

AGENDA
TRANSPORTATION ADVISORY COMMITTEE
Monday, June 27, 2022, 1:30 p.m.
VIDEO/WEB CONFERENCE - via Zoom

1. Call to Order
2. Public Comment
3. May 23, 2022 TAC Meeting and June 13, 2022 TAC Work Session Summaries
(Attachment A)

ACTION ITEMS

4. Transportation Improvement Program (TIP) Policy Amendments
(Attachment B) Josh Schwenk, Transportation Planner

INFORMATIONAL BRIEFINGS

5. 2050 Regional Transportation Plan Greenhouse Gas Update & CDOT 10-Year Plan Update
Jacob Riger, Manager, Long Range Transportation Planning & Jordan Rudel, Planning & Program Management, CDOT Region 1
**Materials for this item will be distributed prior to the meeting*
6. Safe Streets and Roads for All Grant Program Overview
(Attachment C) Emily Kleinfelter, Safety/Regional Vision Zero Planner
7. TAC Guidelines Update
(Attachment D) Matthew Helfant, Senior Transportation Planner

ADMINISTRATIVE ITEMS

8. Member Comment/Other Matters
 - AMP Working Group update
9. Next Meeting – July 25, 2022
10. 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**

Monday, May 23, 2022

Meeting held in person with a remote option for public

MEMBERS (OR VOTING ALTERNATES) PRESENT:

Kent Moorman	Adams County – City of Thornton
Ron Papsdorf	Denver Regional Council of Governments
David Gaspers	Denver, City & County
Bryan Weimer	Arapahoe County
Jeff Dankenbring	Arapahoe County – City of Centennial
Phil Greenwald	Boulder County – City of Longmont
Jean Sanson (Alternate)	Boulder, City & County
Steve Durian (Chair)	Jefferson County
Sarah Grant (Vice-Chair)	Broomfield, City & County
Kevin Ash	Weld County – City of Frederick
Chris Quinn (Alternate)	Regional Transportation District
Chris Hudson (Alternate)	Douglas County – Town of Parker
Carson Priest	TDM/Non-Motorized Special Interest Seat
Hilary Simmons	Senior Special Interest Seat
Wally Weart	Freight Special Interest Seat
Lisa Nguyen (Alternate)	Aviation Special Interest Seat
Jessica Myklebust	CDOT R1
Marissa Gaughan (Alternate)	CDOT DTD
Jim Eussen (Alternate)	CDOT R4

OTHERS PRESENT:

Christopher Montoya (Alternate)	Adams County – City of Brighton
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Public: JoAnn Mattson, Chris Chovan, Jordan Rudel, Allison Cutting, Lauren Pulver, Ted Heyd, Rachel Hultin, Bryan Metzger, Art Griffith, Danny Herrmann, Elliot Sulsky, Frank Bruno, Holly Buck, Jessica Ferko, Theresa Takushi, Ken Johnstone, Kim Kinnison, Koudouss Makara, Larry Nimmo, Jacob Kershner, William Johnson, Marlin McDaniel, Mac Callison, Mike Whiteaker, Natalie Shishido, Nathaniel Minor, Zeke Lynch

DRCOG staff: Steve Cook, Zach Feldman, Cam Kennedy, Josh Schwenk, Robert Spotts Emily Lindsey, Sang Gu Lee, Matthew Helfant, Todd Cottrell, Jacob Riger, Alvan-Bidal Sanchez, Andy Taylor, Emily Kleinfelter, Melissa Adamson, Lawrence Tilong, Chuck Vigil, Tim Feld

Call to Order

Chair Steve Durian called the meeting to order at 1:30 p.m.

Public Comment

There was no public comment.

Summary of the April 25, 2022 TAC meeting

The summary was accepted.

ACTION ITEMS

Federal Performance Targets

Alvan-Bidal Sanchez, Transportation Planner, was joined by William Johnson, CDOT Performance and Asset Management Branch within the Division of Transportation Development. They informed the TAC that federal law requires State DOTs and MPOs to set targets and report on progress towards achieving the targets for several performance areas in support of a performance-based approach to transportation planning and programming. These areas include safety, infrastructure condition (pavement and bridge), system performance, transit asset management, and transit safety.

The traffic congestion targets, and on-road mobile source emissions targets are two subparts of the broader PM₃: system performance area. DRCOG established a 2040 performance measure target in Metro Vision of 35% non-single occupant vehicle mode share to work and has a performance measure target addressing daily person delay per capita by 2040. Combined with CDOT modeling work done through CATCH Intelligence, this was used as the basis for setting the two-year and four-year targets. Federal guidance encourages targets to be realistic and achievable. DRCOG is required to set targets for the MPO Planning Area for applicable pollutants. DRCOG has built on methodology developed by CDOT to calculate the DRCOG portion of each pollutant and set two-year and four-year targets.\

Ms. Jean Sanson inquired about the UZA requirement and asked if DRCOG was only required to look at large urban areas. Mr. Sanchez confirmed smaller UZAs under 200,000 fall below the federal threshold to set targets for those areas. Ms. Sanson followed up by inquiring about targets for 2040 and Mr. Sanchez confirmed there is an improved air quality section based on projects that are only CMAQ funded.

Vice-Chair Sarah Grant MOVED to recommend to the Regional Transportation Committee the traffic congestion reduction and on-road mobile source emissions reduction targets for the Denver-Aurora, CO Urbanized Area. The motion was seconded and passed unanimously.

INFORMATIONAL BRIEFINGS

2050 Regional Transportation Plan Greenhouse Gas Update

Jacob Riger, Manager, Long Range Transportation Planning reported that based on the modeling and technical analysis conducted, staff estimates the 2050 RTP will achieve approximately 70%-80% of the emission reduction targets in each staging year by first quantifying the programmatic investments including in the adopted 2050 RTP but not previously modeled or estimated at the time of plan adoption. Second, by accounting for increases in telework rates that occurred since the GHG baseline was established.

To achieve further reductions, staff has been testing the potential GHG benefits of strategic modifications to the 2050 RTP's fiscally constrained project and program investment mix. However, implementing these important strategies will still leave a GHG reduction gap to close. Staff is exploring two additional strategies. DRCOG staff are currently analyzing and estimating opportunities available for mitigation measures relating to parking requirements or zoning-related density increases near rapid transit station areas in the region.

The alternative to mitigation measures is accepting restrictions on the use of certain federal funds administered by DRCOG within the DRCOG MPO area to only projects allowed by the

GHG rule. This restriction of federal funds would affect project eligibility for DRCOG's 2024-2027 TIP calls #3 and #4 in late 2022 and early 2023.

Mr. Papsdorf added that restrictions would not just be limited to DRCOG funds but would also restrict CDOT's use of 10-year-plan funds to only projects that would reduce GHG emissions. Mr. Kent Moorman mentioned his city of Thornton recently finished its Transportation and Mobility Master Plan (TMMP) and was curious if its roadway development of reducing lanes could be incorporated into the plan and Mr. Riger confirmed it could be. Mr. Bryan Weimer was asked how a potential recession could affect the model for land use adjustments. Mr. Riger responded that based on recent data and the anticipated near term-future of the model, the 30-year forecast does account for changes in economic lifecycles.

When asked about the massive density increase in the region and how it is outpacing estimates, Zach Feldman, Manager of Data Analytics, mentioned new data did show an increase in more large-scale apartment developments than originally anticipated. Mr. Phil Greenwald asked how the mitigation measures will be paid for. Mr. Riger responded that the mitigation measures aren't necessarily something that is paid for but a list of things the region would commit to doing. Mr. Papsdorf mentioned that DRCOG is looking for ways to increase our planned multimodal investments such as accelerating BRT corridors and changing the investments in the plan in step three so hopefully the region won't need to use mitigation measures.

Mr. Weimer inquired if GHG emissions could be applied to individual projects in the TIP. Mr. Papsdorf responded there is a Board-adopted policy for how the TIP is developed and an assessment of the impact on air quality, air pollution, and greenhouse gas emissions. However, there are no project-by-project evaluations. Mr. Riger included that the RTP will be amended and revised by October 1 in compliance with the GHG rule.

Vice-Chair Sarah Grant mentioned it looks like we are heading towards a mitigation action plan before TIP calls three and four and was wondering what happens then? Mr. Riger stated that if we go that way, the mitigation action plan will be part of the revised plan for the TIP. Regarding if we have to adopt a mitigation action plan if that changed the timeline for TIP Calls three and four and Mr. Papsdorf responded that we don't know at this time. Mr. Moorman asked who would oversee the tracking of the mitigation action plan and Mr. Riger mentioned it would be a collaborative effort to track the measures.

