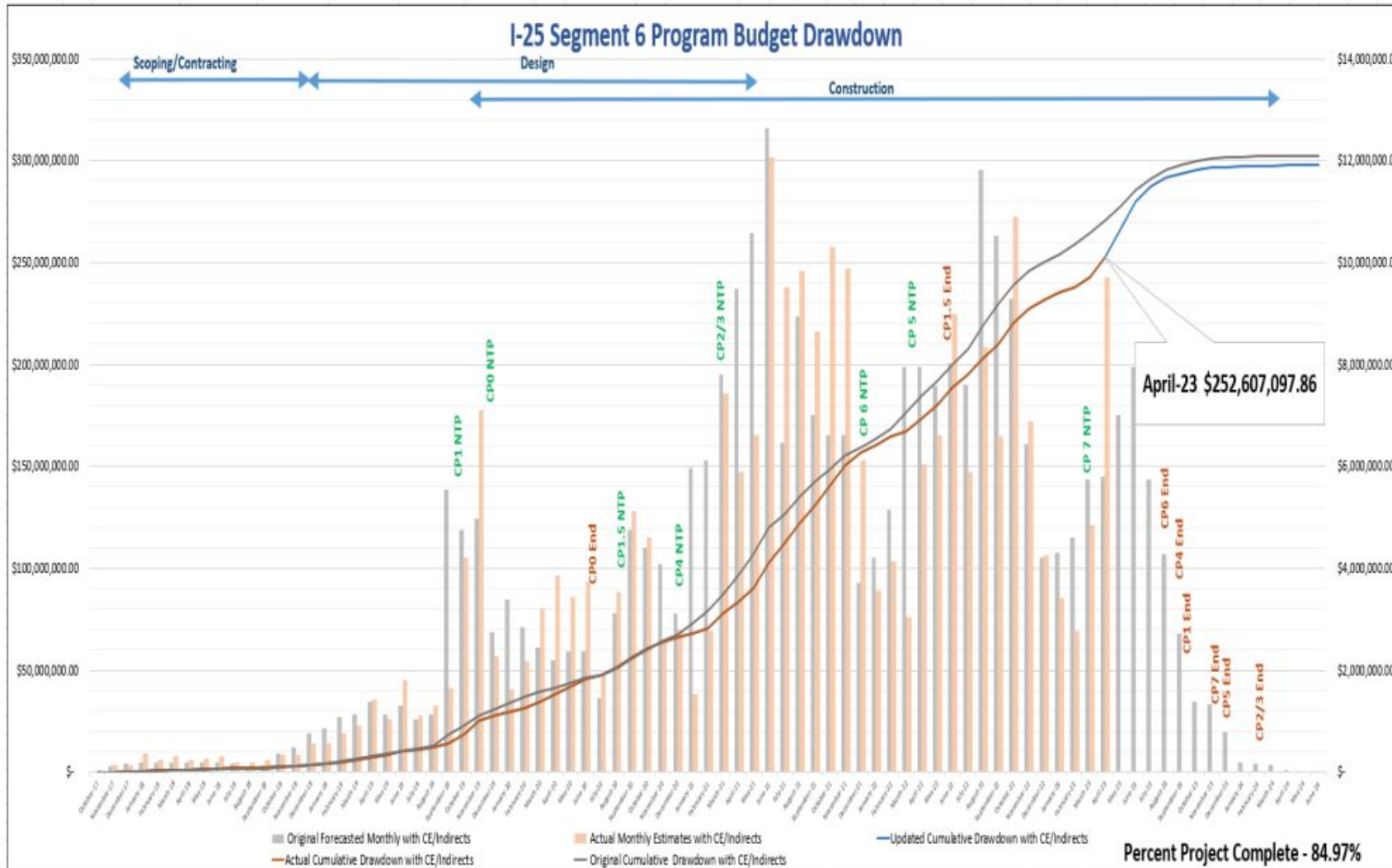


Segments 7 & 8 Project Highlights





Segment 6 | Berthoud to Johnstown General Scope



- CM/GC Delivery
- Started: August 2019
- Completion: May 2024
- Currently 85% Expended
- 5.5 Miles Long
- 2 Reconstructed Interchanges (First DDI in Northern CO)
- 12 Bridges
- Berthoud Mobility Hub
- ~\$305M Program cost (design, ROW, utilities, construction)



Segment 6 | Berthoud to Johnstown Project Progress

Roadway Work

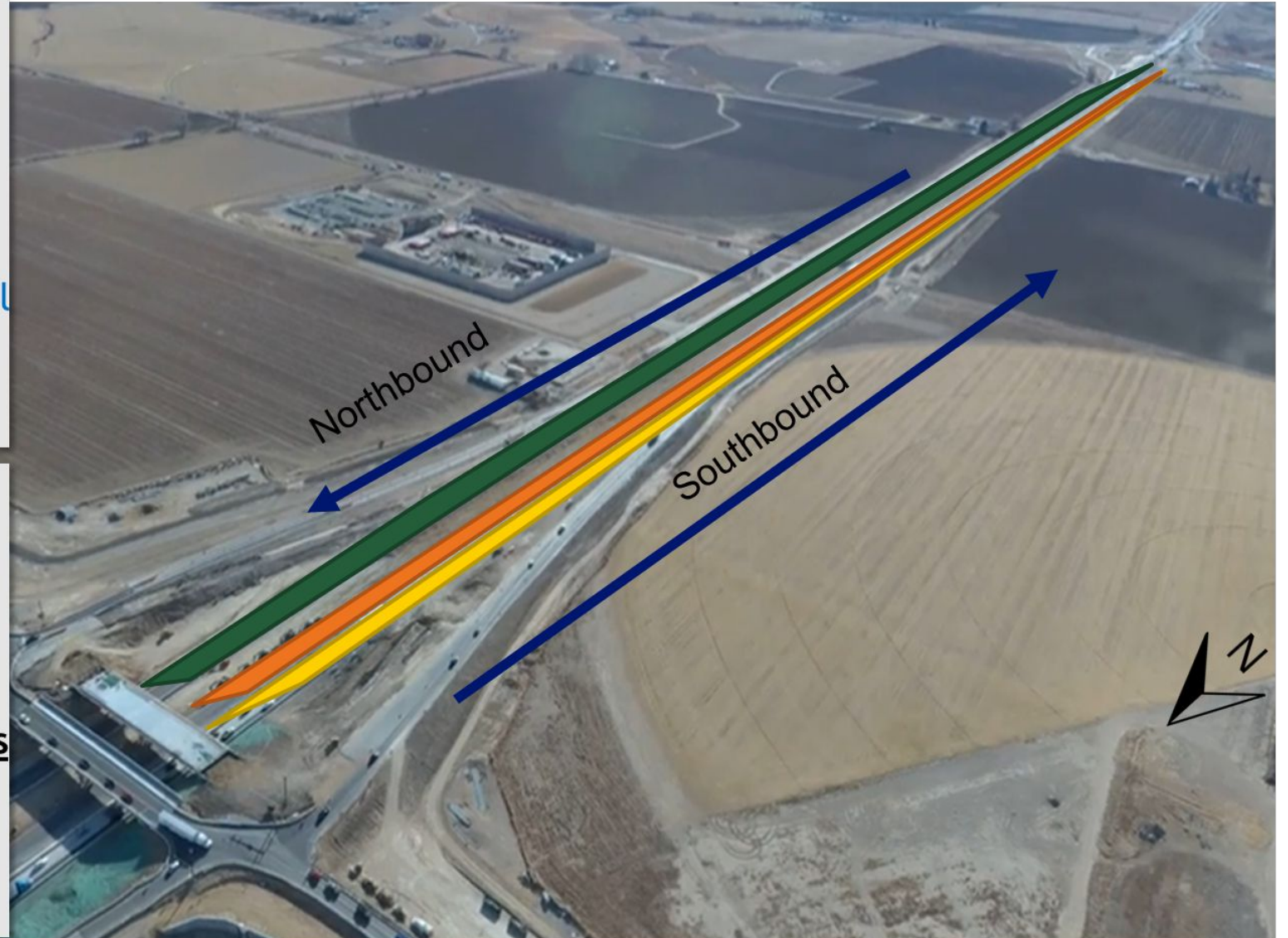
- **Phase 1 - Complete**
- **Phase 2 - Complete**
- Traffic has been shifted to a barrier-separated, head-to-head alignment on the southbound barrel
- **Phase 3 - 2023-construct bridges, widen roadway, and pave**

