

**AGENDA**  
**TRANSPORTATION ADVISORY COMMITTEE**  
**Monday, June 26, 2023 1:30 p.m.**  
**1<sup>st</sup> Floor Aspen & Birch Conference Room**  
**\*In-Person Meeting with Virtual Option for Public (via Zoom)**

1. Call to Order
2. Public Comment
3. May 22, 2023 TAC Meeting Summary  
(Attachment A)

**INFORMATIONAL BRIEFING**

4. DRCOG and Transportation Advisory Committee (TAC) Orientation  
(Attachment B) Jacob Riger, Manager, Multimodal Transportation Planning

**ACTION ITEM**

5. FY2022-FY2023 Unified Planning Work Program (UPWP) Amendment  
(Attachment C) Andy Taylor, Regional Planning and Analytics Manager

**INFORMATIONAL BRIEFINGS**

6. FY2024-FY2027 Transportation Improvement Program Corridor Planning Set-Aside Update  
(Attachment D) Nora Kern, Subarea and Project Planning Program Manager
7. FY2023 Safe Streets and Roads for All (SS4A) Update  
(Attachment E) Emily Kleinfelter, Safety/Regional Vision Zero Planner

**ADMINISTRATIVE ITEMS**

8. Member Comment/Other Matters
  - AMP Working Group Update
9. Next Meeting – July 24, 2023
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](mailto:ckennedy@drcog.org). Please notify DRCOG at least 48 hours in advance so we can coordinate your request.

**ATTACH A**

**ATTACHMENT A**  
**MEETING SUMMARY**  
**TRANSPORTATION ADVISORY COMMITTEE WORK SESSION**  
**Monday, May 22, 2023**  
**\*In-Person Meeting with Virtual Option for Public (via Zoom)**

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**MEMBERS (OR VOTING ALTERNATES) PRESENT:**

Shawn Poe	Adams County – City of Commerce City
Kent Moorman	Adams County – City of Thornton
David Gaspers	Denver, City & County
Jennifer Bartlett (Alternate)	Denver, City & County
Bryan Weimer	Arapahoe County
Jeff Dankenbring	Arapahoe County – City of Centennial
Alex Hyde-Wright	Boulder County
Michelle Melonakis (Alternate)	Boulder County – City of Lafayette
Sarah Grant (Chair)	Broomfield, City & County
Mike Whitaker	Jefferson County – City of Lakewood
Maria D’Andrea	Jefferson County – City of Wheat Ridge
Christina Lane	Jefferson County
Lisa Nguyen (Alternate)	Denver International Airport
Carson Priest	TDM/Non-Motorized Special Interest Seat
Justin Schmitz	Douglas County – City of Lone Tree
Hilary Simmons	Senior Special Interest Seat
Jessica Myklebust	CDOT R1
Marissa Gaughan (Alternate)	CDOT DTD
Tom Moore	RAQC
Kevin Ash	Weld County – Town of Frederick
Bill Sirois	RTD

**ALTERNATES (OR VIRTUAL MEMBERS) PRESENT:**

Mac Callison (Alternate)	Arapahoe County – City of Aurora
Chris Hudson (Alternate)	Douglas County – Town of Parker
Jordan Rudel (Alternate)	CDOT R1
Aaron Bustow (Alternate)	FHWA (ex-officio)
Elizabeth Relford (Alternate)	Weld County
Jean Sanson (Alternate)	Boulder, City & County
Kristin Kenyon (Alternate)	FTA (ex-officio)
Tom Reiff (Alternate)	Douglas County – City of Castle Rock
Wally Weart	Freight Special Interest Seat

**Public:** Larry Nimmo, Matt Williams, Tim Dickson, Abra Geissler, Danny Herrmann, Stephen Henry, Allison Cutting, Brodie Ayers, Aaron Heumann, Myron Hora, Jonathan Webster, Classic Wagner, William Keenan, JoAnn Mattson, Zeke Lynch, Jen L., Chris Chovan

**DRCOG staff:** Josh Schwenk, Cam Kennedy, Robert Spotts, Emily Kleinfelter, Steve Cook, Ala Alnawaiseh, Erik Braaten, Sang Gu Lee, Nora Kern, Emily Lindsey, Kalie Fallon, Todd Cottrell, Jacob Riger, Max Monk, Brad Williams, Aaron Villere

Call to Order

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

Mr. Jacob Riger welcomed Mr. Shawn Poe representing Adams County from Commerce City, Ms. Sara Dusenberry representing Adams County from Northglenn, and Mr. Tom Moore representing RAQC to TAC. Next, Mr. Riger congratulated Mr. Mike Whitaker for his promotion from Jefferson County alternate to member and stated that Mr. Matt Wempe will now become the new alternate. Mr. Riger reminded TAC that starting next month there will be new special interest seat members as well as an additional third member and third alternate member for the six largest urban counties. With several new members and alternates joining, there will be a networking luncheon on June 26 before the TAC meeting and more information will be provided as we get closer. Lastly, Mr. Riger thanked Mr. Brook Svoboda and Mr. George Hohlacov, who have now left the TAC, for their service and acknowledged all they have done for the region.

Public Comment

There was no public comment.

April 24, 2023 TAC Meeting Summary

The summary was accepted.

**ACTION ITEMS**

FY 2022-2025 Transportation Improvement Program (TIP) Amendments

Josh Schwenk, Transportation Planner, explained that 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 have been found to conform with the State Implementation Plan for Air Quality.

TIP Amendments:

TIP ID#	Sponsor	Title	Reason for Amendment	New/Removed Funding	Internal Funding Shifts
2012-010	DRCOG*	DRCOG Second Commitment to FasTracks	Transfer remaining funding for Southwest Extension	N/A	Transfer \$2,089,000 in federal Surface Transportation Block Grant funding

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

Mr. Kent Moorman MOVED to recommend to the Regional Transportation Committee the attached project amendments to the *2022-2025 Transportation Improvement Program* (TIP). The motion was seconded and passed unanimously.

**INFORMATIONAL BRIEFINGS**

DRCOG Transportation Demand Management (TDM) Strategic Plan Update

Kalie Fallon, Emerging Mobility and TDM Planner explained that DRCOG’s FY 2022-2023 Unified Planning Work Program includes developing a regional transportation demand management (TDM) strategic plan as part of ongoing efforts to support TDM and mobility services in the Denver region. The project team is working in partnership with member governments and TDM stakeholders in the region and has been working on various aspects of the plan, which is guided by a Stakeholder Steering Committee. The presentation discussed the work to date, including a TDM programs inventory, TDM plan review, equity and ROI analyses, planning framework development, and stakeholder engagement.

Mr. Carson Priest inquired about the status of the ROI analysis and Ms. Fallon replied that the ROI analysis is currently underway and more information can be provided on that topic in the future.

Mr. Bryan Weimer asked if goals would be established for this project and how would those goals be tracked. Ms. Fallon stated as part of the plan, DRCOG will look at its own internal work and what regional partners are doing in the TDM sphere and formulate goals accordingly.

Mr. Mac Callison asked if DRCOG could coordinate with CDOT since CDOT has updated its 1601 TDM Policy. Ms. Fallon stated that CDOT is a valuable regional partner and there exists an opportunity for collaboration. Mr. Riger replied that DRCOG

is in fact already working with CDOT regarding far east I-70 and that relates to implementation around 1601 TDM, so a starting point already exists.

#### Corridor and Community-Based Transportation Planning Update

Nora Kern, Senior Mobility Planner, stated that in fall 2022, DRCOG piloted two new planning programs intended to support the region in advancing projects and priorities identified in the 2050 Metro Vision Regional Transportation Plan: The Corridor Planning program and the Community-based Transportation Planning program. Both pilot planning programs will be formally established and funded as FY2024-2027 TIP Set-Asides. An estimated \$3,000,000 will be available for corridor planning and \$2,500,000 for community-based transportation planning over FY2024-2027 and DRCOG will have a call for letters of interest in October - December for the first two years of the community-based transportation planning TIP Set-Aside.

Mr. Riger used the opportunity to announce that Ms. Kern will be promoted as of June to the Subarea and Project Planning Program Manager in recognition of her great work starting and leading these new programs.