Ms. Sanson wondered if the list of mitigation measures the Transportation Commission reviewed last week is the same list and related policies that DRCOG is suggesting. Mr. Papsdorf mentioned the policies aren't entirely the same, DRCOG isn't restricted by the list crafted by the Transportation Commission but if we demonstrate and show our suggestions are beneficial and if the commission agrees those suggestions can be implemented as well.

Complete Streets Network Prioritization Analysis

Emily Kleinfelter, Safety/Regional Vision Zero Planner, informed the committee that DRCOG developed a Regional Complete Streets Toolkit that provides guidance for local governments and project sponsors to plan, design, and implement. The Infrastructure Investment and Jobs Act (IIJA) requires development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street. To follow the directive, DRCOG extended the contract with Toole Design to execute a prioritization analysis that identifies segments and locations worthy of investments that address safety,

mobility, and accessibility. The Toolkit is intended to assist project sponsors in developing multimodal projects for the 2024-2027 TIP that help implement the 2050 RTP project and program investment priorities and the Metro Vision Plan's outcomes and objectives.

Mr. Moorman and Ms. Sanson both commented on how beneficial the Toolkit could be to assist with TIP discussions and applications. Mr. Greenwald asked if it would have any impact on the current TIP. Mr. Papsdorf responded that it wouldn't impact in terms of scoring, but it can be useful to jurisdictions to identify future projects.

Infrastructure Investment and Jobs Act Grant Programs Update

Ron Papsdorf, Division Director, Transportation Planning and Operations, presented to the committee that the Infrastructure Investment and Jobs Act includes \$550 billion in new investments for all modes of transportation, water, power and energy, environmental remediation, public lands, broadband, and resilience. Relevant to TAC are the highway-related discretionary (competitive) grant programs included in the BIL and anticipated schedules for the release of Notices of Funding Opportunity (NOFO).

Vice-Chair Grant asked if individual communities needed a Safety Action Plan to apply or if DRCOG could cover the region due to the Vision Zero plan. Mr. Papsdorf mentioned if there is a regional approach and a regional application then it could fit under the Vision Zero plan.

ADMINISTRATIVE ITEMS

Member Comment/Other Matters

- AMP Working Group update

Carson Priest, TDM/Non-Motorized Special Interest Seat, informed the committee that earlier this month, the AMP discussed the Regional Mobility Data Platform Concept White Paper and discussed roles, responsibilities, and expectations from the draft.

Next Meeting – June 27, 2022 (in person at the DRCOG office)

Adjournment

There were no additional comments from members. The meeting adjourned at 3:04 p.m.

ATTACHMENT A

MEETING SUMMARY

TRANSPORTATION ADVISORY COMMITTEE WORK SESSION

Monday, June 13, 2022

Meeting held virtually via Zoom

MEMBERS (OR VOTING ALTERNATES) PRESENT:

Kent Moorman	Adams County – City of Thornton
Ron Papsdorf	Denver Regional Council of Governments
David Gaspers	Denver, City & County
Justin Begley	Denver, City & County
Art Griffith	Douglas County
Bryan Weimer	Arapahoe County
Jeff Dankenbring	Arapahoe County – City of Centennial
Phil Greenwald	Boulder County – City of Longmont
Alex Hyde-Wright	Boulder County
Steve Durian (Chair)	Jefferson County
Sarah Grant (Vice-Chair)	Broomfield, City & County
Kevin Ash	Weld County – City of Frederick
Bill Sirois	Regional Transportation District
Fred Rollenhagen (Alternate)	Non-MPO Area
Chris Hudson (Alternate)	Douglas County – Town of Parker
Carson Priest	TDM/Non-Motorized Special Interest Seat
Hilary Simmons	Senior Special Interest Seat
Wally Weart	Freight Special Interest Seat
Rick Pilgrim	Environment Special Interest Seat
Frank Bruno	Non-RTD Transit Special Interest Seat
George Hohlacov (Alternate)	Aviation Special Interest Seat

OTHERS PRESENT:

Christopher Montoya (Alternate)	Adams County – City of Brighton
Tom Reiff (Alternate)	Douglas County – Town of Castle Rock
Jean Sanson (Alternate)	Boulder, City & County
Ken Johnstone (Alternate)	Jefferson County – City of Wheat Ridge
Mac Callison (Alternate)	Arapahoe County – City of Aurora

Public: Chris Chovan, Evan Pinkham, Jane Boand, Larry Mugler, Libba Rollins, Lisa Nguyen, Peter Hadley, Rachel Hultin, Thomas Easley, Wayne Chuang, Brian Metzger

DRCOG staff: Steve Cook, Cam Kennedy, Robert Spotts, Emily Lindsey, Sang Gu Lee, Matthew Helfant, Todd Cottrell, Jacob Riger, Andy Taylor, Emily Kleinfelter, Melissa Adamson, Ala Alnawaiseh, Sheila Lynch

Call to Order

Chair Steve Durian called the meeting to order at 1:30 p.m.

Public Comment

A comment was provided via email by Marie Venner which encouraged TAC to redirect funding towards reducing car dependency and creating a safer, more inclusive transportation network for people of all ages and abilities.

INFORMATIONAL BRIEFING

2050 Regional Transportation Plan Greenhouse Gas Review Update

Jacob Riger, Manager, Long Range Transportation Planning, and Andy Taylor, Manager, Regional Planning & Analytics reported to the committee that based on the mix of GHG-reduction strategies tested so far for the 2050 RTP, staff estimates the 2050 RTP will achieve approximately 70%-80% of the emission reduction targets in each analysis year (e.g., 820,000 MMT for 2030) as required by the state GHG rule. Staff anticipates that with adjusted land use forecasts based on recent observations the 2050 RTP will reach approximately 85%-88% of the emission reduction target for 2030. The analyses for 2040 and 2050 have not yet been completed.

Staff has been exploring the use of CDOT-defined mitigation measures in order to address the remaining gap toward achieving the prescribed GHG reduction levels for the RTP. Mr. Riger and Mr. Taylor provided a presentation on potential mitigation measures under consideration.

Mr. Mac Callison inquired about the reduction of VMT based on near-term land use adjustments and that relationship to GHG. Mr. Robert Spotts mentioned there is a strong correlation, but they are not linear. Mr. Alex Hyde-Wright inquired about step three for reducing GHG and what refocusing the scope of some road capacity projects would look like. Mr. Riger responded that this would apply to both DRCOG and CDOT-funded projects and would involve having conversations with project sponsors around multimodal projects.

Mr. Kent Moorman mentioned several communities recently updated their transportation plans and was wondering if those developments had been incorporated into the modeling. Mr. Riger replied that if a community has updated its plan and asked for changes to the 2050 RTP then the new plan will be incorporated into the analysis during the cycle amendments. Mr. Bryan Weimer asked about the differences between DRCOG analysis and the demographics from the State Demography Office. He was curious about the difference for Arapahoe County. Mr. Taylor mentioned there could be a range of factors, including new datasets, rates of change, and increased levels of development. He mentioned that DRCOG will coordinate with the State Demography Office to understand why we see different estimates.

Mr. Weimer asked if we implement a mitigation action plan to close the gap, would that mean we would not have to make other project changes in the 2050 RTP. Mr. Riger responded we need to do other actions in the plan first before proceeding to mitigations, if that is necessary. Mr. Moorman mentioned if this needs to be a one size fits all approach to the mitigation measures and Mr. Riger answered we are not looking at specific jurisdictions but analyzing from a regional perspective.

Mr. Hyde-Wright questioned if we would need a plan for mitigation measures in place before TIP Call #3 and Mr. Riger confirmed that is correct and will need to be adopted by the Board this upcoming September. Mr. Ron Papsdorf added that if the Board does approve a Mitigation Action Plan it does not commit any specific jurisdiction to take any specific action. However, as a region, we acknowledge that we need to work together to solve GHG emissions. Mr. Papsdorf also noted if the Board does approve a Mitigation Action Plan, then DRCOG will have to report

annually to the Transportation Committee on progress, and if sufficient progress is not being made, we may need to reevaluate the mitigation measures.

Mr. Justin Begley discussed projects and policy and inquired about how much of the mitigation measure policies have or could be modeled. Mr. Riger responded that what has previously been discussed at TAC has been about things that have been, or could be, included in our model. The mitigation measures staff are evaluating are not in the model and are more policy-oriented. We can still calculate the measures in an off-model environment, so we still provide the results but using different methods based on the type of strategy needed.