Other Work

- Design-100% complete
- Utility Relocations-95% complete
- ROW-99% complete

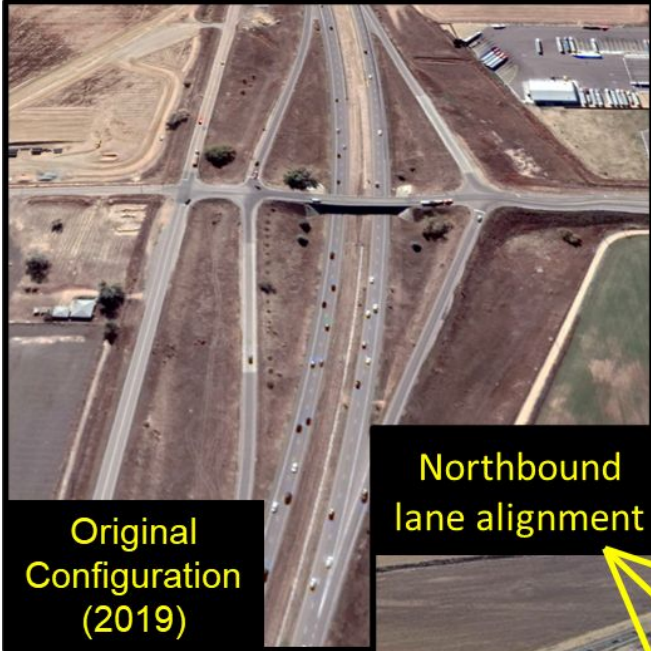
Successful Construction Negotiations

- CP5 CO 60 Bridge Aesthetics
- CP6 Mobility Hub Buildout
- CP 7 LCR 16 roundabout





Segment 6 | Berthoud to Johnstown CO 56 (Berthoud exit) Project Progress



Original Configuration (2019)



Right Before Opening (November 2021)



Final Rendering



Northbound lane alignment

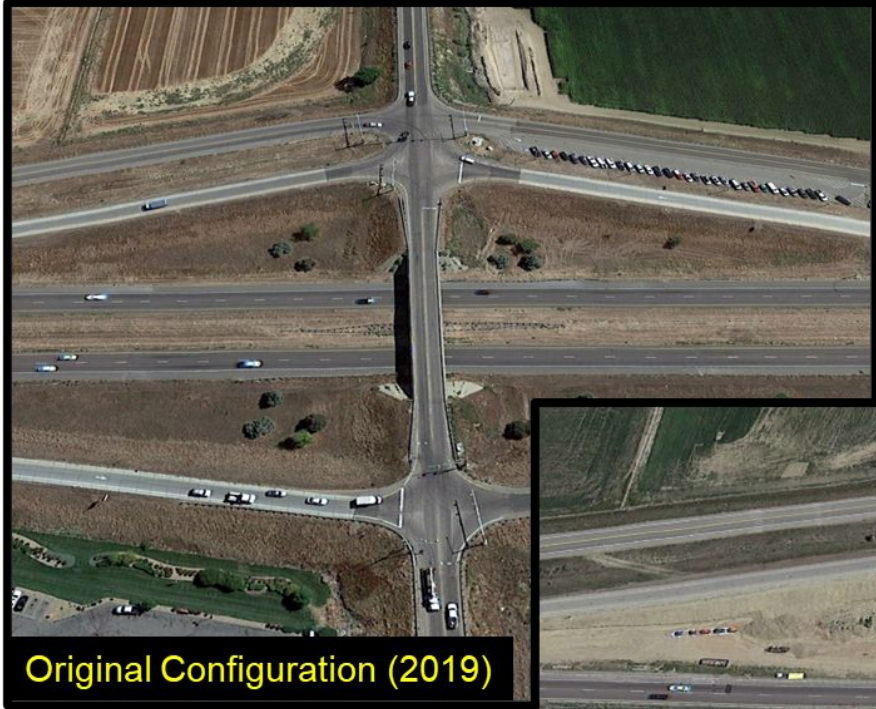
Right Before Closing 114 days (July 2021)



Current Configuration (August 2022)



Segment 6 | Berthoud to Johnstown CO 60 (Johnstown exit) Project Progress



Original Configuration (2019)



Current Configuration (September 2022)



June 2021





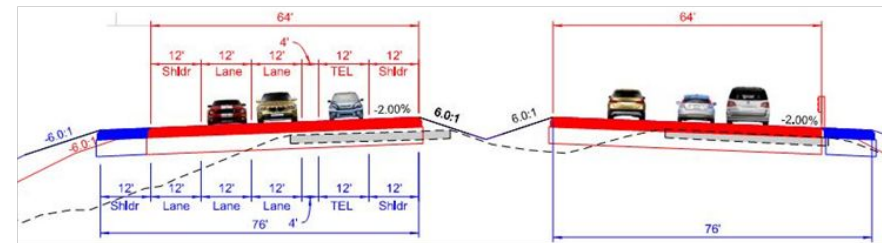
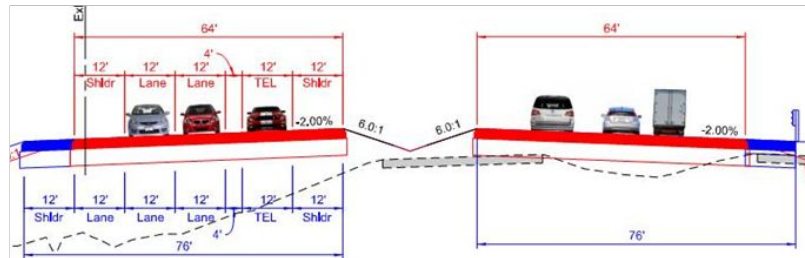
Segment 6 CMGC Project CO 60 (Johnstown exit) Project Progress





