

DRAFT

Broomfield Subregional Forum Meeting Summary

August 24, 2018

8:00 - 10:00 AM

Council Conference Room

1 Descombes Drive

Broomfield, CO 80021

1. Introductions

Broomfield DRCOG Board representative, Councilmember Beacom opened the meeting at 8:05 A.M. as the formational meeting for the DRCOG/ Broomfield Subregional Forum

Present at the meeting:

Broomfield Mayor Ahren, Councilmembers Beacom, Groom, Kreeger, Shaff (arrived later)

DRCOG: Todd Cottrell

CDOT: Andy Stratton, Danny Herrman

RTD: Paul DeRocher

Broomfield Staff: Kevin Standbridge, Tom Schomer, Sarah Grant, Katie Allen

2. Public Comment

Councilmember Beacom called for public comment. No members of the public present.

3. Denver Regional Council of Governments (DRCOG) Presentation

Todd Cottrell gave a presentation about the DRCOG Transportation Improvement Program, background on previous TIP cycles the TIP working group and new TIP program requirements and preparation policy and requirement for the Subregional Forum Formation.

[DRCOG Presentation to Broomfield Subregional Forum](#)

Resource links:

[DRCOG 2020-2023 Transportation Improvement Program \(TIP\)](#)

[Policy on TIP Preparation](#)

Councilmember Shaff had a question about the regional versus subregional criteria and whether or not they were the same.

Mr. Cottrell responded that they could be the same or the Subregional Forum could change the weighting of the criteria or add additional criteria that reflect Broomfield values.

Councilmember Groom had a question about project delays and budgeting issues

Mr. Cottrell responded that the schedule is to keep projects on track and to ensure that the project is moving sufficiently through the process to meet the schedule for reimbursement. Project sponsors typically work with CDOT or RTD agencies to be sure budget is reasonable prior to submittal

Mr. Standbridge asked if a project has ever been delayed to the point of not being reimbursed.

Mr. Cottrell explained that if a project is delayed the project sponsor may make a presentation to DRCOG explaining the reason for the delay. The Board has gotten close to denying reimbursement, but has not denied reimbursement, yet.

4. Initiate Broomfield Subregional Forum

- a. Identify Broomfield Subregional Forum members (including Chair and Vice-Chair)
- b. Establish quorum rules

Councilmember Beacom recommended to initiate the Forum with Mayor Ahrens, Councilmembers Groom, Kreeger, Shaff and Beacom and that with a membership of five, three should be a quorum. Further recommended that Councilmember Beacom as the DRCOG Board representative and Councilmember Groom, the DRCOG Board representative alternate to be the Chair and Vice Chair, respectively.

Mayor Ahrens made motion to accept the recommendation, Councilmember Groom second. The vote passed unanimously.

- c. Governance Structure Document (not required)
Chair Beacom recommended that since a governance structure is not required that the Forum consider whether or not the Forum would like to formalize a governance structure at a subsequent meeting. It was mentioned that [City & County of Denver has created a governance structure](#) and that document can be shared with the group for review. There was consensus that this was an agreeable course of action.
- d. Subcommittee (not required)

Chair Beacom recommended that at this time a formal subcommittee is not created or required and that continue as a working group. Kevin Standbridge mentioned that the group consists of our transportation, engineering, capital programs, senior services as well as invitation for our Transportation Demand Management Organizations. The Forum was agreeable to this recommendation.

- e. Discussion: Identify technical reviewer to the DRCOG project review panel.
Chair Beacom recommended that Sarah Grant should be selected to be the technical reviewer for Broomfield Subregional representation. Sarah Grant accepted the nomination. No objections from the Forum

5. Regional Project Criteria, TIP Projects & Match Requirements

a. SH 7 (Brighton to Boulder) Preliminary & Environmental Engineering

Sarah Grant gave a [presentation](#) summarizing the Regional Call for projects and basic requirements, including a handout for the TIP evaluation criteria and timeline for regional and Subregional Call for projects.

The City & County of Broomfield would be the main applicant and has sought support from Boulder County and Adams County subregions for the corridor.

The SH 7 Preliminary & Environmental Engineering will build off of two PEL's conducted on the corridor and the soon anticipated completion of the East Arapahoe Transportation Plan and has been determined to be the next reasonable phase to enter in consultation with CDOT staff.