Mr. Rick Pilgrim commended the concept of the improvement/land value (I/L) ratio and mentioned underutilized properties could be encouraged to intensify their use since there is also private sector interest in this. Mr. Pilgrim also inquired about fleet mix with Mr. Spotts responding that since this rule focuses on transportation planning, fleet mix is essentially a separate sector. That is handled on the emission modeling side and those rates assume a rapid adoption of EVs. Mr. Steve Cook added that GHG emissions are expected to decrease in the future due to the expected growth of EVs based on EPA's MOVES model.

Mr. Callison mentioned since the challenge seems to be meeting the 2025 and 2030 emissions reduction targets would it make sense to implement policies sooner. Mr. Riger responded that the goal is to hit the emissions reduction targets for the four analysis years and the first two seem particularly challenging. However, DRCOG is focusing on doing as much as possible to meet the near-term targets. Mr. Papsdorf mentioned that the value of some of the mitigation measures declines over time so if a measure is implemented later then the benefit is less.

Mr. Weimer inquired about what the plan is moving forward with testing to reduce GHG. Mr. Riger stated this isn't a one-time thing, the planning document will continue to be developed and reassessed, and we will continue to follow federal requirements. Mr. Taylor added mitigation measures regarding land use could become part of the predictive modeling moving forward when looking at increased density. Mr. Cook mentioned from the monitoring perspective, DRCOG will continue to monitor VMT and vehicle motor vehicle sales which have the closest correlation to GHG.

ADMINISTRATIVE ITEMS

Member Comment/Other Matters

Mr. Ron Papsdorf took the opportunity to remind TAC that both RTC and the Board will also be hosted virtually this week out of an abundance of caution due to rising COVID-19 cases. The Zoom links for both meetings can be found on the DRCOG website and emails have been sent.

Adjournment

There were no additional comments from members. The meeting adjourned at 2:32 p.m.

ATTACH B

ATTACHMENT B

To: Chair and Members of the Transportation Advisory Committee

From: Josh Schwenk, Assistant Planner, Transportation Planning & Operations
jschwenk@drcog.org

Meeting Date	Agenda Category	Agenda Item #
June 27, 2022	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 [2020-2023 TIP Policy](#).

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

- **2016-055** **I-25: 120th Ave to E-470 Managed Lanes**
Refinance previous private loan into a federal TIFIA loan to save on interest. \$23,630,000 moves into FY23 and increases by \$4,800,000 to purchase tolling equipment.
- **2020-091** **I-70 and Picadilly: New Interchange**
Add \$8,500,000 in state FASTER Safety funding.
- **2022-020** **I-70 Floyd Hill Improvements**
Add parking at El Rancho to project scope. Increase state Legislative funding by \$6,300,000.
- **New Project** **Boulder County Transit Operating Assistance**
Add new project utilizing federal ARPA funding for transit operating assistance in Boulder County small urbanized areas.
- **New Project** **Washington St. Improvements: 47th Ave. to 52nd Ave.**
Add new project for RAISE Grant award.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

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

ATTACHMENTS

1. Proposed TIP amendments
2. Boulder County letter to DRCOG, May 24, 2022
3. Boulder County and RTD letter to CDOT, October 26, 2021
4. Boulder County ARPA funds Program of Projects, May 2022

ADDITIONAL INFORMATION

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

2016-055: Refinance previous private loan into a federal TIFIA loan to save on interest. \$23,630,000 moves into FY23 and increases by \$4,800,000 to purchase tolling equipment

Existing

Title: **I-25: 120th Ave to E-470 Managed Lanes**

Project Type: **Roadway Capacity**

TIP-ID: **2016-055**

STIP-ID:

Open to Public: **2020**

Sponsor: **CDOT Region 1**

Project Scope

This project will extend the existing and under construction managed lanes project (TIPID 2012-073), utilizing existing and new ROW. The project will result in one new managed lane in each direction from the current project's northern terminus near 120th Ave to E-470. Project will resurface the entire stretch, add traffic management, sound wall, tolling/ITS equipment and safety, bridge, and drainage improvements.



Affected Municipality(ies)

- Broomfield
- Thornton
- Westminster
- Unincorporated

Affected County(ies)

- Adams
- Broomfield

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		\$0	\$0	\$0	\$0		
State (R P P)		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$116,677	\$0	\$0	\$0	\$0	\$0	\$116,677

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	\$28,430	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (R P P)		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$93,047	\$0	\$28,430	\$0	\$0	\$0	\$121,477

2020-091: Add \$8,500,000 in state FASTER Safety funding

Existing

Title: **I-70 and Picadilly: New Interchange**

Project Type: **Roadway Capacity**

TIP-ID: **2020-091**

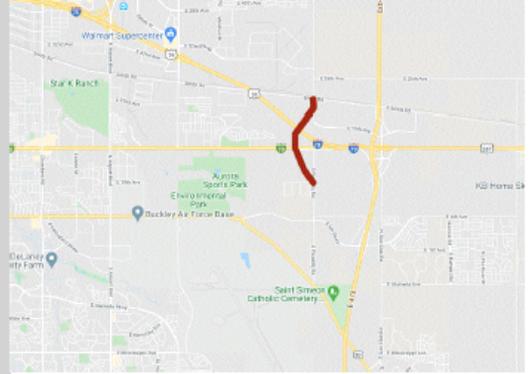
STIP-ID:

Open to Public: **2025**

Sponsor: **Aurora**

Project Scope

This project builds a new diverging diamond interchange at I-70 and Picadilly Rd., just west of E-470, and reconstructs and realigns Picadilly Rd. between 11th Ave. and Smith Rd. This project also adds auxiliary lanes to both eastbound and westbound I-70 between Picadilly Rd. and Tower Rd.



Affected Municipality(ies)

Aurora

Affected County(ies)

Adams

Arapahoe

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 (BUILD)		\$5,000	\$5,000	\$5,000	\$5,000		
State		\$0	\$0	\$0	\$0		
Local		\$3,840	\$3,840	\$3,840	\$3,840		
Total	\$23,355	\$8,840	\$8,840	\$8,840	\$8,840	\$0	\$58,715

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (BUILD)		\$5,000	\$5,000	\$5,000	\$5,000		
State		\$0	\$0	\$0	\$0		
State (Faster-S)		\$3,760	\$4,740	\$0	\$0		
Local		\$3,840	\$3,840	\$3,840	\$3,840		
Total	\$23,355	\$12,600	\$13,580	\$8,840	\$8,840	\$0	\$67,215

2022-020: Add parking at El Rancho to project scope. Increase state Legislative funding by \$6,300,000

Existing

Title: **I-70 Floyd Hill Improvements**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2022-020**

STIP-ID:

Open to Public: **2024**

Sponsor: **CDOT Region 1**

Project Scope

Construct improvements associated with the portion of the I-70 Floyd Hill project within Jefferson County, including Genesee wildlife crossing, US-40/CR-65 roundabout, and other early action elements.



Affected Municipality(ies)

Unincorporated

Affected County(ies)

Jefferson

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		\$0	\$0	\$0	\$0		
State (Leg)		\$3,000	\$8,000	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$3,000	\$8,000	\$0	\$0	\$0	\$11,000

Revised Scope and Funding Table

Project Scope

Construct improvements associated with the portion of the I-70 Floyd Hill project within Jefferson County, including Genesee wildlife crossing, US-40/CR-65 roundabout, parking at El Rancho, and other early action elements.

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Leg)		\$3,000	\$14,300		\$0	\$0	
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$3,000	\$14,300	\$0	\$0	\$0	\$17,300

New Project: Add new project utilizing FTA Section 5307 ARPA funding for transit operating assistance in Boulder County small urbanized areas (Boulder, Longmont, and Louisville-Lafayette-Erie UZAs). Project scope includes the program of projects

New Project

Title: **Boulder County Transit Operating Assistance**

Project Type: **Bus Service Projects (Expanded)**

TIP-ID: **Request**

STIP-ID:

Open to Public:

Sponsor: **Boulder County**

Project Scope

Transit operating expenses for restoring transit service operations impacted by the COVID-19 pandemic for the following routes: HOP, Lyons Flyer, JUMP, BOLT, LD, NB, East Boulder County and Gunbarrel on-demand services, and ADA paratransit service. Uses federal ARPA funds for the Boulder, Longmont, and Louisville-Lafayette-Erie small UZAs.