#### Regional Bus Rapid Transit (BRT) Partnership

Jacob Riger, Manager, Multimodal Transportation Planning, stated that the DRCOG region has committed to implementing a regional Bus Rapid Transit network of 11 BRT corridors by 2050. This BRT network is included in DRCOG's 2050 Metro Vision Regional Transportation Plan, CDOT's Statewide Transportation Plan, and applicable local plans. The key partners (Aurora, CDOT, Denver, DRCOG, CDOT, FTA, and RTD) are forming a Regional BRT Partnership to lead the implementation of the regional BRT network and to coordinate the work of individual BRT corridor planning and project development efforts. Key foundations of the Regional BRT Partnership are:

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

Chair Grant inquired about the transit planning corridors designated in the 2050 RTP, how DRCOG envisions that the corridors will become more full-fledged BRT, and what will be the next steps for them. Mr. Riger responded that these transit planning corridors have significant planning and financial allocations dedicated to them in the 2050 RTP with the framework that these corridors are more conceptual and that stakeholders are or will work together to define and start developing the specific and appropriate transit vision for these corridors.

Ms. Jean Sanson asked how information such as standardizing BRT systems will be shared with the communities beyond the partnerships. Mr. Riger replied that that is still to be determined since the communities need to be informed not just the partners. Mr. Justin Schmitz asked about the payment system for these corridors. Mr. Riger responded that a lot of good work has already been done. This is a multiagency planning and funding partnership; a lot of people are involved in making these corridors a reality and consistent fare payment and fare media between corridors will part of this effort over time.

Mr. David Gaspers asked for clarification on the East Colfax extension that DRCOG will be leading. Mr. Riger responded that DRCOG has volunteered to steward the planning process and dedicate funds towards initial planning work. Regardless of who is leading the planning process on a particular corridor, a fundamental tenant of the partnership is that all applicable stakeholders will be meaningfully involved.

#### North I-25 Corridor Update

Jacob Riger, Manager, Multimodal Transportation Planning, introduced Ms. Abra Geissler, CDOT Corridor Manager I-25, and Mr. Stephen Henry, CDOT Materials Engineer, who discussed that CDOT has been planning, developing, and constructing multimodal investments on Interstate 25 between Denver Union Station (DUS) and Fort Collins for many years to implement the North I-25 Environmental Impact Statement. The overview discussed recent, ongoing, and planned investments regarding the North I-25 corridor relating to managed lanes, GP/aux lanes, BRT, and mobility hubs.

Mr. Moorman inquired about when express tolls will become activated in the segments discussed. Ms. Geissler replied that this will occur in the first quarter of 2024.

Ms. Lisa Nguyen asked how the public perceived the new Diverging Diamond Interchange (DDI) around Johnstown. Ms. Geissler responded that a video was released, showing drivers how to navigate through a DDI, and a lot of signage was installed to guide people through the DDI.

Ms. Nguyen also inquired when the much-discussed Buc-ee's gas station will open along the segment. Ms. Geissler replied that it will open in 2024 and the location is set to be 74,000 square feet and have 120 fueling stations and will cater to an estimated 23,000 cars per day.

Mr. Alex Hyde-Wright asked about the Colorado 7 interim mobility hub and speculated if the full buildout will be for median-loaded vehicles. Mr. Henry responded that is possible in the future regarding what CDOT could do with that intersection.

Ms. Emily Kleinfelter asked about the DDI and inquired if any intentional data collection was being done regarding what the previous interchange crash history is and how it compares to the new DDI. Ms. Geissler replied that only one lane of the DDI is currently

open, so the data collection is not fully operational yet, but CDOT will collect the information. Ms. Kleinfelter asked if that could be shared with DRCOG staff and Ms. Geissler confirmed that information can be shared.

Chair Grant inquired about the status of 120<sup>th</sup> Avenue to Colorado 7 in Segment 3, and Union Station to US 36 in Segment 1 of I-25. Mr. Henry responded he does not have an update at this time. Ms. Jessica Myklebust added that CDOT currently does not have any plans regarding segment one, it is not in CDOT's Ten Year Plan and right now the primary focus in Region 1 is on Segment 2.

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

Emily Kleinfelter, Safety/Regional Vision Zero Planner, stated that \$1 billion has been appropriated to the SS4A program in FY2023 with an additional \$177 million in FY2022 carryover funds, set aside for Planning and Demonstration Grants as well as certain eligible safety planning and demonstrative activities that may be included under an Implementation Grant request. For this 2023 NOFO, up to \$1.18 billion is available under the SS4A grant program. Mr. Riger added that DRCOG does intend to apply for an SS4A grant this year, and encouraged regional coordination as multiple jurisdictions and partners are expected to also apply for SS4A grants. DRCOG has asked if a jurisdiction is interested in submitting for an SS4A grant to please return completed informational forms by EOD June 15, so everyone can stay apprised of what everyone is interested in applying for.

Mr. Callison asked for more context regarding projects and design components. Ms. Kleinfelter stated in the implementation plan that funding to implement a project should be specified within the safety plan, meaning there is room for creativity. Pilot projects for example would be sought after under the planning and demonstration grant.

Ms. Jennifer Bartlett inquired about what DRCOG is planning to apply for SS4A funding. Mr. Riger stated that DRCOG is working through some concepts but intends to apply. He also noted the inherent differences of an MPO applying for a regionally focused grant as opposed to a single jurisdiction applying for a specific project or corridor.

#### **ADMINISTRATIVE ITEMS**

Mr. Carson Priest reported that earlier this month, the AMP was able to go out and tour the DEN facility and had a great experience learning more about how the airport operates. 37,000 people work at DEN, and they are preparing to accommodate 100 million passengers a year moving forward.

Mr. Riger took the opportunity to remind TAC that Bike to Work Day is on June 28 this year and to please register if you have not already. Lastly, Mr. Riger welcomed new



Transportation Advisory Committee

May 22, 2023

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DRCOG staff, Mr. Max Monk and Mr. Aaron Villere, who were hired as a new assistant planner and a new senior planner, respectively.

Next Meeting – June 26, 2023

Adjournment

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

**ATTACH B**

## ATTACHMENT B

To: Chair and Members of the Transportation Advisory Committee

From: Jacob Riger, Manager, Multimodal Transportation Planning

Meeting Date	Agenda Category	Agenda Item #
June 26, 2023	Informational	4

### SUBJECT

DRCOG and Transportation Advisory Committee (TAC) Orientation

### PROPOSED ACTION/RECOMMENDATIONS

N/A

### ACTION BY OTHERS

N/A

### SUMMARY

The TAC assists the Board of Directors and the Regional Transportation Committee (RTC) 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, as appropriate, recommendations to the RTC.

The TAC's membership, responsibilities, and procedures are described in the [Transportation Planning Framework](#) and documented in DRCOG's [Committee Policy, Guidelines and Descriptions](#).

Attachment 1 shows the current TAC membership roster. Attachment 2 summarizes input from the February 2023 TAC meeting about future agenda topics. Finally, Attachment 3 is the orientation presentation staff will provide at the June TAC meeting.

### PREVIOUS DISCUSSIONS/ACTIONS

N/A

### PROPOSED MOTION

N/A

### ATTACHMENT

1. DRCOG TAC membership roster
2. Future TAC agenda topics input (from February TAC meeting)
3. Staff presentation

### ADDITIONAL INFORMATION

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

## Attachment 1: 2023 DRCOG Transportation Advisory Committee Roster

County Subregional Transportation Forums appoint:

1. Local Government Members:	Members	Current Appt. Since:	Alternates
<b>Adams County</b>	Shawn Poe (Commerce City)	6/23	Sara Dusenberry (Northglenn)
	Kent Moorman (Thornton)	6/18	Christopher Montoya (Brighton)
	Chris Chovan (Adams Co.)	6/23	Kellee Van Bruggen (Arvada)
<b>Arapahoe County</b>	Bryan Weimer (Arapahoe Co.)	4/19	James Katzer (Arapahoe County)
	Jeff Dankenbring (Centennial)	9/19	Mac Callison (Aurora)
	Brent Soderlin (Littleton)	6/23	TBD
<b>Boulder County</b>	Alex Hyde-Wright (Boulder County)	2/21	Gerrit Slater (City of Boulder)
	Phil Greenwald (Longmont) (Vice Chair)	8/19	Michelle Melonakis (Lafayette)
	Jean Sanson (City of Boulder)	6/23	Angel Bond (BoCo LCC)
<b>Broomfield</b>	Sarah Grant (Chair)	2019	Bryce Hammerton
<b>Denver</b>	David Gaspers	2015	Jonathan Webster
	Justin Begley	2022	Jennifer Bartlett
	Jennifer Hillhouse	6/23	David Krutsinger
<b>Douglas County</b>	Art Griffith (Douglas Co.)	9/10	Matt Williams (Douglas Co.)
	Justin Schmitz (Lone Tree)	2/22	Chris Hudson (Parker)
	Tom Reiff (Castle Rock)	6/23	Larry Nimmo (Castle Pines)
<b>Jefferson County</b>	Mike Whiteaker (Lakewood)	6/23	Matt Wempe (Golden)
	Christina Lane (Jeffco)	12/22	Mike Vanatta (Jeffco)
	Maria D'Andrea (Wheat Ridge)	4/23	John Firouzi (Arvada)
<b>SW Weld County</b>	Kevin Ash (Frederick)	6/18	Elizabeth Relford (Weld Co.)