Scope: Preliminary Engineering for multimodal transportation improvements recommended in:

- 2014 CDOT SH 7 PEL (US 287 to US 85)
- 2018 Boulder County SH 7 PEL (75th St to US 287)
- East Arapahoe Transportation Plan (Folsom to 75th St)

ROW identification

Utilities identification corridor wide

Environmental issues identification and select clearances

(Study of the Mobility Hub at SH7/I-25 is not a part of this scope)

SH 7 is a rapidly emerging corridor that is expected to grow significantly in the coming years. Growth is planned for each subregion along the corridor, investing now is critically important. The Study will prepare the corridor for new investments if new funding becomes available and support the argument to add SH 7 to the DRCOG FC-RTP for the next call for projects.

Technical staff from the subregions discussed multiple ways to share the cost and landed on a funding match distribution by lane mileage as equitable and fair, but not overly complex way to share in the match.

Funding Agency	Miles	Share of Match	Regional Federal	Sub Regional Federal	Non-Federal
DRCOG			\$5,000,000		
CDOT R1/R4					\$1,000,000
Boulder Subregion	11.75	45%		\$1,342,857	\$447,619
Adams Subregion	10.5	40%		\$1,200,000	\$400,000
Broomfield Subregion	4	15%		\$457,143	\$152,381
Total	26.25	100%	\$5,000,000	\$3,000,000	\$2,000,000

It was discussed that this is based on a 50% match and reminded that Forum that more points could be allocated if that matched leveraged was 60% or more. The Forum was open to considering this and request that Boulder County and Adams County also entertain a greater match, to make the application more competitive. Staff would work up other estimates to bring to the Forums to discuss.

Councilmember Shaff asked a question to clarify non-federal match requirements if we were able to provide an overmatch and if CDOT would provide more funding. Ms. Grant responded that CDOT could not commit more funding and that the non-federal match does not necessarily need to be impacted and subregionals to look to increase federal funding from their subregional shares as match.

Vice Chair Groom asked if the share is reasonable considering that most of the sections in Broomfield have been built, or will be built by developers to standards specified in the plans and suggested that perhaps the other counties may be getting more of a benefit from our contribution.

Mr. Standbridge responded that we see SH 7 as a corridor and that we would like to share in our contributions as improvements made along the corridor outside of Broomfield bring benefit to Broomfield and to the corridor as a whole.

Councilmember Kreeger asked if we could use our local funds instead of our subregional federal funds to contribute. Staff responded that it was possible but then that local funding would then become federalized and that we would need some discussion on what makes the most sense. Mr. Cottrell confirmed that we could later amend the funding source of Broomfield contribution but we would have to commit funding by the grant deadline to be competitive for the funding request.

Mr. Standbridge also clarified that since funding would not be available until October 2019 that we would be looking to Broomfield budget year 2020 and beyond for budgeting matching funds.

Mayor Ahrens noted the years of work staff on corridor have invested in planning and study as well as the collaborative efforts being made across agencies, was supportive of the project application.

Consensus from the Forum was to move forward with the application and in a subsequent meeting, prior to submittal to reconvene on whether Broomfield would use subregional fund or local funds and whether and understand if overmatch is agreeable to our our subregional partners.

b. US 36 Bikeway Realignment & Safety Project

Ms. Grant presented the US 36 Bikeway Safety and Realignment project that staff is considering a submittal. Improve safety issues on US 36 Bikeway through Frank Varra park vicinity by standardizing the width of the path from 8' to 12' where feasible and realigning the path to resolve challenging safety issues that are difficult to mitigate such as a naturally occurring springs, moss growth, and winter icing due to shading. Project will also improve conditions in the vicinity of US 36 westbound onramp and approaches to Interlocken Loop underpass area. The proposed alignment would take a northern alignment, close to and within the CDOT ROW for portions of the alignment and provide a more direct route for US 36 Bikeway commuters. The existing 8' path would be retained but a new alignment would encourage path users to use a more direct and safer route through all seasons.