Affected County(ies)
Boulder

Performance Measures	
<input type="checkbox"/>	Bridge Condition
<input type="checkbox"/>	Congestion
<input type="checkbox"/>	Freight Reliability
<input type="checkbox"/>	Pavement Condition
<input 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 (ARPA-5307)		\$5,707	\$5,707	\$5,707	\$5,707		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$5,707	\$5,707	\$5,707	\$5,707	\$11,413	\$34,241

New Project: Add new project funded through a RAISE Grant award

New Project

Title: **Washington St. Improvements: 47th Ave. to 52nd Ave.**

Project Type: **Roadway Reconstruction**

TIP-ID: **Request**

STIP-ID:

Open to Public: **2027**

Sponsor: **Denver**

Project Scope

Modernization of Washington St. from 47th Ave. to 52nd Ave. and the implementation of a more efficient lane configuration, widened sidewalks, bicycle paths, energy-efficient lighting, streetscaping treatments, and improved access to transit.



Affected Municipality(ies)

Denver

Affected County(ies)

Denver

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 (RAISE)		\$0	\$0	\$6,362	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$4,340	\$0	\$2,690	\$0		
Total	\$428	\$4,340	\$0	\$9,052	\$0	\$22,975	\$36,795



Community Planning & Permitting

Transportation Planning Division • 2045 13th Street • Boulder, Colorado 80302 • Tel: 303.441.3930
Website: www.bouldercounty.org/transportation/multimodal

DATE: May 24, 2022

TO: Doug Rex, Executive Director, Denver Regional Council of Governments
Ron Papsdorf, Deputy Director, Transportation Planning, DRCOG

FROM: Kathleen Bracke, Deputy Director, Community Planning & Permitting –
Transportation Planning, Boulder County

CC: Alex Hyde-Wright, Principal Planner, CP&P – Transportation Planning
Angel Bond, Mobility for All Program Manager, CP&P – Transportation Planning

RE: FTA ARPA Funds for small UZAs within Boulder County

Boulder County, in conjunction with the local jurisdictions of the cities of Boulder, Longmont, Louisville, Lafayette, and the Town of Erie, is providing this letter to the Denver Regional Council of Governments (DRCOG) as part of our ongoing multiagency process to designate Boulder County as the direct recipient of the Federal Transit Administration (FTA) American Rescue Plan Act (ARPA) funding designated for the small Urbanized Areas (UZAs) within the county.

This process is consistent with the joint letter submitted by Boulder County and the Regional Transportation District (RTD) to the Colorado Department of Transportation (CDOT) and FTA in October 2021 (see attachment 1).

Boulder County appreciates DRCOG's assistance to help us with the process to amend the DRCOG Transportation Improvement Program (TIP) and related State Transportation Improvement Program (STIP) to reflect the FTA ARPA funds for the small UZAs within the county. Our understanding is that the TIP amendment process will include presenting this information at the upcoming DRCOG TAC, RTC and Board meetings in June-July. Subsequent to the DRCOG TIP amendment process, there will be process with CDOT to amend the STIP.

As part of this ongoing multiagency process, Boulder County has developed the enclosed Program of Projects (POP) which outlines how the FTA ARPA funding identified for the small UZAs of Boulder, Longmont, and Louisville-Lafayette-Erie is intended to be used for transit activities in accordance with FTA eligibility criteria for the ARPA funding (see attachment 2). The POP is being provided to the public in both English and Spanish. The transit activities listed in the POP include fixed route operating expenses for restoring transit service operations impacted by the pandemic for the following routes: local HOP circulator within the City of Boulder; regional services for Lyons-Boulder recently renamed the "Lyons Flyer" and CO7/JUMP, CO119/BOLT, US287/LD1/2/X, Boulder-Nederland; and on-demand services in Lafayette/East Boulder County communities and Gunbarrel; plus applicable ADA paratransit service. Recognizing that our agencies and communities are continuing to experience on-going pandemic related impacts, there may be additional routes/transit services needed from now through 2027 that could be applicable/eligible for these FTA ARPA funds.

As background, Boulder County began the process to become the designated recipient of FTA ARPA funds for the small UZAs located in Boulder County beginning in October 2021. The FTA

ARPA funds for the small UZAs are outlined in the table below, and this funding will be used for ARPA-eligible transit programs directly serving the communities representing the small UZAs from 2022 through 2027:

Boulder County UZAs	ARPA approximate available funding (2022-27):
	Boulder County
Boulder	\$32,292,525
Longmont	\$ 1,355,722
Louisville-Longmont-Erie	\$ 592,721
Total:	\$34,240,968

The transit service investments using the FTA ARPA funds for the small UZAs within the county are consistent with the Boulder County [Transportation Master Plan](#) (see pages 11-13) for details of the Transit Implementation Action and Vision Network, including map and list of specific transit routes, and the county’s new [Mobility for All Ages & Abilities Coordinated Human Services Plan](#).

In addition, these services are consistent with other transit-related local, regional, and state plans, including the regional [Northwest Area Mobility Study](#) and local, regional and state air quality and climate action plans. The transit services that the FTA ARPA funds will be used for are also consistent with and complement the DRCOG [2050 Metro Vision Regional Transportation Plan Coordinated Transit Plan](#) (appendix J).

The transit service restorations using the FTA ARPA funds have been selected to complement RTD’s current and proposed service levels as proposed in their [System Optimization Plan](#) recognizing that RTD has limited capacity to restore local and regional routes that have been reduced or eliminated since the start of the pandemic and which will likely remain as-is or as-planned through 2027 or beyond.

Please let us know if you have any questions or suggestions for us as we continue our collaboration with DRCOG staff and our other agency partners to advance transit investments using the FTA ARPA funds designated for the small UZAs within Boulder County.

We appreciate your assistance and please let us know the next steps regarding the DRCOG TIP amendment process.

Thank you.

Attachments:

1. Joint Letter from Boulder County and RTD regarding FTA ARPA funds for small UZAs within Boulder County.
2. Boulder County Program of Projects for FTA ARPA funds for small UZAs



Board of County Commissioners

October 26, 2021

Shoshana Lew
Executive Director
Colorado Department of Transportation
2829 W. Howard Place
Denver, CO 80204

Dear Executive Director Lew,

In the spirit of shared goals and multi-agency partnerships, Boulder County and the Regional Transportation District (RTD) are jointly requesting that the approximately \$34 million in American Rescue Plan Act COVID relief funds intended for operating costs of public transit during the public health emergency within specified Boulder County Urbanized Areas (UZAs) be directed to Boulder County. Boulder County will work with local communities as well as with RTD, CDOT, and the Federal Transit Administration (FTA) to develop a program of local and regional transit service delivery strategies. These strategies will be co-developed through a multi-agency collaborative approach. These federal funds will be invested in accordance with all federal funding requirements.

In support of our regional climate, air quality, and social equity goals, Boulder County and RTD and our state and local agency partners have the shared responsibility to encourage and support the use of public transit and other sustainable transportation options. We understand the magnitude of the impacts to RTD and our local communities from the COVID-19 pandemic and recognize that our collective paths forward to restore public health and our vibrant economy will require strong partnerships and collaboration.

RTD and Boulder County are committed to working together with CDOT, FTA, and all our agency partners to provide safe, affordable, equitable and sustainable transit service to our constituents to achieve our shared goals.

We thank our state and federal partners for working together for the betterment of our greater community.

Sincerely,

Matt Jones

Marta Loachamin

Claire Levy

Debra A. Johnson,
RTD General Manager/CEO

cc:

Governor Jared Polis

Cindy Terwilliger, Federal Transit Administration Regional Administrator, FTA Region 8
RTD Board of Directors

Matt Jones County Commissioner **Claire Levy** County Commissioner **Marta Loachamin** County Commissioner

Boulder County Courthouse • 1325 Pearl Street • Boulder, Colorado 80302 • Tel: 303.441.3500 • Fax: 303.441.4525
Mailing Address: P.O. Box 471 • Boulder, CO 80306 • www.BoulderCounty.org • commissioners@bouldercounty.org



Community Planning & Permitting

Transportation Planning Division • 2045 13th Street • Boulder, Colorado 80302 • Tel: 303.441.3930
Website: www.bouldercounty.org/transportation/multimodal

May 2022

NOTICE:

PROGRAM OF PROJECTS – FEDERAL TRANSIT ADMINISTRATION AMERICAN RESCUE PLAN ACT FUNDS FOR SMALL URBANIZED AREAS WITHIN BOULDER COUNTY

Boulder County has planned the following Program of Projects (POP) for the Federal Transit Administration (FTA) American Rescue Plan Act (ARPA) funding identified for the small Urbanized Areas (UZAs) of Boulder, Longmont, and Louisville-Lafayette-Erie.

Once final apportionments have been announced by the FTA and designated by the Colorado Department of Transportation (CDOT), the final dollar amounts may change, but identified projects will remain the same.