County Managers' Consensus/Recommendation:

2. Non-MPO Area (Clear Creek & Gilpin Counties)	Member	Current Appt. Since:	Alternate
Non-MPO Area	vacant/TBD		Frederick Rollenhagen (Clear Creek Co.)

Board Chair Nominates; RTC approves:

3. Special Interests (Nominated)	Member	Since:	Alternate
<b>Aviation</b>	Brodie Ayers (DEN)	6/23	Lisa Nguyen (DEN)
<b>Business</b>	Frank Gray (Castle Rock EDC)	8/21	vacant
<b>Environment</b>	Rick Pilgrim (HDR Engineering)	1/16	vacant
<b>Equity</b>	(in recruitment-TBD)	TBD	TBD
<b>Freight</b>	Wally Weart	10/21	vacant
<b>Housing</b>	Jeffrey Boyd	6/23	vacant
<b>Non-motorized</b>	Rachel Hultin (Bicycle Colorado)	6/23	vacant
<b>Older Adults</b>	Hilary Simmons (A Little Help)	1/22	Karie Erickson, (Aging Resources, Douglas Co.)
<b>Trasp. Demand Mgmt.</b>	Carson Priest (Smart Commute)	8/19	vacant

Per DRCOG Committee Guidelines:

4. Transportation Planning Partners	Member	Since:	Alternate
<b>CDOT</b>	Region 1	Jessica Myklebust	Jordan Rudel
	Region 4	Heather Paddock	Jim Eussen
<b>DTD</b>	Darius Pakbaz		Marissa Gaughan
<b>DTR</b>	Brian Metzger		Jan Rowe
<b>DRCOG</b>	Ron Papsdorf		Doug Rex
<b>RAQC</b>	Tom Moore		Mike Silverstein
<b>RTD</b>	Bill Sirois		Chris Quinn
<b>Via Mobility</b>	Frank Bruno		Dawn Sluder (Lakewood Rides)
<b>FHWA (ex-officio)</b>	Bill Haas		Aaron Bustow
<b>FTA (ex-officio)</b>	Tracey MacDonald		Kristin Kenyon

## Attachment 2: Future TAC Agenda Topics Input (from February 2023 TAC Meeting)

With the upcoming expansion of DRCOG's Technical Advisory Committee (TAC), staff are considering how to maximize the usefulness of future meetings. At the February 2023 TAC meeting, DRCOG staff polled TAC members to gauge interest in a variety of potential topics for future meeting agendas. Staff also asked TAC members if their agencies had any planning efforts with useful regional lessons that they would like to share with the larger group. A summary of the feedback that was received is below.

### Most Popular Type of Agenda Session:

<b>Educational sessions on key regional issues related to transportation</b>	<b>19</b>
<b>Updates on federal and state policy efforts in the region and state</b>	<b>16</b>
Educational sessions on general multimodal transportation topics	9
Guest speakers from other organizations or regions	9
Updates from TAC members on implementation status for major projects in their jurisdictions	8

### Most Popular Agenda Topics/Themes:

Affordable housing & transportation	15
Transit Orientated Development	13
Bipartisan Infrastructure Law funding opportunities	11
Travel demand management	11
Vision Zero	10
Signal optimization	10
Parking Policy	9
Connected and autonomous vehicles	8
Electric vehicles	7

### Other Ideas for Topics/Themes

- Climate Change
- Transit
  - BRT Update
  - Future of ridership
  - Signal Priority
  - Regional/local connections
  - Bustang
- Equity, diversity and inclusion in transportation
- Funding:
  - Set Asides details
  - Federal \$\$
  - Lessons learned from Fastracks

- Other:
  - Housing, homelessness
  - Older adults
  - Land use
  - Driverless vehicles

**Potential Updates from TAC Members:**

- Alex Hyde-Wright: Northwest Area Mobility Study Corridors Update
- Kent Moorman: Thornton Transit Plan Update
- Christina Lane: JeffCo Transportation Master Plan Update
- Sarah Grant: Broomfield Parking Code
- Bill Sirois: RTD Fare Study
- DEN: Vision 100
- Alex Hyde-Wright: Boulder Vision Zero Action Plan
- Kent Moorman: Thornton Development Code Changes, including parking minimums
- Hilary Simmons: companion transportation options for older adults
- Rachel Hultin: Wheat Ridge Comp Plan Update
- Justin Schmitz: Link on demand transit, Lone Tree



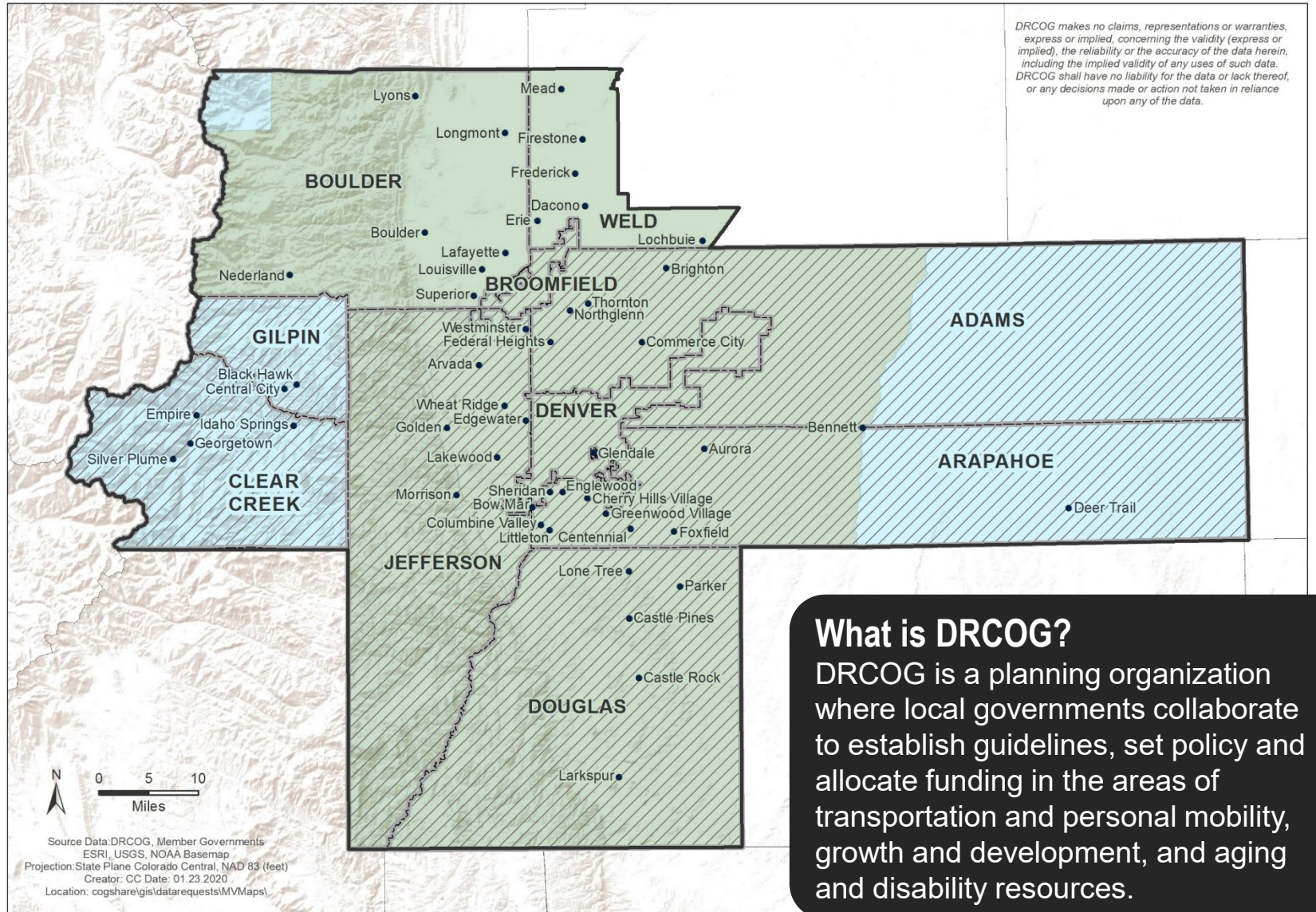
*Presented by:*

**Jacob Riger, AICP  
Manager,  
Multimodal  
Transportation  
Planning**

A photograph showing the interior of a transit vehicle. Several bicycles are mounted on a rack in the center aisle. A person wearing an orange t-shirt and blue shorts is sitting in a blue and red seat, looking out the window. The window shows a construction site with a crane and buildings under a cloudy sky. The text 'DRCOG & Transportation Advisory Committee Orientation' is overlaid in large white letters at the bottom of the image.