Segment 5 | Mead to Berthoud General Scope

- Length is six miles between SH 66 and SH 56 (~MP 243.5 to ~MP 249.5)
- Eight bridges
 - Four road crossings (6 bridges)
 - One GWRR crossing (2 bridges)
- Two box culverts - **North Creek floodplain**
- One tolling location - **~2 miles north of WCR 34**
- ~25 ROW parcels needing right of way (out of possible 61 properties)
- Utilities - **LTWD, gas, irrigation, ditches, fiber, power, etc.**
- Environmental - **11 historic properties, wetlands, water quality ponds**
- SB Climbing lane
 - ~14,000 ft (2.56 miles)
 - Conversion is funding dependent
- Look at closing portions of the East frontage road from Valley Road to SH 66
- Template
 - Standard with 10' inside shoulder
 - Optimized shift
- Within:
 - Two different planning boundaries (DRCOG & NFRMPO)
 - Town of Mead, Town of Berthoud, and Weld County boundaries





Segment 5 | Mead to Berthoud Estimated Project Schedule

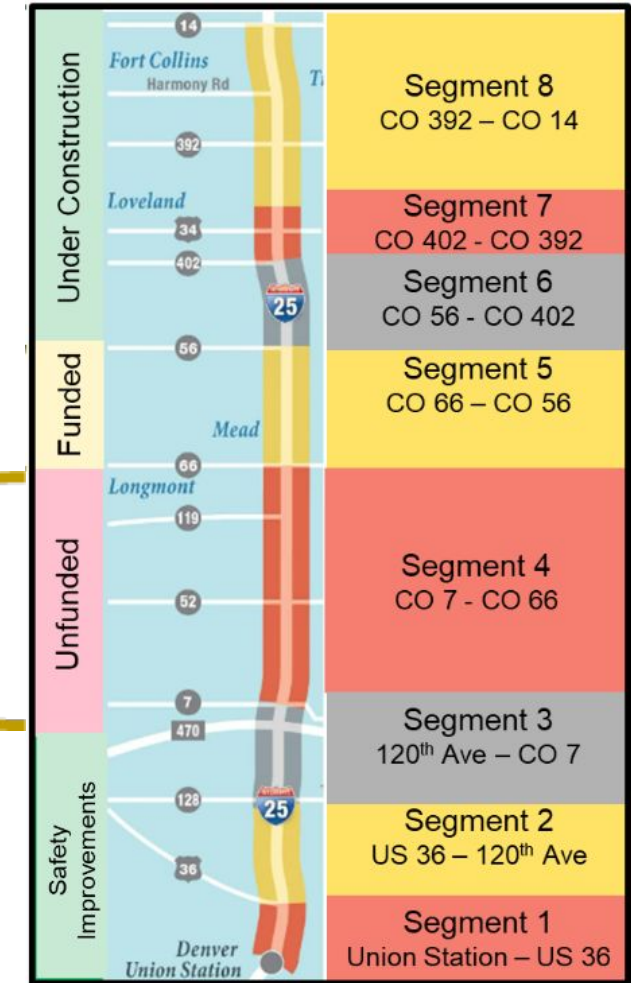
Segment 5 Delivery																									
Year		2023				2024				2025				2026				2027				2028			Total Project Duration
Quarter		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	
Monthly Duration		3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48	51	54	57	60	63	66	69	
CMGC Delivery	Designer Procurement	3	6																						
	CM Procurement	3																							
	Preconstruction			3	6	9	12	15	18	21	24														
	Construction						3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48			

- CDOT is progressing utilities and ROW as much as possible during design procurement phase
- Anticipating needing three full paving seasons
- Time is money (estimating \$1M-\$2M/month add in escalation cost)!
- Determine an aggressive and strategic balance of delivering a **quality** design in a **timely** manner



Segment 4 | Thornton to Mead General Scope

- Add Express Lane to existing template from CO7 to CO66 (14 miles)
- Widen towards the median
- Plans are complete to a 30% design level
- Awaiting funding, estimated construction cost of \$139M (in 2022 dollars)
- Has three GP lanes and highest level safety in corridor





North I-25 Mobility Hub Network



Goal: Bustang Mobility Hub every 7-10 miles, with a phased implementation, as funding allows