Ms. Grant continued that both our Capital Programs and Public Works maintenance staff have been working over the last year to mitigate issues along the path, for safety due to the increase in usership in that area due to the completion of the US 36 Bikeway including concrete replacement, moss scrubbing, installation of cross drains and reducing landscape irrigation on both City/County property and the Flatiron Crossing property. Public Works staff has identified the ultimate resolution is to realign the path for the majority of Bikeway users.

Councilmember Shaff had a question about the eligibility of the US 36 Bikeway. Ms. Grant confirmed that the path is considered a regional bikeway according to DRCOG's TIP eligible regional bicycle corridors and is also identified in Bromfield local plans as regional facility.

Mr. DeRocher had a question about a northern alignment on the northside of US 36 and suggested a connection from Superior (north side of the US westbound ramp) to Via Varra via the underpass at Interlocken Loop/Northwest Parkway.

Mr. Standbridge responded that it is in our plans to make this connection but we do not own the property and at this time, waiting for a development proposal to assist us with making this connection. Ms Grant added that the connection is critical for regional connectivity and route options, but the focus of this project is to improve conditions of the US 36 Bikeway mainline and that to reroute the US 36 Bikeway to Via Varra and the Flatiron Station would be circuitous.

Councilmember Kreeger has questions about funds that had been recently approved for the US 36 Bikeway improvements in the area. Staff responded and confirmed some of the programmed funds went to the previously describes maintenance improvements and that there are sloughing issues on the sides of the trail and since we plan to retain the path alignment as an alternative, the sloughing needs to be addressed.

Councilmember Shaff had a question about how much the project would cost and how much would Broomfield use from the subregional share and local match.

Ms. Grant responded that staff is currently working on cost updates and will bring back more refined budget at the next meeting, but estimates around \$1 million for example purposes. To meet the minimum required would be 50% or \$500,000 request, \$500,000 match with a minimum of 30% or \$300,000 from the subregional share and 20% or \$200,000 non-federal match.

Consensus was that this was a good project but that the Forum would need to see a better estimate of project cost, and need to understand if the project scale is worth federalizing. Staff will bring back cost estimates and recommendation for the Forum to consider.

6. Regional Projects: Inter-subregional Support Requests

Ms. Grant shared that the only intersubregional request is from Boulder County subregion

to support US 287 planning for corridor multimodal improvements as the first phase of implementing a NAMS (North Area Mobility Study -2014) corridor priority. At this time unaware if a funding support is requested, at minimum a letter of support. Ms. Grant will bring more details regarding the project and request at the next meeting and a letter for the Forum to consider.

7. Subregional Project Criteria & Potential Projects

Ms. Grant reiterated from the DRCOG presentation that for the Subregional Call for Projects which are anticipated to begin in late January and close mid-March that the Forum may choose to use the adopted TIP application criteria or may chose to change the weighting or add criteria.

Ms. Grant introduce project types to consider for the Subregional including supporting local transit service expansion, first and final mile projects, TDM programs & partnership efforts. Grade separations, corridor improvements, studies and consider support for implementation of FasTracks Northwest Rail and Broomfield Park N Ride.

Further discussion on this topic will be in subsequent meetings with the Forum, with request to begin considering if the criteria should be added and/or weighted differently.

8. Closing / Adjourn

Discussion to set the next meeting. Vice-Chair Groom recommended that multiple meetings should be scheduled immediately so members can plan schedules accordingly to be present. There was consensus around a monthly meeting to set the pace for discussions to submit for the subregional applications. The City Manager's Office will coordinate with Forum members on dates, with a recommendation that the next meeting be set for the week of September 10th and subsequent meetings to be held in the first or second week of the month.

Chair Beacom acknowledged that the 120th Avenue connection project was made possible by the DRCOG TIP funding process and CDOT's effort to design and construct the project. The Grand Opening will be on September 7th. Broomfield appreciates the efforts and collaborations between agencies that made this project happen. Additionally, the DRCOG dual-model TIP process is breaking new ground and hopefully a new model for other Metropolitan Planning Organizations across the nation, if we are successful. Acknowledges the extraordinary efforts by DRCOG staff to hear and respond to the members of the DRCOG Board to revamp the TIP process with local staff and the Board over the last 3 years. The Broomfield Subregional Forum thanks DRCOG, CDOT and RTD for attending and welcome any feedback for our Forum or on proposed projects.

Meeting Adjourned at 10:02 AM