# DRCOG & Transportation Advisory Committee Orientation

<b>Area</b>	<b>~10 counties</b> (58 member governments)
	<b>5,288 square miles</b> (comparable to Connecticut)
	<b>3.4 million people</b> (comparable to Utah)
	<b>Ute, Cheyenne, and Arapaho peoples</b> (traditional territory)
<b>Elevation</b>	<b>From Grays Peak</b> (14,278 feet)
	<b>To South Platte River</b> (4,432 feet)
<b>Roles</b>	<b>Regional planning commission</b> (state statute)
	<b>Area Agency on Aging</b> (federal)
	<b>Metropolitan planning organization</b> (federal)



**What is DRCOG?**  
 DRCOG is a planning organization where local governments collaborate to establish guidelines, set policy and allocate funding in the areas of transportation and personal mobility, growth and development, and aging and disability resources.





# Regional success depends on partnerships



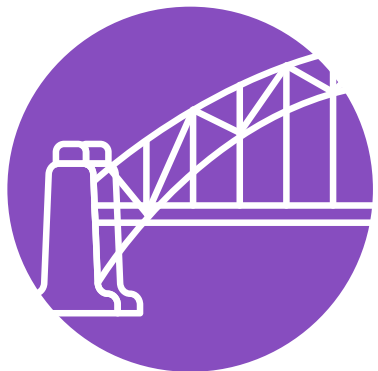
DRCOG **is not** a  
**regulator.**



We are a  
**convener.**



We provide **policy**  
**guidance.**



We are a **bridge between**  
**partner jurisdictions** and  
**agencies.**



We identify  
**best practices.**



# From a regional vision to an achievable reality





## Federally directed responsibilities

Federal **transportation authorization** acts define all aspects of federal surface transportation policy (Bipartisan Infrastructure Law/Infrastructure Investment & Jobs Act)

- the MPO takes the lead in regional transportation planning in urbanized areas
- requires specific products and activities
- must consider specific projects, strategies and services in the planning process

Other federal laws and regulations also apply, including Title VI of the Civil Rights Act, National Environmental Policy Act, the Clean Air Act, Americans with Disabilities Act



# State directed responsibilities

- **Under State law, DRCOG:**
  - Serves as the regional planning commission
  - Empowered to make and adopt regional plans
  - Required to develop a twenty-year transportation plan
  - Complies with greenhouse gas (GHG) reduction rule
  - Must approve any fixed guideway transit system proposed by RTD before construction can proceed
  - Reviews roadway tolling proposals for inclusion in Fiscally Constrained Regional Transportation Plan
  - Has representation on the **Statewide Transportation Advisory Committee**



# DRCOG as Metropolitan Planning Organization (MPO)

- **Operation and maintenance of the continuing transportation planning process within the Metropolitan Planning Area**
- **Federal law/regulatory compliance-maintain eligibility for federal funding**
- **Unified Planning Work Program (UPWP)**
- **Regional Transportation Plan**
- **Transportation Improvement Program (TIP)**
- **Air Quality conformity**



## Other DRCOG MPO Services

- **Technical assistance**
- **Transportation modeling**
- **Corridor/subarea/community planning/project support**
- **Scenario planning**
- **Local transportation plan support**
- **Traffic Operations Program: signal coordination**
- **Transportation Demand Management Program**
- **Regional Traffic Count Program Database**



# Regional transportation planning is a cooperative process



**COLORADO**  
Department of  
Transportation



**COLORADO**  
Department of Public  
Health & Environment



U.S. Department of Transportation  
**Federal Highway  
Administration**



**Federal Transit  
Administration**



Downtown  
Denver  
Partnership





# Metro Vision: A shared vision for our region's future

# 2040

Metro Vision is the **region's plan** to ensure **a high quality of life** for all **ages, incomes** and **abilities**.

Five overarching **Themes** in the areas of development, **transportation**, natural and built environment, livable communities, and economy.





# Metro Vision: Transportation outcomes

All residents have access to a **range of transportation**, employment, commerce, housing, educational, cultural and recreational opportunities.



# Metro Vision: Transportation outcomes

Investments in **infrastructure** and **amenities** allow people and businesses to **thrive** and **prosper**.



# Metro Vision: Transportation outcomes

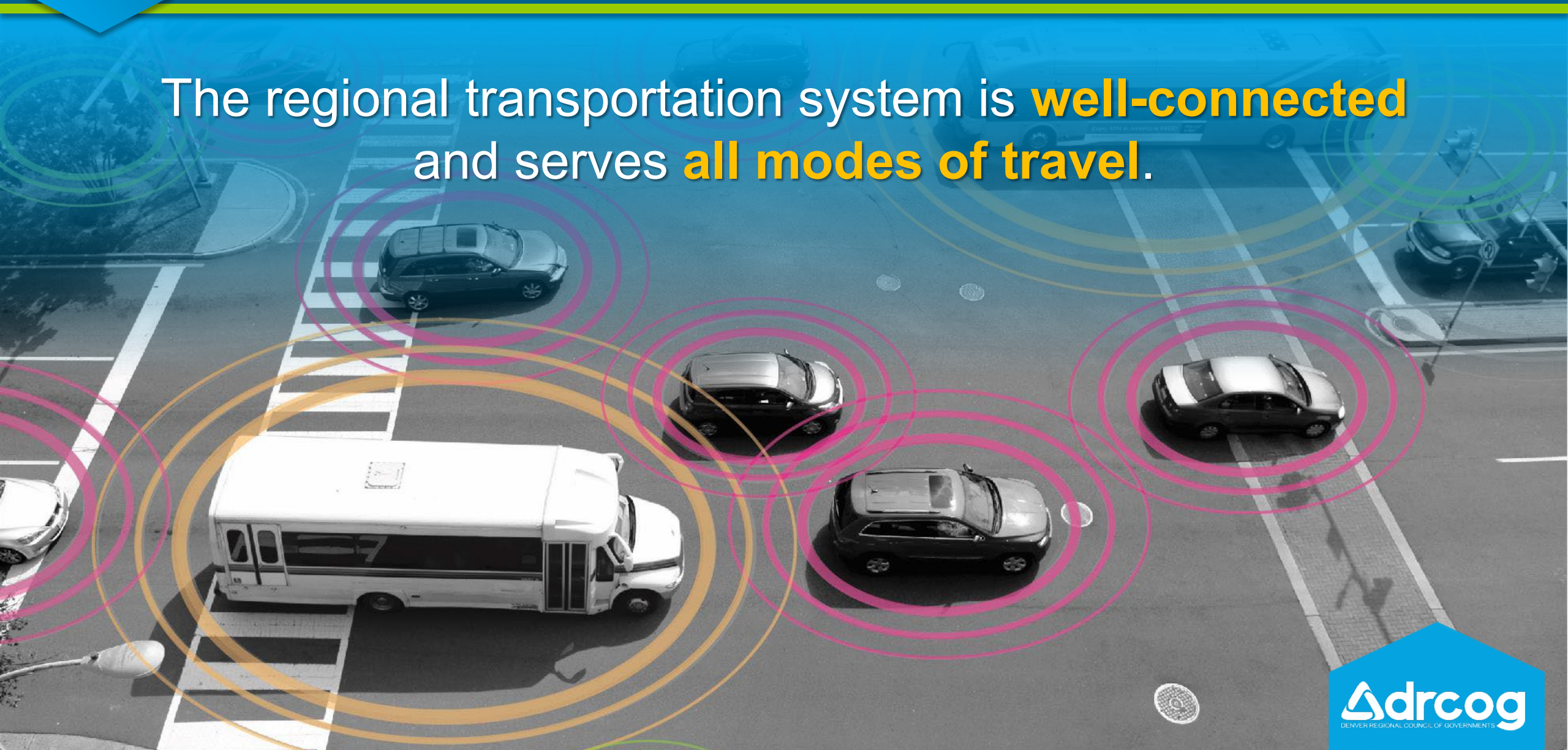
The region has clean water and air, **and lower greenhouse gas emissions.**





# Metro Vision: Transportation outcomes

The regional transportation system is **well-connected** and serves **all modes of travel**.