- Operational



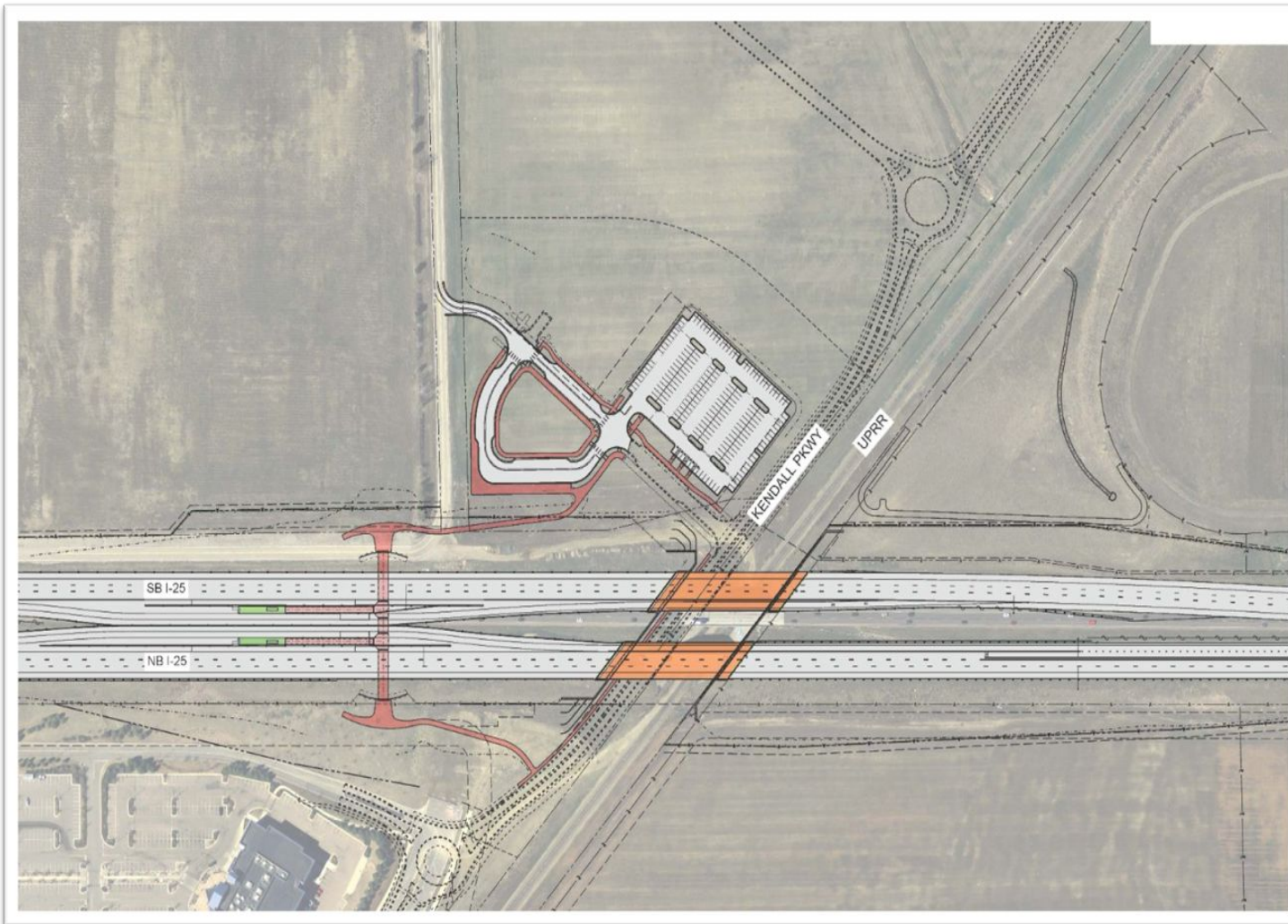
- In Construction, operational in 2024



- In Planning



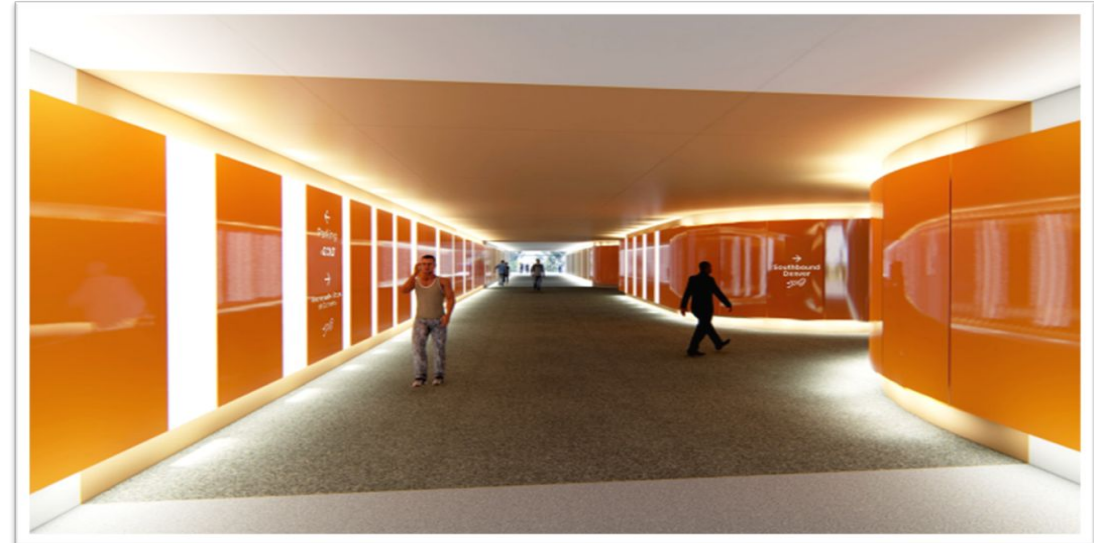
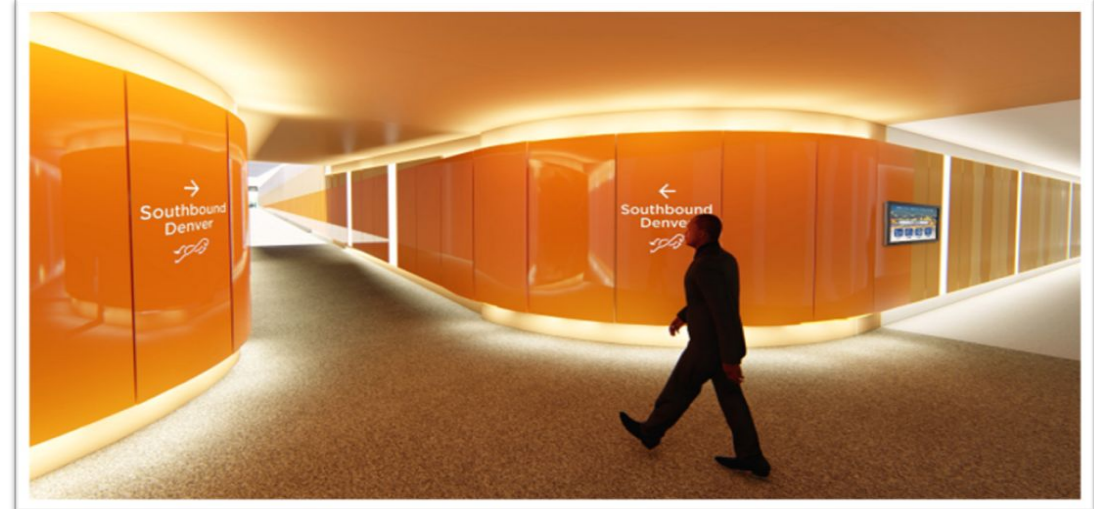
Centerra-Loveland Mobility Hub



- Opening March 11, 2024
- 200 Parking Spaces
- Accommodates both Bustang and Local Bus Services