The POP complements the Denver Regional Council of Governments’ (DRCOG) FY2022-2025 Transportation Improvement Program (TIP), CDOT State Transportation Improvement Program (STIP), and the Regional Transportation District’s (RTD) current and proposed service levels as proposed in their System Optimization Plan, and Boulder County’s Transportation Master Plan and other transit-related state, regional and local plans.

In 2021, Boulder County began the process to become the Designated Recipient of FTA ARPA funds for the small UZAs located in Boulder County as outlined below:

Boulder County UZAs	ARPA approximate available funding (2022-27):
	Boulder County
Boulder	\$32,292,525
Longmont	\$ 1,355,722
Louisville-Longmont-Erie	\$ 592,721
Total:	\$34,240,968

As part of this process, and working in collaboration with local community partners, Boulder County has developed the proposed Program of Projects (POP) including:

Fixed Route Operating Expenses for restoring transit service operations impacted by the pandemic for the following routes: local HOP circulator within the City of Boulder; regional services for Lyons-Boulder recently renamed the “Lyons Flyer”, CO7/JUMP, CO119/BOLT, US287/LD1/2/X, Boulder-Nederland; and on-demand services in Lafayette/East Boulder County communities and Gunbarrel; plus applicable ADA paratransit service. Recognizing that our agencies and communities are continuing to experience on-going pandemic related impacts, there may be additional

routes/transit services needed from now through 2027 that could be applicable/eligible for these FTA ARPA funds. \$34,240,968 Federal, Local Match n/a.

Detailed information on the aforementioned projects may be obtained by contacting:

Kathleen Bracke, Deputy Director, Boulder County/Community Planning & Permitting-Transportation Planning, phone: (970) 219-6765 and email: kbracke@bouldercounty.org. Address: 2045 13th Street, Boulder, Colorado 80306

The formal public comment period begins on May 25, 2022 and concludes on June 30, 2022. A public meeting will be held virtually on June 8th from 6:00 – 7:00 p.m. to allow for questions and comments.

To register for the virtual public meeting, please visit the Boulder County [transit planning website](#). All members of the public are encouraged to attend and provide comment at this open public hearing. Comments can also be submitted via the Boulder County Transit website: <https://www.bouldercounty.org/transportation/multimodal/transit-planning/> under Program of Projects or in writing to the Boulder County Community Planning & Permitting Office: 2045 13th Street, Boulder, Colorado 80306

Public comment is encouraged and if warranted, the Program of Projects may be amended prior to publication of the final Program of Projects. The public is invited to comment on the POP to Boulder County as well as through the Denver Regional Council of Governments (DRCOG) Transportation Improvement Program (TIP) process. Pending no amendments after the public hearing, this proposed FFY2022 Program of Projects will be considered the final Program of Projects and will be forwarded to the DRCOG Transportation Advisory Committee and Council for review and consideration for approval. This public notice and time established for public review and comments on the TIP will satisfy the FTA Program of Projects requirements for the Urbanized Area Formula Program. This notice will serve as the final POP unless projects contained within are amended.

ATTACH C

ATTACHMENT C

To: Chair and Members of the Transportation Advisory Committee

From: Emily Kleinfelter, Safety/Regional Vision Zero Planner

Meeting Date	Agenda Category	Agenda Item #
June 27, 2022	Informational Briefing	6

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 established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over the next 5 years. In fiscal year 2022 (FY22), up to \$1 billion is available. 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. There are two types of SS4A grants: Action Plan Grants and Implementation Grants.

Action Plan Grant

- Eligible activities and costs include only those that directly assist in the development of the Action Plan or supplemental action plan activities in support of an existing Action Plan.
- At least 40% of annual funding will be awarded for Safety Action Plan Grants and supplemental action plan activities.
 - o Example Activities:
 - Leadership commitment and goal setting
 - Safety Analysis
 - Engagement and Collaboration
 - o Supplemental Planning Example Activities:
 - Additional analysis and data collection
 - Targeted equity assessments

Implementation Grant

- Projects and strategies must be infrastructure, behavioral, or operational activities identified in the Action Plan and must be directly related to addressing the safety problem(s) identified in the application and Action Plan.
- Also include supplemental action plan activities in support of an existing Action Plan, as well as fund associated planning and design.
 - o Example Activities:
 - Carrying out speed management strategies along key corridors
 - Install pedestrian safety enhancements and close network gaps with sidewalks

- Conduct educational campaigns to accompany new or innovative infrastructure
- Unify and integrate safety data across jurisdictions

For an Implementation Grant, eligible applicants must also meet at least one of the following conditions:

1. Have ownership and/or maintenance responsibilities over a roadway network.
2. Be an eligible applicant with safety responsibilities that affect roadways; or
3. Have agreement from the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant's jurisdiction.

Funding Overview:

Grant Type	Political subdivision of a State	MPO or Joint Application
Expected Action Plan Grant Size*	\$200,000 - \$1M	\$200,000 - \$5M
Expected Implementation Grant Size*	\$5M - \$30M	\$5M - \$50M <i>(\$3M - \$50M for rural applicants)</i>

**Note these are expected sizes, and applicants may request more or less funding. THERE IS NOT SET MINIMUM OR MAXIMUM FUNDING AMOUNT.*

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 FY22 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 September 15, 2022. Award announcements are expected to be made by the end of calendar year 2022 or early 2023.

USDOT has also established an SS4A webpage:

<https://www.transportation.gov/grants/SS4A>. Attachments 1-4 also provide more information about the SS4A grant program.

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

PREVIOUS DISCUSSIONS/ACTIONS

TAC – [May 23, 2022](#)

PROPOSED MOTION

ATTACHMENTS

1. SS4A_Self_Certification_Worksheet
2. SS4A_Implementation_Grant_Application_Template
3. SS4A_Action_Plan_Info_Sheet
4. SS4A_Decision_Flow_Chart
5. 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@drcoq.org.

Safe Streets and Roads for All Self-Certification Eligibility Worksheet

This worksheet is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>

Instructions: This content is from Table 2 in the NOFO. The purpose of the worksheet is to determine whether or not an applicant's existing plan(s) is substantially similar to an Action Plan.

For each question below, answer "yes" or "no." If "yes," cite the specific page in your existing Action Plan or other plan(s) that corroborate your response, or cite and provide other supporting documentation separately.

An applicant is eligible to apply for an Action Plan Grant that funds supplemental action plan activities, or an Implementation Grant, only if the following two conditions are met:

- Answer "yes" to Questions **3** **7** **9**
- Answer "yes" to at least four of the six remaining Questions **1** **2** **4** **5** **6** **8**

If both conditions are *not met*, an applicant is still eligible to apply for an Action Plan Grant that funds creation of a new action plan.

Lead Applicant:

UEI:

1 Are both of the following true?

YES

NO

If yes, provide documentation:

- Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries?
- Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?

2 To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

YES

NO

If yes, provide documentation:

3 Does the Action Plan include all of the following?

YES

NO

If yes, provide documentation:

- Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;
- Analysis of systemic and specific safety needs is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users; and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.





Safe Streets and Roads for All Self-Certification Eligibility Worksheet

4 Did the Action Plan development include all of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

YES

NO

If yes, provide documentation:

5 Did the Action Plan development include all of the following?

- Considerations of equity using inclusive and representative processes;
- The identification of underserved communities through data; and
- Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristics.

YES

NO

If yes, provide documentation:

6 Are both of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

YES

NO

If yes, provide documentation:

7 Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be deployed, and explain project prioritization criteria?

YES

NO

If yes, provide documentation:

8 Does the plan include all of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

YES

NO

If yes, provide documentation:

9 Was the plan finalized and/or last updated between 2017 and 2022?

YES

NO

If yes, provide documentation:





Safe Streets and Roads for All Implementation Application Template

This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. While using this template is not required, DOT encourages its use to provide elements of the required application information. Additional information is required, to be submitted separately. See page 2 of this template and the SS4A website for more information about required materials: <https://www.transportation.gov/SS4A>

Application Name: _____ Lead Applicant: _____ UEI: _____

Roadway safety responsibility:
(select all that apply)

Ownership and/or maintenance responsibilities over a roadway network

Safety responsibilities that affect roadways

Have an agreement from the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant's jurisdiction

Cost Subtotals for Eligible Activities

Applicant(s)	Jurisdiction Population (#)	Supplemental Action Plan Activities (A)	Planning, Design, and Development Activities for Projects / Strategies (B)	Carrying Out Projects and Strategies (C)	Percent of Population in Underserved Communities Census Tracts (%)	Funds Allocated to Underserved Communities

Total Value for Application: _____ \$ _____ \$ _____ \$ _____ % \$ _____

If submitting a joint application, provide the aggregated values for the full plan area in this row.