# Metro Vision: Transportation outcomes

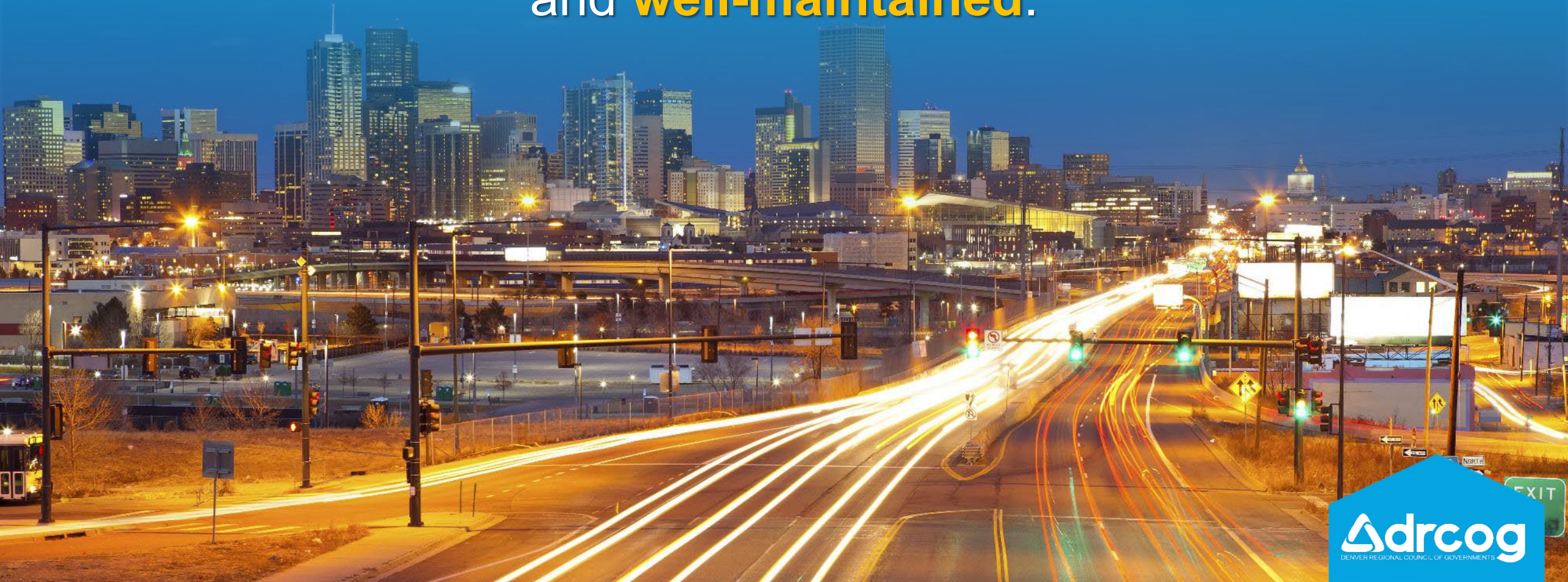
The built and natural environment supports **healthy and active choices.**





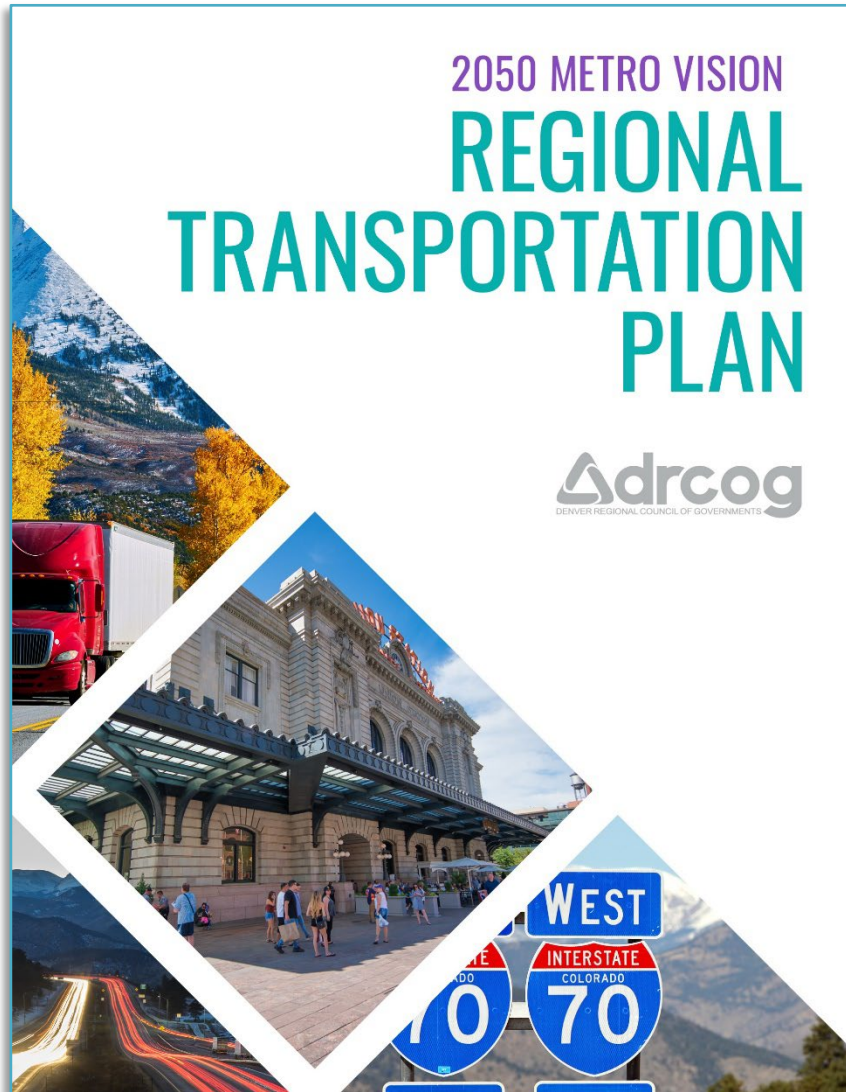
# Metro Vision: Transportation outcomes

The transportation system is **safe, reliable**  
and **well-maintained.**





# Metro Vision Regional Transportation Plan (RTP)



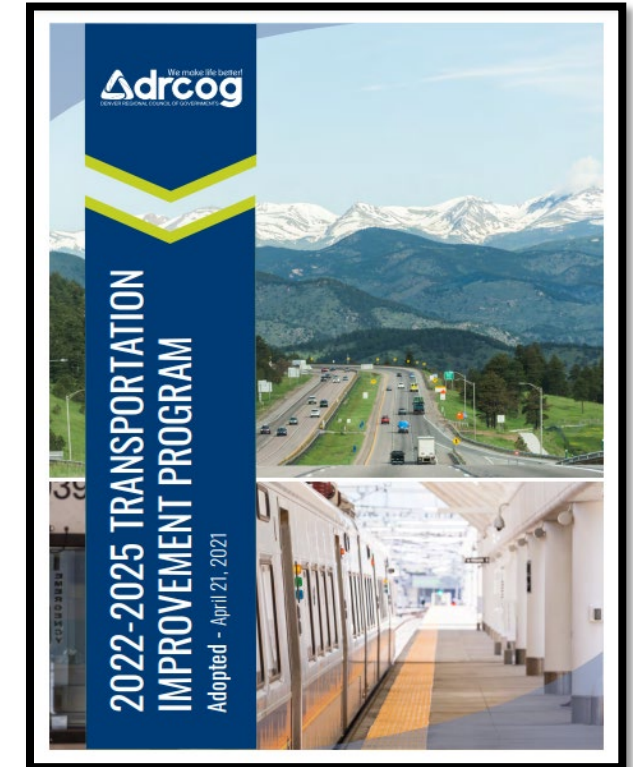
## Integrates with Metro Vision

- Metro Vision framework (themes, outcomes and objectives)
- **forecast** population, employment, travel demand and other planning assumptions
- **multimodal** transportation system component profiles and strategies
- financial plan (costs and revenues)
- community engagement, environment and other topics