Centerra-Loveland Mobility Hub





Berthoud Mobility Hub

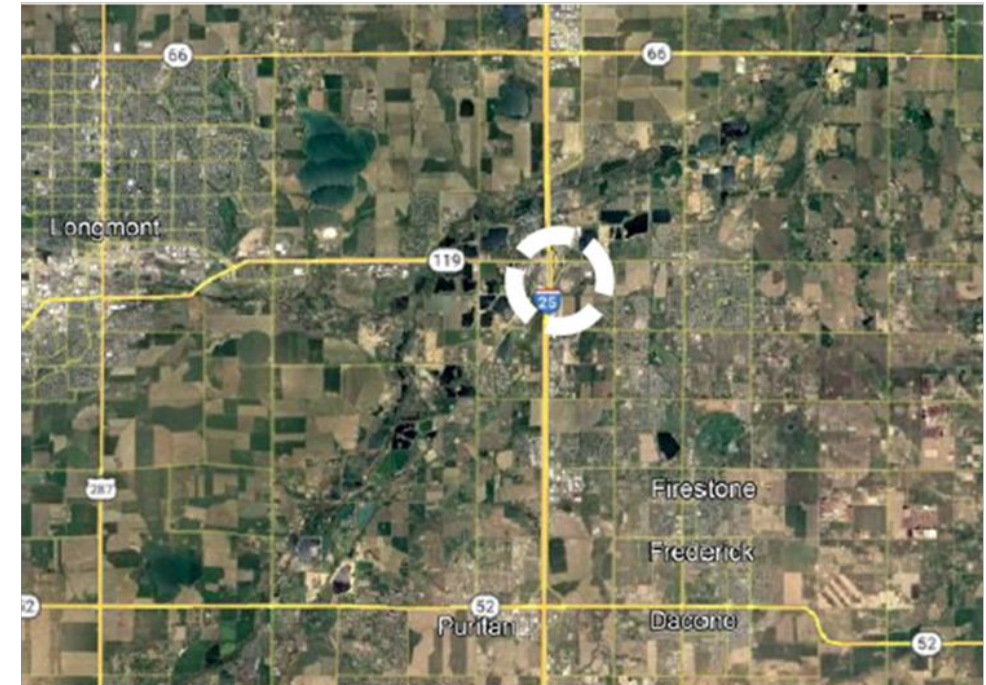
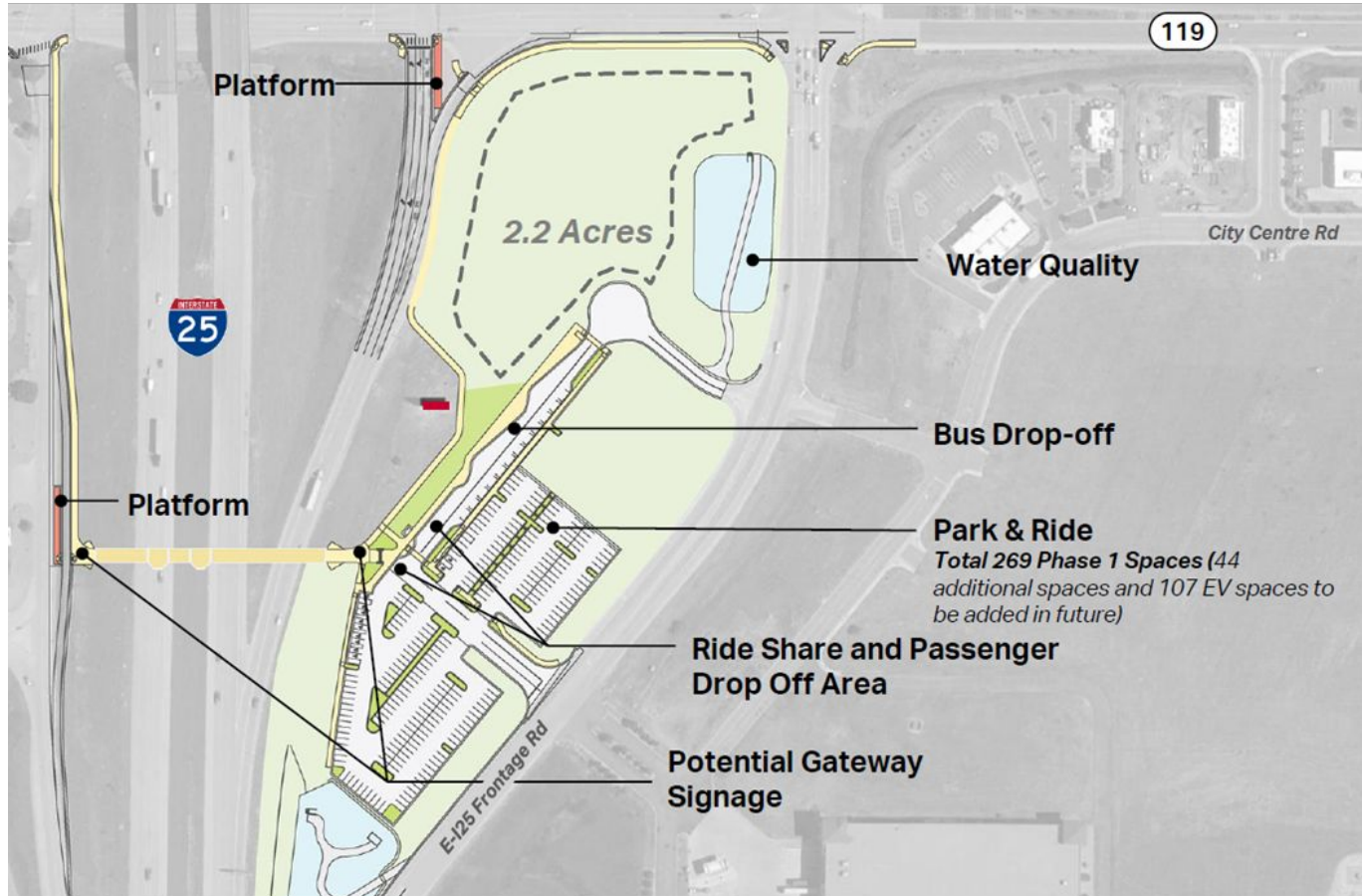
Opening Q1 2024

- 200 total parking spaces
 - 6 Electric Vehicle (EV) charging stations (accommodating 12 spaces)
 - 30 wired spaces to allow for future EV charging stations
 - 450- 900 feet walking distance
- Multimodal design
 - 2 sawtooth bus bays for local connecting transit
 - Short-term parking for car share services
- Infrastructure
 - 2 bus shelters
 - 2 Bike racks
 - Port-a-pottys
 - Trash