If submitting a joint application, provide the individual values for the lead applicant and each joint applicant's individual portion of the plan area in the rows below.

Lead Applicant:

_____ \$ _____ \$ _____ \$ _____ % \$ _____

Joint Applicant(s):

1 _____ \$ _____ \$ _____ \$ _____ % \$ _____

2 _____ \$ _____ \$ _____ \$ _____ % \$ _____

3 _____ \$ _____ \$ _____ \$ _____ % \$ _____

4 _____ \$ _____ \$ _____ \$ _____ % \$ _____

If more than 4 joint applicants, attach a separate table with additional rows for each additional joint applicant





Safe Streets and Roads for All Implementation Application Template

Lead Applicant's State:

Mark "NA" if a Federally recognized Tribal government

Additional State **#1** that this Implementation grant will serve: _____

Additional State **#2** that this Implementation grant will serve: _____

Funding request for Lead Applicant's State (\$):

Provide total cost if a Federally recognized Tribal government

\$ _____

Funding request for Additional State **#1** (\$):

\$ _____

Funding request for Additional State **#2** (\$):

\$ _____

Link to Action Plan or Equivalent Plan(s):

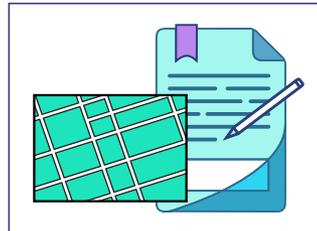
(Note here if submitting a PDF copy with application)

Provide Required Narrative Separately:
(10 page limit)

I. Overview



II. Location



III. Response to Selection Criteria



IV. Project Readiness



Provide Additional Documents Separately:

Required Forms



- SF-424 Application for Federal Assistance
- SF-424C Budget Information for Construction Programs
- SF-424D Assurances for Construction Programs
- SF-LLL Disclosure of Lobbying Activities

Apply to Grants.gov package: PKG00274329

Self-Certification Eligibility Worksheet



Supplemental Estimated Budget ("Table 3")



This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>

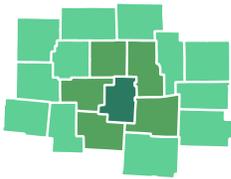
Step 1



Learn about the SS4A Grant Program

- Review the Notice of Funding Opportunity (NOFO).
- Check out [“How to Apply” webinars](#) and other [resources](#).
- Learn more about the Safe System Approach, and comprehensive safety action planning.

Step 2



Decide who will apply

- Confirm that you are [eligible to apply](#).
- Consider whether to apply individually or as part of a joint application with other eligible applicants.

Step 3



Start the process with SAM.gov

- New applicants must obtain a Unique Entity Identifier (UEI).
- Applicants that previously had a DUNS number must confirm UEI.
- Joint Applications chose a single lead applicant with a single UEI.

Step 4

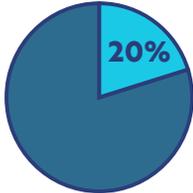


Choose your planning approach

- Will you develop a new plan or complete an existing plan(s)?
- Do you have a plan, but want to pursue supplemental planning activities, including advanced research and analysis?
- See the [SS4A Decision Flow Chart](#) for more guidance.



Step 5



Identify funding match source

- Required local share of at least 20 percent.
- All matching funds must be from non-Federal sources and may include cash or in-kind, e.g., staff labor on project.
- Details on cost-sharing and match can be found in [2 CFR §200.306](#)

Step 6



Prepare application

- Complete [SF forms](#) (424, 424A, 424B, LLL).
- Prepare responses to selection criteria and develop a map.
- Use the [Action Plan Application Template](#) (optional).
- Complete [Self-Certification Eligibility Worksheet](#).

Step 7



Submit application in Grants.gov

- Review application submittal guidance in [Grants.gov](#).
- Apply to the correct package ID [PKG00274330](#).
- Allot time to troubleshoot technical issues and submit by deadline.
- Contact support@grants.gov or 800-518-4726 for assistance.

Step 8



Receive award notification

- Successful applicants will receive notification through Grants.gov via the lead applicants' contact email.
- Officially accept the award and grant agreement terms.

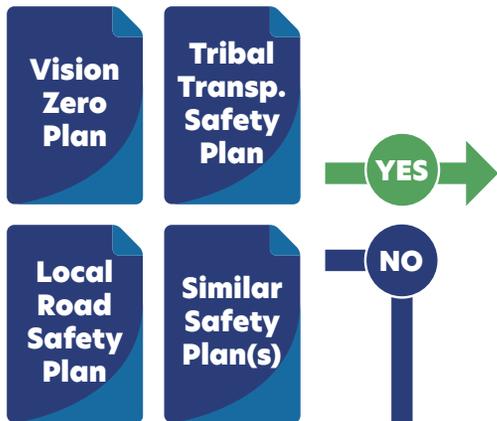
Grant
Awardees
Only



Safe Streets and Roads for All Application Decision Flow Chart

This flowchart is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>

1 Do we have an existing Action Plan?

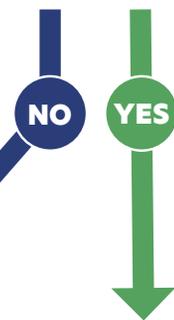


2 Does our existing Action Plan(s) include...? Required

- Multimodal, systemic roadway safety analysis with mapping
- A list of projects & strategies identified in the plan
- Publication or updates on or after 2017

Plus At Least 4

- Commitment to eliminate roadway fatalities and serious injuries, and a safety goal
- Task force responsible for Action Plan development, implementation, and monitoring
- Meaningfully engaged public, stakeholders, partner agencies
- Equity-centered process, analysis, and impact assessment
- Assessment of and approach to update existing plans, policies, guides
- Metrics to assess progress over time



3 Are we ready to implement projects and strategies? (with potential for additional planning and analysis)

 **Apply for an Action Plan Grant**



Apply for an Implementation Grant 



Safe Streets and Roads for All Grant Program Overview

Transportation Advisory Committee
June 27, 2022

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 is available in fiscal year 2022 (FY22)

The SS4A program supports Secretary of Transportation Pete Buttigieg's National Roadway Safety Strategy and the U.S. DOT's goal of zero deaths and serious injuries on our nation's roadways.

- 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	MPO or Joint Application
Expected Action Plan Grant Size*	\$200,000 - \$1M	\$200,000 - \$5M
Expected Implementation Grant Size*	\$5M - \$30M	\$5M - \$50M (\$3M - \$50M for rural applicants)

**These are expected sizes, and applicants may request more or less funding. There is not a set minimum or maximum funding amount.*

Cost Share/Match

- 80% Federal | 20% 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



SS4A: Grant Types

Action Plan

Develop or complete a comprehensive safety action plan

Conduct supplemental action planning activities (*in support of existing comprehensive safety action plan*)

Implementation

- Implement projects and strategies
- Conduct planning and design
- Conduct supplemental action planning activities (in support of an existing comprehensive safety action plan)

Applicant must already have established Action Plan in place. Activities must be tied directly to projects and strategies identified in the Action Plan.

- Eligible activities and costs include only those that directly assist in the development of the Action Plan or supplemental action plan activities in support of an existing Action Plan
- At least 40% of annual funding will be awarded for Safety Action Plan Grants and supplemental action plan activities
 - Example Activities
 - Leadership commitment and goal setting
 - Safety Analysis
 - Engagement and Collaboration
 - Supplemental Planning Example Activities
 - Additional analysis and data collection
 - Targeted equity assessments

For an Implementation Grant, eligible applicants must also meet at least one of the following conditions

1. Have ownership and/or maintenance responsibilities over a roadway network;
2. Be an eligible applicant with safety responsibilities that affect roadways; or
3. Have agreement from the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant's jurisdiction.