# Transportation Improvement Program (TIP)

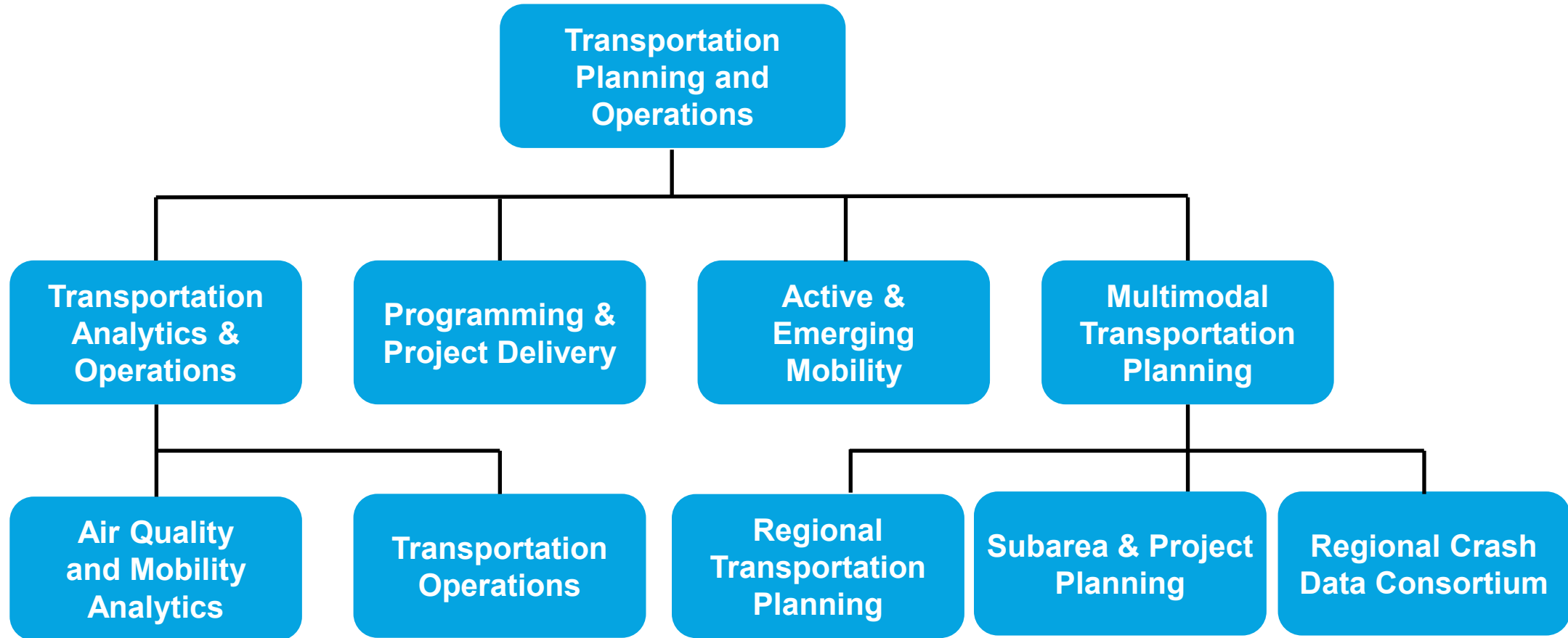
- Short-term planning program with specific and dedicated funding (like a local CIP)
- Contains all projects with federal and state transportation funding- not just those awarded by DRCOG
- DRCOG-directed funding (competitive grants) – every 4 years
  - Surface Transportation Block Grant (STBG)
  - Congestion Mitigation Air Quality (CMAQ)
  - Multimodal & Mitigation Options Fund (MMOF)
  - Carbon Reduction Program (CRP)
  - Transportation Alternatives (TA)
- Handful of “set-aside” programs with more frequent calls for projects
- Adopted TIP is adjusted often through administrative modifications and TIP amendments





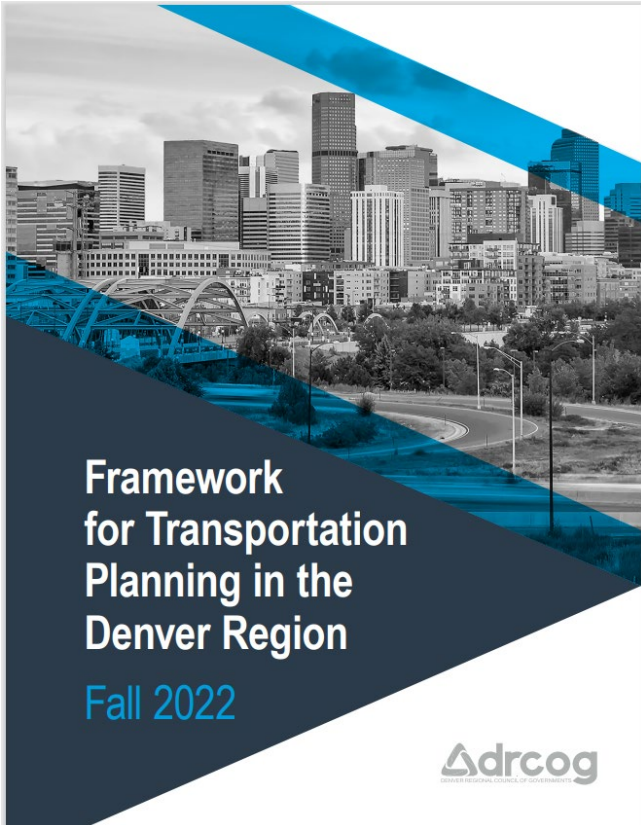


# DRCOG Transportation Planning and Operations Division





# Metropolitan transportation organization structure



**Metropolitan  
planning agreement  
between DRCOG,  
CDOT and RTD  
(requires that the  
Board and RTC  
concur)**

**DRCOG Board of Directors**  
Voting members are local elected officials

**Regional Transportation Committee (RTC)**  
Voting membership is:

- DRCOG – five members (board members, executive directors)
- CDOT – four members (commissioners, executive directors)
- RTD – four members (board members, general manager)
- others – three members

**Transportation Advisory Committee (TAC)**  
Voting membership is staff/representative of:

- counties and municipalities
- CDOT
- RTD
- DRCOG
- RAQC
- Via Mobility
- “special interests” (subject matter experts)

• TIP Policy Work Group  
• Agency Coordination Team /  
Air Quality Interagency  
Consultation Group

Ad hoc committees





# Transportation Advisory Committee

## Transportation Advisory Committee

### Authority

2001 memo of understanding.

DRCOG Board adopts committee description.

### Responsibilities

Facilitates dialogue and cooperation among local governments, regional agencies, the state and other stakeholders on regional transportation issues.

Provides advice and guidance on methods of planning and implementation, and helps develop policy options.

Assists the DRCOG Board and Regional Transportation Committee by reviewing planning products and processes.

Makes recommendations to the Regional Transportation Committee on transportation plans and improvement programs.

### Membership

Includes members composed of local government technical staff and representatives from key constituencies.

For an up-to-date committee roster please visit the Transportation Advisory Committee webpage: [drcog.org/about-drcog/committees-and-working-groups/transportation-advisory-committee](http://drcog.org/about-drcog/committees-and-working-groups/transportation-advisory-committee).