Firestone-Longmont Mobility Hub

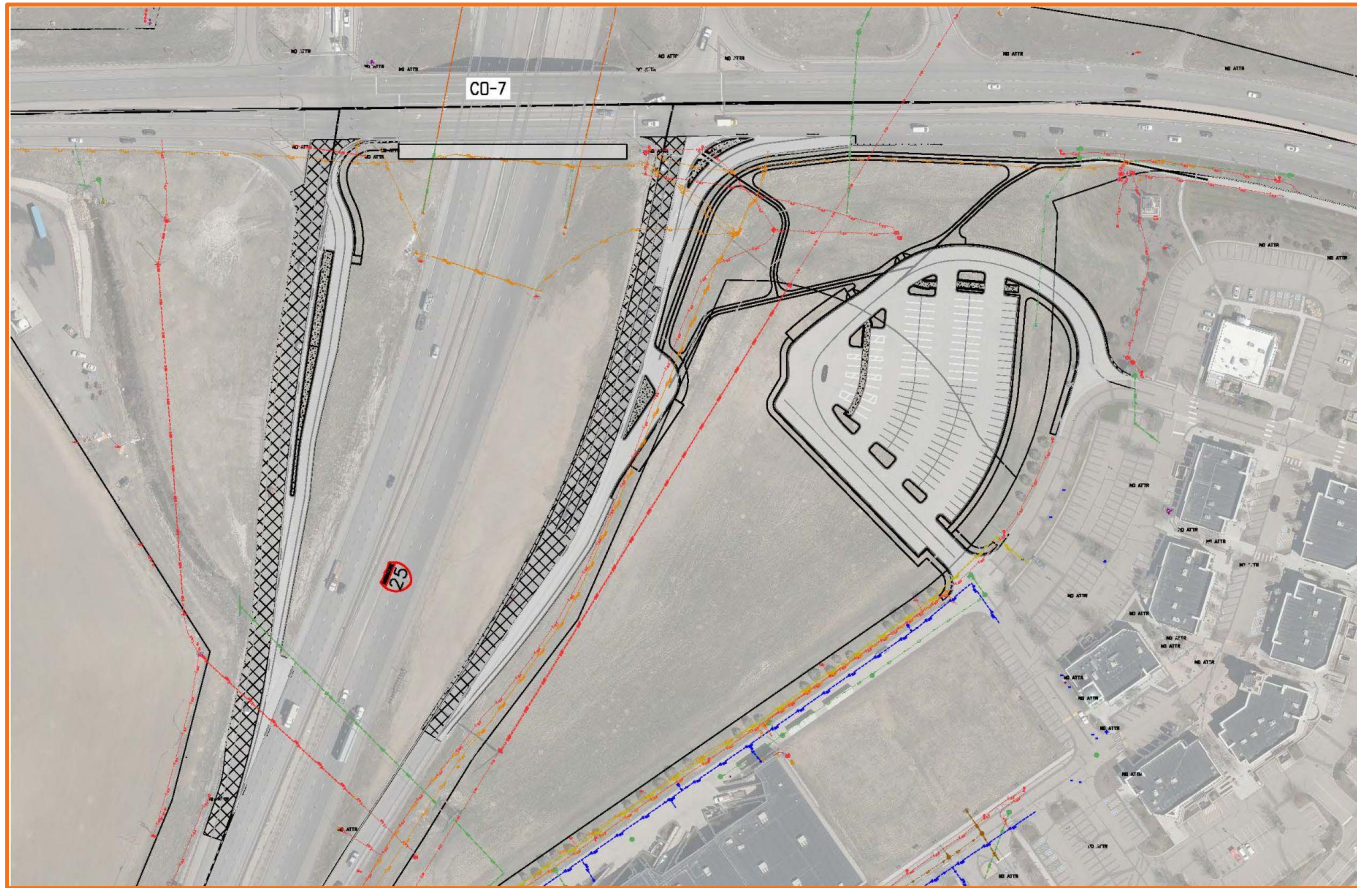


- CO119 and I-25
- Construction Ongoing
- Opening 2024



Region 1

CO 7 Interim Mobility Hub



\$16M Budget:

- Design: \$2.0M (\$1.5M SB267 YR3 + \$500K SB260) Ad December 2023
- Construction: \$12M (SB260) + \$2M (FASTER Safety) Anticipating Mid 2024 construction

What's included:

- Bustang slip ramps (NB off-ramp & SB on-ramp)
- Bus shelters
- Pedestrian Bridge
- Park-n-Ride (Partial build-out of ultimate)
- Sidewalk connectivity
- Signal upgrade
- Other potential items (TBD):
 - Driver Relief Station, bus shelters in Park-n-Ride, etc



Transit & Safety Analysis (US 36 to 104th Ave)

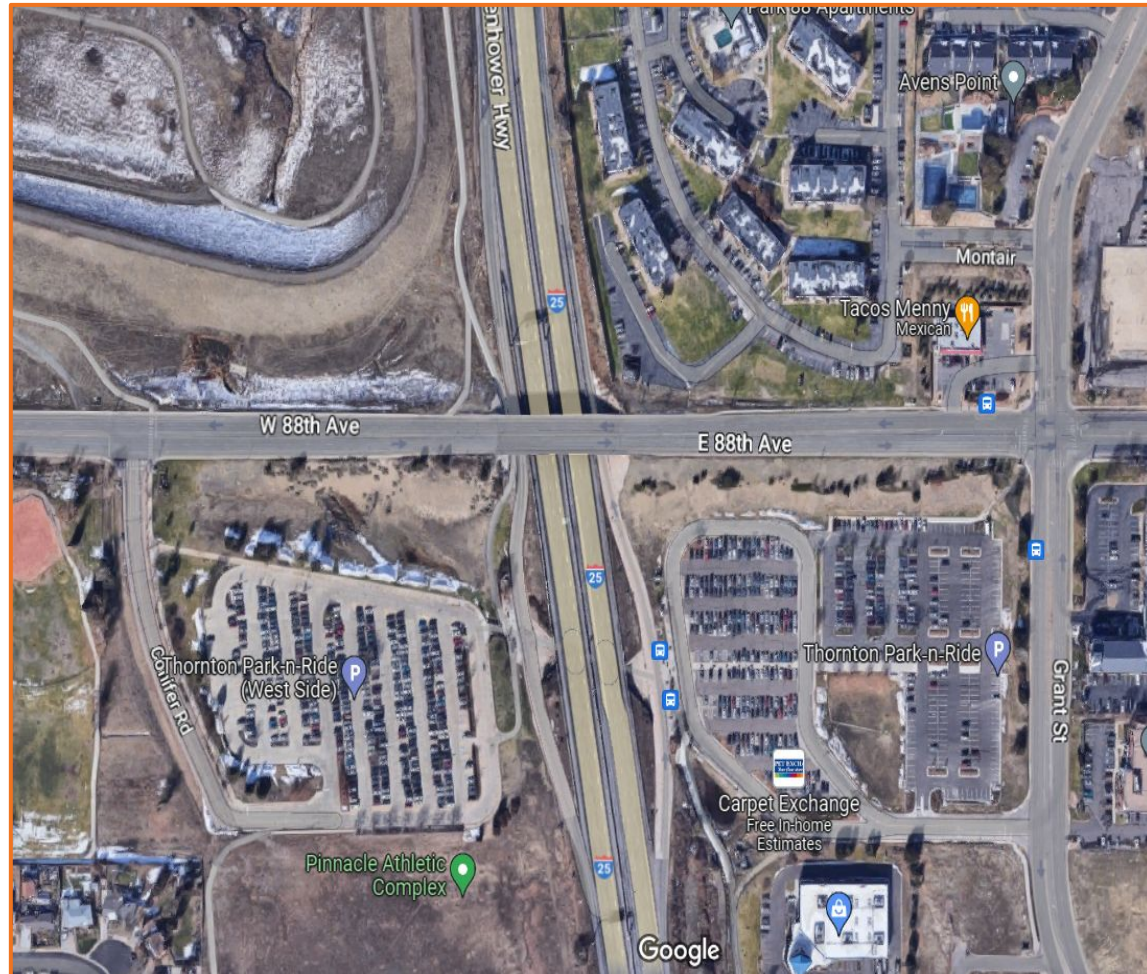
• Analysis:

- To identify and prioritize transit and safety improvements based upon stakeholder input and benefit-cost analysis
- Executive Summary posted; final report in progress

- RFP for NEPA and Design advertised April 20th. Proposals submitted May 18th.