- Projects and strategies must be infrastructure, behavioral, or operational activities identified in the Action Plan and must be directly related to addressing the safety problem(s) identified in the application and Action Plan.
- Also include supplemental action plan activities in support of an existing Action Plan, as well as fund associated planning and design
 - Example Activities:
 - Carrying out speed management strategies along key corridors
 - Install pedestrian safety enhancements and close network gaps with sidewalks
 - Conduct educational campaigns to accompany new or innovative infrastructure
 - Unify and integrate safety data across jurisdictions

SS4A: Evaluation Approach

ACTION PLAN GRANTS

Low barrier to entry

Safety Impact
(quantitative)

Equity
(quantitative)

Safety Considerations
(narrative)

Budget Costs

IMPLEMENTATION GRANTS

 Safety Impact

Equity, Engagement,
and Collaboration

Effective Practices
and Strategies

Climate and
Sustainability, Economic
Competitiveness

Create a safer
community

Safe System
Approach

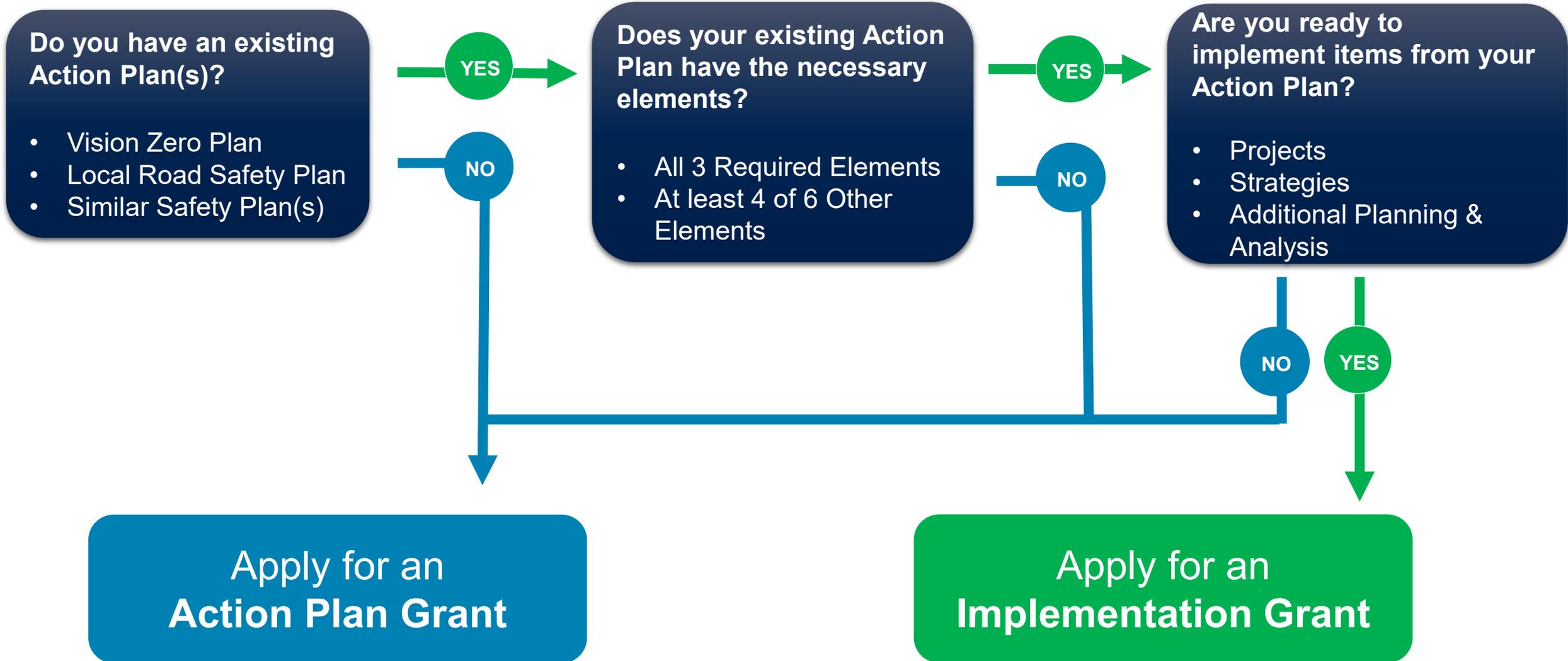
Complete Streets

Innovative practices
and technologies

Project Readiness

Funds to Underserved Communities

Which Grant is Right for Your Community?



- For FY22 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*

- August 15 - Last Day to submit questions to DOT
- **September 15, 5:00 P.M. EDT - SS4A Applications due**
- Award announcements are expected to be made by the end of calendar year 2022 or early 2023.

- [Application Decision Flow Chart](#)
- [Action Plan Grant Information Sheet](#)
 - [Action Plan Components](#)
- [Self-Certification Eligibility Worksheet](#)
- [Implementation Grant Information Sheet](#)
- [FAQs](#)
- [Application Templates](#) (not yet posted)



THANK YOU!
QUESTIONS?

Emily Kleinfelter | ekleinfelter@drcog.org

ATTACH D

ATTACHMENT D

To: Chair and Members of the Transportation Advisory Committee

From: Matthew Helfant, Senior Transportation Planner

Meeting Date	Agenda Category	Agenda Item #
June 27, 2022	Informational Briefing	7

SUBJECT

Transportation Advisory Committee (TAC) Guidelines Update

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

The Transportation Advisory Committee's role is to assist the Board of Directors and the Regional Transportation Committee by reviewing the work of the transportation planning process, advising on methods of planning and implementation, working with the Metropolitan Planning Organization staff to develop policy options, and making recommendations to the Regional Transportation Committee.

The [DRCOG TAC Committee Guidelines](#) outline committee membership, rules, and responsibilities. This document was last updated in 2016. DRCOG staff would like to initiate a conversation with TAC about updating the document to focus on the following topics:

- Local government membership
- Special interest seats
- The appointment processes used for local government and special interest seats

DRCOG staff also researched TAC membership guidelines for several MPOs across the country (Attachment 1). Highlights from peer analysis include the following:

- The number of seats for cities and counties varies and is often based on population
- Representatives are typically chosen directly by the entities they represent, although sometimes specific positions/titles are designated in the bylaws
- State DOTs and Federal Agencies are sometimes given a voting seat and sometimes are ex officio
- Other entities that are sometimes represented include school districts, airports, Health Departments, Tribal Governments, and toll authorities
- Sometimes other MPO committees are represented

The following are some initial DRCOG staff ideas to guide discussion:

- Jurisdictional representation could be expanded and selected by the Subregional Forums.
- There could be a Denver International Airport (DEN) seat in lieu of an aviation interest seat.
- The Area Agency on Aging- Aging Advisory Committee could have a seat on TAC.
- There could be special interest seats representing the most vulnerable users from a safety perspective such as bicycle riders and pedestrians.
- Agency seats could be selected by the agencies they represent instead of the DRCOG Board Chair.
- RTD could have more seats to match CDOT
- Via Mobility could have its own seat in lieu of a seat for non-RTD representative of transit interests.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. Peer MPO TAC Guidelines
2. DRCOG TAC Guidelines Amended
3. Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Matthew Helfant, Senior Transportation Planner at 303-480-6731 or mhelfant@drcog.org

Denver Regional Council of Governments

Denver, Colorado

Cities	Counties	Transit Providers	State DOTs	Federal Agencies	School Districts	Airports	Health Dept.	Tribal Govts.	Toll Authority	MPO Committees
Y	Y	Y	Y	Y						

Chair:

Membership:

Local government representatives shall be city or county managers/administrators, public works directors, transportation or planning directors. Voting representation reflects population.

Additional members:

- environmental interests
- freight interests
- transportation demand management/non-motorized transportation interests
- aviation interests
- business/economic development interests
- a non-RTD representative of transit interests
- senior interests (older adults)

Ex-officio members:

- Federal Highway Administration
- Federal Transit Administration

Capital Area MPO

Austin, Texas

Cities	Counties	Transit Providers	State DOTs	Federal Agencies	School Districts	Airports	Health Dept.	Tribal Govts.	Toll Authority	MPO Committees
Y	Y	Y	Y						Y	

Chair:

Membership elects a Chair and Vice-Chair annually.

Membership:

Members are appointed by the member body, chief executive officer and/or board of the entity that they represent. Membership will not exceed 24 members. Voting representation reflects population.

Additional members:

- Rural transit
- Central Texas Regional Mobility Authority

Ex-officio members:

None

Memphis Urban Area MPO

Memphis, Tennessee

Cities	Counties	Transit Providers	State DOTs	Federal Agencies	School Districts	Airports	Health Dept.	Tribal Govts.	Toll Authority	MPO Committees
Y	Y	Y	Y	Y		Y				

Chair:

MPO administrator serves this role.

Membership:

MPO by-laws require the agency's engineer or planner to be the designated representative. The MPO's largest municipality and county each receive two seats.

Additional members:

- The Port Authority receives a seat on the technical committee.

Ex-officio members:

- Adjacent MPO
- Federal Highway Administration
- Federal Transit Administration
- Adjacent MSA-counties

Alamo Area MPO

San Antonio, Texas

Cities	Counties	Transit Providers	State DOTs	Federal Agencies	School Districts	Airports	Health Dept.	Tribal Govts.	Toll Authority	MPO Committees
Y	Y	Y	Y							Y

Chair:

Membership elects a Chair and Vice-Chair every two years.