**21** Local Government Members  
**9** Special Interest Seats  
**10** Transportation Planning Partners (2 ex-officio)  
**40** TAC Members (**38** voting members)  
**20** members for quorum  
**20** votes to carry an action



# Potential agenda topics for future TAC meetings

## Most Popular Type of Agenda Session:

<b>Educational sessions on key regional issues related to transportation</b>	<b>19</b>
<b>Updates on federal and state policy efforts in the region and state</b>	<b>16</b>
Educational sessions on general multimodal transportation topics	9
Guest speakers from other organizations or regions	9
Updates from TAC members on implementation status for major projects in their jurisdictions	8

## Most Popular Agenda Topics/Themes:

Affordable housing & transportation	15
Transit Orientated Development	13
Bipartisan Infrastructure Law funding opportunities	11
Travel demand management	11
Vision Zero	10
Signal optimization	10
Parking Policy	9
Connected and autonomous vehicles	8
Electric vehicles	7



# Continuing, Emerging & Future Issues and Challenges

- Growing population and employment
- Aging population
- Equity and inclusion
- Leveraging transportation and land use for better outcomes
- Transportation technology
- Transit system optimization/future of mobility
- Mobility as a service
- Greenhouse gas emissions/air quality
- Complete streets & multimodal safety
- Micromobility
- Future of TDM and telework
- 2020 census and TMA/UZA boundaries
- Funding limitations



THANK YOU

QUESTIONS?

Jacob Riger, AICP  
Manager, Multimodal Transportation Planning  
[jriger@drcog.org](mailto:jriger@drcog.org)  
303-480-6751

**ATTACH C**

## ATTACHMENT C

To: Chair and Members of the Transportation Advisory Committee

From: Andy Taylor, Regional Planning and Analytics Manager  
303-480-5636 or [ataylor@drcoq.org](mailto:ataylor@drcoq.org)

Meeting Date	Agenda Category	Agenda Item #
June 26, 2023	Action	5

### SUBJECT

FY2022-FY2023 Unified Planning Work Program (UPWP) Amendment

### PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed amendment to the FY2022-FY2023 Unified Planning Work Program.

### ACTION BY OTHERS

N/A

### SUMMARY

The Unified Planning Work Program is the two-year work program for the Denver Metropolitan Planning Organization and serves as the management tool for scheduling, budgeting, and monitoring the planning activities of participating entities. The *FY2022-FY2023 Unified Planning Work Program* was adopted in July 2021 and most recently amended in May 2023.

Amendments to the UPWP are periodically necessary to adjust work to be performed to comply with changes to federal law or adjust to unanticipated planning needs or new priorities. This amendment includes the addition of an activity for coordinating planning for housing and transportation in alignment with language added by Congress through the Bipartisan Infrastructure Law to the section of United States Code that governs Metropolitan Planning Organizations in order to address a regional planning priority.

This amendment is being recommended prior to the adoption of a new UPWP for federal fiscal years 2024 through 2025 so that efforts to initiate this work and procure consulting services can commence prior to October 1, 2023. It would be added immediately after Activity 3.9, which ends at the top of page 33.

### PREVIOUS DISCUSSIONS/ACTIONS

N/A

### PROPOSED MOTION

Move to recommend to the Regional Transportation Committee the amendment to *the FY 2022-FY 2023 Unified Planning Work Program*.

### ATTACHMENTS

1. Proposed new section: Activity 3.10 Housing Coordination Planning
2. [FY 2022-2023 Unified Planning Work Program as adopted through May 17, 2023](#).

### ADDITIONAL INFORMATION



If you need additional information please contact Andy Taylor, Regional Planning and Analytics Manager at (303) 480-5636 or [ataylor@drcog.org](mailto:ataylor@drcog.org).

### **Activity 3.10 Housing Coordination Planning**

**Purpose:** Integrate housing, transportation, and economic development strategies in the regional transportation planning process and Metro Vision.

**Tasks:**

- Assess regional housing needs and opportunities that have a significant role in growth, housing, and economic development patterns contributing to growth in regional travel demand.
- Consult with state and local entities responsible for land use, economic development, housing, and transportation, as well as other appropriate entities, to identify current goals and strategies, as well as common issues and opportunities.
- Compare transportation plans to land use management plans, including zoning plans, that may affect road use, public transportation ridership and housing development while also identifying the location of existing and planned housing and employment, and transportation options that connect housing and employment.
- Identify key geographies and evaluate key geographies already identified in Metro Vision and the MVRTP that offer opportunities to better connect housing and employment while mitigating commuting times; align transportation improvements with housing needs; align planning for housing and transportation in relation to household incomes; expand housing and economic development in proximity to existing and planned transportation facilities and public transportation services, including higher-density development; manage effects of growth in regional travel demand related to housing and economic development; and increase the share of households with sufficient and affordable access to the regional transportation networks.
- Identify strategic priorities for potential integration in and coordination with the housing, economic development or transportation plans of state, local, and other appropriate entities, which include Metro Vision and the MVRTP.
- Procure consultant services to assist in housing coordination planning.

**Participants:** DRCOG (lead), local governments, CDOT

**ATTACH D**

## ATTACHMENT D

To: Chair and Members of the Transportation Advisory Committee

From: Nora Kern, Subarea and Project Planning Program Manager  
303-480-5622 or [nkern@drcog.org](mailto:nkern@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
June 26, 2023	Informational	6

### SUBJECT

FY2024-FY2027 Transportation Improvement Program Corridor Planning Set Aside Project Selection Update

### PROPOSED ACTION/RECOMMENDATIONS

N/A

### ACTION BY OTHERS

N/A

### SUMMARY

The DRCOG corridor planning program is a DRCOG-led planning program focused on advancing project and program investments on corridors identified in the [2050 Regional Transportation Plan](#) (2050 RTP). Through this program, DRCOG leads planning efforts on significant regional corridors to help advance improvements to expand transportation options, improve safety, improve regional mobility, and advance regional transit.

The corridor planning program will be continued as a [Transportation Improvement Program](#) (TIP) set-aside in the upcoming FY2024-FY2027 TIP. \$3,000,000 is available for corridor planning over the four years of the TIP. These funds will be divided between two two-year selection rounds.

### Selection of Corridors for Set Aside Funding

DRCOG anticipates selecting corridors to study over the first two years of the TIP starting later this year after a call for letters of interest from member jurisdictions. Eligible corridors for this planning program must be specifically identified in the 2050 RTP as either DRCOG multimodal capital projects, regional bus rapid transit projects, corridor transit planning projects, or arterial safety/ regional vision zero projects.

To facilitate selecting corridors with the most urgent planning need, staff plan to first review all corridors in the 2050 RTP to determine which might be the best candidates for the program. Based on this initial assessment of planning need, local governments will be invited to submit short letters of interest to support the inclusion of a specific corridor in the program.

Regardless of initial determination of need, local governments will be able to submit letters of interest for any corridor identified in the 2050 RTP, particularly if there are specific circumstances that create greater planning than DRCOG staff initially identified.

### Proposed Prioritization of Corridor Planning Need

DRCOG staff is interested in feedback from TAC members on a proposed strategy to prioritize corridors for the planning program based on need. The draft method to prioritize the level of planning need for 2050 RTP corridors considers:

1. **2050 RTP staging period**
2. **Regional impact:** number of jurisdictions impacted & regional significance
3. **Equity**
4. **Metro Vision Goals:** 2050 population & jobs, High Injury Network, Transit Corridors, and DRCOG's Complete Streets Prioritization tool
5. **Project Status**

### **Draft High Need Corridors for Consideration for Planning Program**

Based on the draft planning need inputs and weighting DRCOG staff have prepared a first-draft list of high, medium, and low planning need corridors in the 2050 RTP (Attachment 1). At the June TAC meeting, staff will discuss the draft corridor prioritization and seek TAC input and feedback in order to refine this initial assessment.

#### PREVIOUS DISCUSSIONS/ACTIONS

[May 22, 2023](#) – TAC Informational Briefing

#### PROPOSED MOTION

N/A

#### ATTACHMENTS

1. Draft list of 2050 RTP corridors prioritized by planning need
2. Staff presentation

#### ADDITIONAL INFORMATION

If you need additional information, please contact Nora Kern, Subarea and Project Planning Program Manager, at 303-480-5622 or [nkern@drcog.org](mailto:nkern@drcog.org).