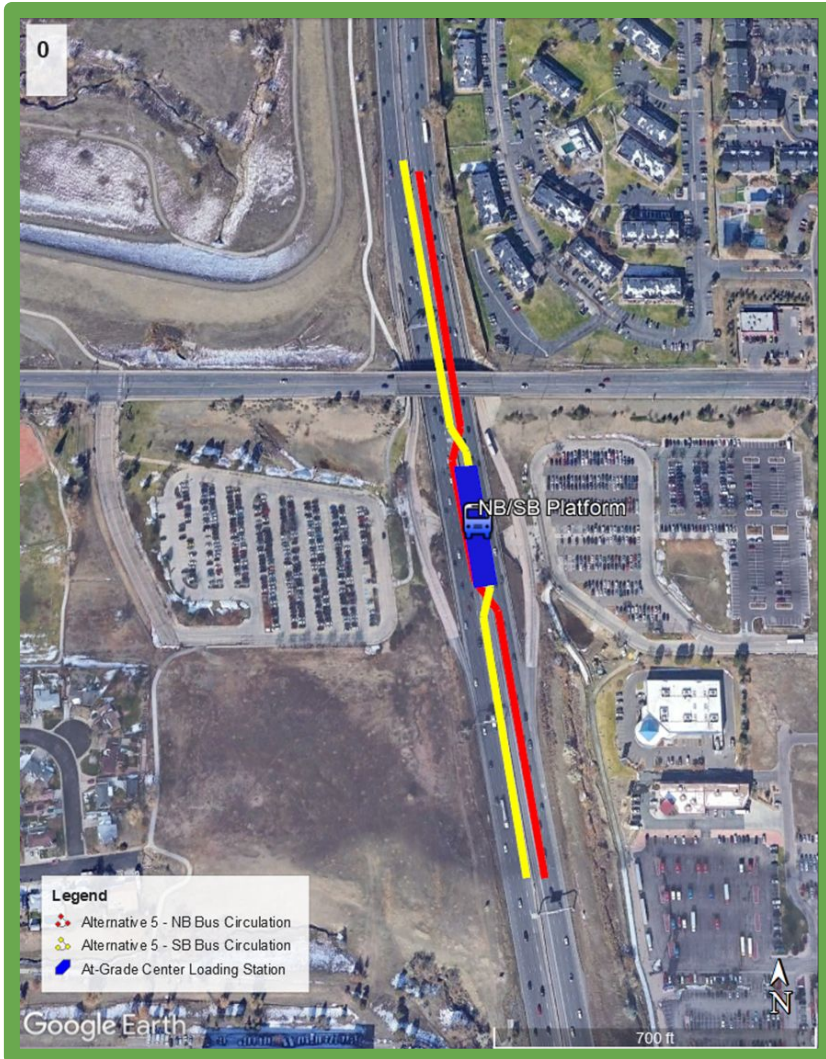
• 10-Year Plan funding

- \$20M available now for PE/NEPA/Final Design
- \$90M available in FY27 for Construction
- Looking for potential toll revenue contributions, grants, and partnerships





US 36 to 104th Ave: Transit Analysis Alternatives





US 36 to 104th Ave Interim Transit Analysis Schedule

CDOT I-25/88th Transit Analysis		2022												2023									
2/15/2023		September			October			November			December			January		February		March		April			
1 PROJECT MANAGEMENT		[Blue bar]																					
2 EXISTING CONDITIONS - Data Gathering and Review					[Green bar]																		
3 SAFETY/TRANSPORTATION ANALYSIS		[Grey bar]																					
4 TRANSIT ALTERNATIVES DEVELOPMENT & SCREENING																							
4.1 Develop Transit Needs and Preliminary Evaluation Criteria					[Orange bar]																		
4.2 LEVEL 1 Analysis - Develop up to 5 Transit Alternatives					[Orange bar]																		
4.3 LEVEL 2 Analysis - Refine Transit Alternatives											[Orange bar]												
4.4 LEVEL 3 Analysis - 10% Conceptual Design & Cost Benefit Analysis														[Orange bar]									
5 CONCEPTUAL TRANSIT DESIGN OF RECOMMENDED ALTERNATIVE																							
6 CONCEPTUAL COST ESTIMATE																							
7 FINAL WHITE PAPER REPORT																		[Green bar]					

Next Steps:

- Review proposals for PE/NEPA/FINAL Design and select consultant
 - July 2023
- Construction is expected to begin FY27



Speer Blvd & 23rd Ave

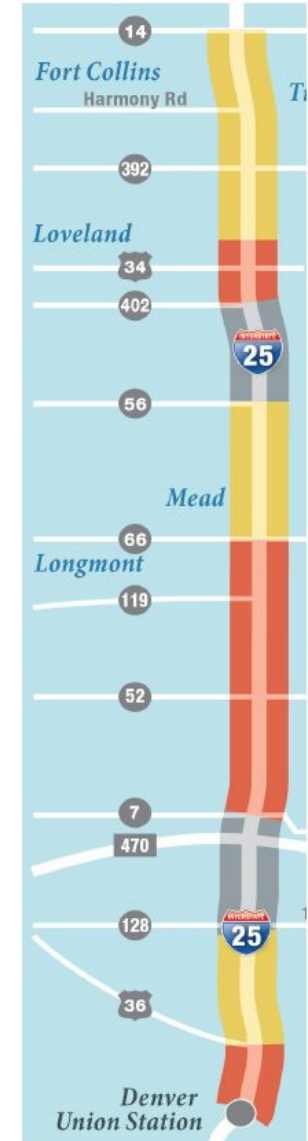
- Scope: Replacement of bridges and possible improvements to safety on I-25 and for bike/ped crossings over I-25. New bridge spans will be long enough to accommodate future flex lanes.
- Status: Needs beyond just bridge replacement and options for possible phases have been detailed in concepts for internal discussions, to determine next steps.
- Cost: \$80-\$200M





Questions

Questions?