Membership:

Representative(s) and alternate(s) of each entity will be designated in writing through each agency's/ entity's internal procedures. The principal city of the MPO receives three votes.

Additional members:

- Military installations
- Private transportation providers
- MPO Committees:
 - MPO Bicycle Mobility Advisory Committee
 - MPO Pedestrian Mobility Advisory Committee

Ex-officio members:

- TxDOT – Planning and Programming Division
- TCEQ

- Utility Coordination Council
- Individuals and organizations within the community

Puget Sound Regional Council

Seattle, Washington

Cities	Counties	Transit Providers	State DOTs	Federal Agencies	School Districts	Airports	Health Dept.	Tribal Govts.	Toll Authority	MPO Committees
Y	Y	Y	Y	Y			Y	Y		Y

Chair:

Convened by the PSRC's Executive Director.

Membership:

Voting representation takes into account population. PSRC does not select or appoint committee seats, that is the responsibility of the respective agency.

Additional members:

- Ports
- Regional air quality agency
- Washington Department of Commerce
- Economic development
- MPO Committees:
 - Bicycle Pedestrian Advisory
 - FAST Freight Advisory
 - Regional Project Evaluation
 - Regional Traffic Operations
 - Special Needs Transportation
 - Regional TDM

Ex-officio members:

None

East West Gateway COG

St. Louis, MO

Cities	Counties	Transit Providers	State DOTs	Federal Agencies	School Districts	Airports	Health Dept.	Tribal Govts.	Toll Authority	MPO Committees
	Y	Y	Y							Y

Chair:

Membership:

Determined by agency. Voting representation takes into account population.

Additional members:

- Municipal League of Metro St. Louis and St. Louis Regional Chamber each receive a seat on the Missouri technical committee.

- MPO's Bicycle and Pedestrian Advisory Committee receives a seat.

Ex-officio members:

None

Metro Plan

Orlando, Florida

Cities	Counties	Transit Providers	State DOTs	Federal Agencies	School Districts	Airports	Health Dept.	Tribal Govts.	Toll Authority	MPO Committees
Y	Y	Y	Y		Y	Y			Y	

Chair:

Membership elects a Chair and Vice-Chair annually.

Membership:

Bylaws require planning, engineering, and/or management specialists to represent agencies. Voting representation takes into account population.

Additional members:

- Reedy Creek Improvement District (Disney World)

Ex-officio members:

- Local jurisdictions less than 5,000
- FDOT
- Florida Turnpike Enterprise

TRANSPORTATION ADVISORY COMMITTEE

Type: Standing Committee

Authority: Memorandum of Agreement between DRCOG, the Colorado Department of Transportation and the Regional Transportation District adopted July 10, 2001 Board of Directors Action August 15, 2001. Revised July 2008, and September 21, 2016.

MEMBERSHIP

Transportation Advisory Committee Membership shall include:

- Two members each from Adams, Arapahoe, Boulder, Douglas and Jefferson counties and one member from Weld County within the MPO boundary, with at least three appointed from county government and at least seven from municipalities. Of the municipal representatives, at least two, but not more than three, shall represent communities with under 35,000 population;
- Two members from the City and County of Denver and one member from the City and County of Broomfield;
- One local government member from the non-MPO area of the Transportation Planning Region;
- Local government representatives shall be city or county managers/administrators, public works directors, transportation or planning directors or their equivalents;
- The Regional Transportation Directors from the Colorado Department of Transportation (CDOT) Regions 1 and 4, or their designee; the Director of CDOT's Transportation Development Division, or their designee; and the Director of CDOT's Division of Transit and Rail, or their designee;
- The Assistant General Manager for Planning of the Regional Transportation District, or their designee;
- The Director of Transportation Planning and Operations of DRCOG;
- The Executive Director of the Regional Air Quality Council;
- One representative of each of the following special interests:
 - environmental interests;
 - freight interests;
 - transportation demand management/non-motorized transportation interests;
 - aviation interests;
 - business/economic development interests;
 - a non-RTD representative of transit interests;
 - senior interests; and
- In an ex officio capacity, a representative of the Federal Highway Administration and of the Federal Transit Administration. Ex-officio members are non-voting.

The Chair of the DRCOG Board of Directors shall make the 15 local government appointments. The seven special interests – Environment, Freight, TDM/Non-motorized, Aviation, Economic Development, Non-RTD Transit and Senior– shall be nominated by the

DRCOG Chair and confirmed by the Regional Transportation Committee. The DRCOG Chair shall review membership annually in the second quarter of the calendar year. The DRCOG Chair can take into consideration such factors as issues to be addressed, continuity of the Committee, attendance, and turnover in reconfirming or determining new appointments and nominations.

USE OF ALTERNATES

It is the clear goal of the Committee to minimize the use of alternates. However, recognizing that there will be times when it is inevitable that members cannot attend, alternates will be allowed on the following basis:

- The member will submit the name of their designated alternate in writing to the DRCOG Board coordinator.
- The member shall be responsible for briefing their alternate in advance on the Committee's format and issues so that the alternate is empowered to act on behalf of their agency or interest.
- The designated alternate will be allowed to vote in the member's place.

OFFICERS

Committee members shall elect a chair and vice chair to serve two-year terms. Elections shall be held during the fourth quarter of odd-numbered years.

RESPONSIBILITIES

To assist the Board of Directors and the Regional Transportation Committee by reviewing the work of the transportation planning process, advising on methods of planning and implementation and working with staff to develop policy options and making recommendations to the Regional Transportation Committee. Specifically, the Committee shall:

- Establish a dialog on regional transportation issues among local government, regional agencies, the state and other transportation stakeholders;
- Review the transportation planning process;
- Provide advice and guidance on methods of planning and implementation;
- Assist in coordinating and facilitating implementation of Metro Vision through the transportation planning process;
- Facilitate coordination of regional plans and programs among local government, regional agencies and the state; and
- Provide advice and recommendations to the Regional Transportation Committee on transportation plans and improvement programs.

QUORUM/VOTING

Fifteen voting members, or designated alternates, as fifteen votes are required to carry any action.

TAC Guidelines Update

Transportation Advisory Committee
June 27, 2022

Matthew Helfant, AICP

TAC Role



- assist the DRCOG Board & the RTC by reviewing the work of the transportation planning process,
- advising on methods of planning and implementation,
- working with the MPO staff to develop policy options,
- making recommendations to the Regional Transportation Committee. There are currently thirty members.

TAC Guidelines Update



- TAC Guidelines include committee membership, rules, and responsibilities
- Last updated about 6 years ago
- Discussion questions focus on 3 topics:
 - Agency membership
 - Special interest seats
 - The appointment processes

Peer MPO TACs



- The number of seats for cities & counties varies and is often based on populations
- Representatives typically chosen by the entities they represent although sometimes specific positions/titles are designated in the bylaws
- State DOTs and Federal Agencies are sometimes given a voting seat & sometimes are ex officio
- Other entities that are sometimes represented include school districts, airports, Health Departments, Tribal Governments and toll authorities
- Sometimes other MPO committees are represented

DISCUSSION TOPIC 1

Jurisdictional representation could be expanded and selected by the Subregional Forums.



DISCUSSION TOPIC 2

There could be a
Denver
International
Airport (DEN) seat
in lieu of an
aviation interest
seat.



DISCUSSION TOPIC 3

The Area Agency
on Aging- Aging
Advisory
Committee could
have a seat on
TAC.



DISCUSSION TOPIC 4

There could be special interest seats representing the most vulnerable users from a safety perspective such as bicycle riders and pedestrians.



DISCUSSION TOPIC 5

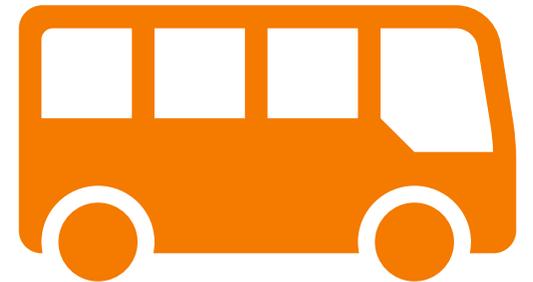
Agency seats
could be selected
by the agencies
they represent
instead of the
DRCOG Board
Chair.





DISCUSSION TOPIC 6

RTD could have more seats
to match CDOT



DISCUSSION TOPIC 6

Via Mobility could have its own seat in lieu of a seat for non-RTD representative of transit interests.





Thank you!
Questions?

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