ATTACH G

ATTACHMENT G

To: Chair and Members of the Transportation Advisory Committee

From: Emily Kleinfelter, Safety/Regional Vision Zero Planner

Meeting Date	Agenda Category	Agenda Item #
May 22, 2023	Informational Briefing	9

SUBJECT

USDOT Safe Streets and Roads for All Grant Program Overview

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

In November 2021, Congress passed the Bipartisan Infrastructure Law (BIL) which included a new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over the next 5 years. In fiscal year 2023 (FY23), \$1 billion has been appropriated to the SS4A program, with an additional \$177,213,000 in FY 2022 carryover funds set aside for Planning and Demonstration Grants as well as certain eligible safety planning and demonstrative activities that may be included under an Implementation Grant request. For this 2023 NOFO, up to \$1,177,213,000 is available under the SS4A grant program.

Eligible applicants are a metropolitan planning organization (MPO); a political subdivision of a State (e.g., cities, towns, counties, special districts, and similar units of local government); a federally recognized Tribal government; or a multi-jurisdictional group of those eligible entities. In FY 2023, DOT expects to award hundreds of Planning and Demonstration Grants and up to one hundred Implementation Grants.

The FY 2023 Notice of Funding Opportunity incorporates lessons learned from the FY 2022 NOFO, and substantively differs in a few ways:

- Applications are submitted through Valid Eval instead of Grants.gov.
- Updated the definition of an underserved community to be consistent with the Office of Management and Budget (OMB) and DOT definitions of a disadvantaged community designation, which includes:
 - o Any Tribal land;
 - o Any territory or possession of the United States; or
 - o U.S. Census tracts identified in one of the following tools (applicants may select only one option to identify underserved communities):
 - The interim USDOT Equitable Transportation Community Explorer (ETCE);
 - Any subsequent iterations of the ETCE released during the NOFO period; or
 - The Climate and Economic Justice Screening Tool to identify disadvantaged communities.
- Planning and Demonstration Grants replaced Action Plan Grants from FY 2022, with a number of substantive changes throughout the NOFO, including:

- Further clarification of eligible planning and demonstration activities;
 - The expected minimum and maximum award range has changed to \$100,000 to \$10 million;
 - And changed the requirements and allows applicants currently developing a comprehensive safety action plan to request additional funding for planning and demonstration;
- Implementation Grants had the following substantive changes:
- The expected minimum and maximum award range changed to \$2.5 million to \$25 million;
 - Award selection considerations were expanded to include rural areas, whether the applicant is identified as a priority community within the Federal Thriving Communities Network, requests less than \$10 million, and selections that support diversity amongst the award recipients, in addition to project readiness and percent of funds to underserved communities.

Cost Share:

- 80% Federal with a 20% non-federal match
- In-kind contributions allowed.
- **Not more than 15% of funds can be awarded to projects in a single State in a given fiscal year**
- No set-aside for rural areas or other grantee categories

Application Limits:

- For FY23 funding, an eligible applicant will only be able to apply for an Action Plan **OR** an Implementation Grant, but not both.
- An eligible applicant may submit only one application to the funding opportunity. A joint application, which is comprised of a multijurisdictional group of entities that is regional in scope, and an individual application, would count as two separate applications.

Application Deadline:

The deadline for applications is 5:00 p.m. EDT on July 10, 2023. Award announcements are expected to be made by the end of calendar year 2023 or early 2024.

USDOT has also established an SS4A webpage:

<https://www.transportation.gov/grants/SS4A>.

DRCOG staff is interested in starting a conversation at the June TAC meeting to discuss:

1. Forming a regional coalition to apply for an Implementation Grant
2. Understand interest from individual jurisdictions about applying for an Action Plan Grant. For the June TAC meeting, DRCOG staff will request SS4A applicants to submit a form indicating intent to apply as has been done for RAISE grant applications.

PREVIOUS DISCUSSIONS/ACTIONS

TAC – [May 23, 2022](#)

PROPOSED MOTION

N/A

ATTACHMENTS

Staff presentation

ADDITIONAL INFORMATION

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

Safe Streets and Roads for All FY 2023 Grant Program Overview

Transportation Advisory Committee
May 22, 2023

Emily Kleinfelter, Safety/Regional Vision Zero Planner

- Bipartisan Infrastructure Law (BIL) added supplemental funding for transportation safety
 - Established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over the next 5 years
 - Up to \$1 billion available each fiscal year (FY23)
 - An additional \$177,213,000 in FY 2022 carryover funds set aside for Planning and Demonstration Grants as well as certain eligible safety planning and demonstrative activities that may be included under an Implementation Grant request
 - Total FY 23 SS4A grant funding = \$1,177,213,000

- Metropolitan planning organization (MPOs)
- Political subdivision of a State
 - *A unit of government under the authority of State law, including cities, towns, counties, special districts, and similar units of local government*
 - *A transit district, authority, or public benefit corporation if it was created under State law, including transit authorities operated by political subdivisions of a State*
- Federally recognized Tribal government
- Multijurisdictional groups comprised of the entities above

- Joint applicants
 - Are each independently eligible entities
 - Are each party to the grant
- Partners
 - May include additional non-eligible entities (States, private companies, etc.)
 - Are not party to the grant
 - If an eligible applicant is a partner on an application (and not a joint applicant), being a partner on that application does not count as the one application for an eligible applicant

Funding Overview

Grant Type	Political subdivision of a State
Expected Planning & Demonstration Grant Size*	\$100,000 - \$10M
Expected Implementation Grant Size*	\$2.5M - \$25M

**These are expected sizes, and applicants may request more or less funding. There is not a set minimum or maximum funding amount. The Department expects larger funding amounts for MPOs.*

Cost Share/Match

- 80% Federal | 20% Non-federal local Match
- In-kind contributions allowed
- **Not more than 15% of funds can be awarded to projects in a single State in a given fiscal year**
- No set-aside for rural areas or other grantee categories



- Three different types of activities:
 - Develop an Action Plan;
 - Conduct supplemental safety planning to enhance an Action Plan; and
 - Carry out demonstration activities to inform the development of, or an update to, an Action Plan.
- Can either be bundled together into one application, or an applicant may choose to request funding for only one of the activities.
- Applicants may only apply for a single grant type, but both grant types have the option to include Planning and Demonstration projects under them.

- Implementation Grants fund projects and strategies identified in an Action Plan that address roadway safety problems.
- Implementation Grants may also fund supplemental planning and demonstration activities.
- DOT encourages Implementation Grant applicants to include supplemental planning and demonstration activities in their application.

- **July 10, 5:00 P.M. EDT - SS4A Applications due**
- Two rounds of awards for this NOFO:
 - Anticipated October 2023 focused on applications requesting Planning and Demonstration Grants,
 - Anticipated December 2023 round of awards that would encompass Implementation Grants as well as Planning and Demonstration Grant applicants who did not receive funding in the earlier round.



THANK YOU!
QUESTIONS?

Emily Kleinfelter | ekleinfelter@drcog.org