## RTP Corridor Need Prioritization for Set Aside

DRAFT  
June 2023

Prioritization of RTP Corridors by Planning Need					
Tier	Project name/Corridor	Location/Limits	Project description in RTP	County	Staging period
High	Colfax Ave. Extension BRT	I-225 to E-470	Bus rapid transit service and supporting safety/multimodal improvements	Adams/Arapahoe	2020-2029
High	Sheridan safety improvements	52nd to Hampden	Vision Zero corridor improvements	Denver/Jefferson	2020-2029
High	Chambers Rd.	E. 56th Ave. to E. 40th Ave.	Vision Zero corridor improvements	Denver	2020-2029
High	Speer/Leetsdale/Parker BRT	Colfax to I-225	Bus rapid transit service and supporting safety/multimodal improvements	Arapahoe/Denver	2030-2039
High	W Colfax	Wadsworth to Sheridan	Multimodal arterial safety	Jefferson/ Denver	2020-2029
High	State Hwy. 119 BRT Extension	Downtown Longmont to I-25/State Hwy. 119 mobility hub	Bus rapid transit service and supporting safety/multimodal improvements, including the Firestone-Longmont Mobility Hub	Boulder/Weld	2030-2039
High	W. Mississippi Ave.	South Federal Blvd. to S. Broadway	Vision Zero and pedestrian improvements	Denver	2020-2029
High	W Colfax	Sheridan to Broadway	Corridor transit planning	Denver	2040-2049
High	Smoky Hill Rd.	Buckley Rd. to Picadilly St.	Safety, operational, and multimodal corridor improvements and transit service	Arapahoe	2020-2029
Medium	State Hwy. 30	Airport Blvd. to Quincy Ave.	Widen from 2 to 4 lanes, multimodal corridor improvements, and transit service	Arapahoe	2030-2039
Medium	Broadway/Lincoln BRT	Colfax to Highlands Ranch Pkwy.	Bus rapid transit service and supporting safety/multimodal improvements	Arapahoe/Denver/ Douglas	2030-2039
Medium	38th/Park BRT	Wadsworth to Colfax	Bus rapid transit service and supporting safety/multimodal improvements	Denver/Jefferson	2040-2050
Medium	U.S. Route 36/28th St and State Hwy. 93/Broadway	U.S. Route 36/28th St and State Hwy. 93/Broadway	Transit corridor and supporting safety/multimodal improvements	Boulder	2030-2039
Medium	Gun Club Rd.	State Hwy. 30 to 6th Ave.	Widen from 2 to 4 lanes, includes stream crossing upgrade at Coal Creek, multimodal corridor improvements	Arapahoe	2020-2029
Medium	U.S. Route 85	Weld County Rd. 2 to Weld County Rd. 10	Safety and operational improvements	Weld	2020-2029
Medium	Wadsworth Blvd.	17th Ave. to 35th Ave.	Multimodal corridor improvements	Jefferson	2040-2050
Medium	Brighton Blvd.	Race to York	Reconstruction, Vision Zero, safety and freight improvements	Denver	2040-2050
Medium	Kipling St.	Kentucky Ave. to I-70	Multimodal corridor improvements	Jefferson	2040-2050
Low	State Hwy. 93	State Hwy. 58 to State Hwy. 170	Widen to 4 lanes and safety/transit improvements	Jefferson	2030-2039
Low	State Hwy. 66	U.S. Route 287/Main Street to E. County Line Rd.(Weld County Rd. 1)	Capacity, operations and bicycle/pedestrian	Boulder	2030-2039
Low	Broncos Pkwy./Easter/Dry Creek corridor improvements	Parker Rd. to Havana	Widen to 4 lanes; bridge, multimodal corridor and intersection improvements	Arapahoe	2040-2050
Low	U.S. Route 36	Boulder to Lyons	Corridor safety improvements	Boulder	2020-2029
Low	RidgeGate Pkwy. transit mobility corridor	Mainstreet in Parker to Lone Tree City Center RTD Station	Transit corridor	Douglas	2040-2050
Low	Castle Pines transit mobility corridor	Castle Pines to RidgeGate RTD Station	Transit corridor	Douglas	2030-2039
Low	Indiana (State Hwy. 72)	W. 80th Ave. to W. 86th Pkwy.	Widen to 4 lanes	Jefferson	2030-2039
Low	State Hwy. 66	E. County Line Rd. (Weld County Rd. 1) to Weld County Rd. 19	Widen 2 to 4 lanes, pedestrian improvements	Weld	2040-2050

Projects Not Being Considered for Set Aside					
	Project Name/ Corridor	Location	Project	Rational for exclusion	
Excluded	Colfax Ave. BRT	Union Station to I-225	BRT + Multimodal	Final design & construction underway	
Excluded	State Hwy. 119 BRT	Downtown Boulder to downtown Longmont	BRT + Multimodal, including bikeway	Final design & construction underway	
Excluded	Federal Blvd. BRT	120th to Santa Fe/Dartmouth	BRT + Multimodal	Being led by CDOT	
Excluded	Colorado Blvd. BRT	A Line to I-25	BRT + Multimodal	Being led by CDOT	
Excluded	Golden/Mines autonomous circulator	Downtown Golden, School of Mines, RTD W Line	Autonomous circulator	Complete	

## RTP Corridor Need Prioritization for Set Aside

DRAFT

June 2023

Excluded	S. Boulder Rd.	Lafayette to Boulder	Multimodal corridor improvements	Selected for first round of pilot program. May be considered for preconstruction
Excluded	State Hwy. 7	Boulder to Brighton	Multimodal corridor improvements	precon underway
Excluded	U.S. Route 287	U.S. Route 36 to Larimer County Line	Safety, operational and multimodal improvements	BRT Study Underway, may be considered in future years
Excluded	88th Ave.	I-76 northbound ramps to State Hwy. 2	Widen from 2 to 4 lanes	NEPA recently completed, in design
Excluded	104th Ave.	Colorado Blvd. to McKay Rd.	Widen from 2 to 4 lanes	Project recently received TIP funding for 30% design
Excluded	I-25 Assorted Sections	Various	Various	Limited access road
Excluded	Martin Luther King Jr. Blvd.	Havana St./Iola St. to Peoria St.	Widen 2 to 4 lanes; new 4-lane road	project complete
Excluded	Peña Blvd.			Limited access road; study currently in progress
Excluded	Ridgegate Pkwy	Havana St. to Lone Tree eastern city limit	Widen from 2 to 4 lanes	Project complete
Excluded	U.S. Route 85	Highlands Ranch Pkwy. to north of County Line Rd.	Widen from 4 to 6 lanes	Tip funding allocated
Excluded	Wadsworth Blvd.	35th Ave. to 48th Ave.	Widen from 4 to 6 lanes	Tip funding allocated for widening
Excluded	I-70 WB Peak Per managed lane design	Bakerville exit to EJMT		Already advanced to design
Excluded	I-70/Floyd Hill interchange	Hidden Valley to Beaver Brook		Already advanced to construction
Excluded	Lincoln Ave.	Oswego to Keystone	Multimodal corridor improvements	Current project ongoing, Advancing Lincoln Ave
Excluded	U.S. Route 6	Heritage Rd.	New interchange	Interchange not a corridor
Excluded	U.S. Route 285 congestion mitigation improvements	Knox Ct./Lowell Blvd. (west) to Havana (east)	Speed and reliability corridor and Vision Zero improvements	Hampden Mobility & Safety Study Underway, potentially consider in future years
Excluded	County Line Rd.	Phillips St. to University Blvd.	Widen from 2 to 4 lanes	Construction starting soon
Excluded	U.S. Route 287/120th Ave.	Midway Blvd. to Lowell Blvd.	Improve circulation, safety, active transportation access, business access, congestion and transit operations	Recently completed Multimodal Study (April 2023)
Excluded	State Hwy. 52	Weld County Rd. 1 to Weld County Rd. 13	Planning and Environment Linkages study outcomes — safety, operational and multimodal improvements	PEL recently completed (2021) for corridor
Excluded	North I-25 BRT	Union Station to State Hwy. 119	Bus rapid transit service and supporting safety/multimodal improvements	Limited access road
Excluded	Gun Club Rd.	Quincy to Aurora Pkwy.	Widen 2 to 4 lanes, multimodal corridor improvements, and transit service	Recently awarded TIP funds for preconstruction
Excluded	U.S. Route 85 (Santa Fe)	C-470 to Bowles - Alameda	Corridor planning/investment for multimodal mobility, operations and safety	Recent completion of PEL Action Plan including this section
Excluded	120th Ave.	U.S. Route 85 to E-470	Widen to 4 lanes	Funds recently awarded. TIP# 2020-043 US-85 to Tower Rd.
Excluded	State Hwy. 42	Louisville and Lafayette	Safety and operational improvements	TIP# 2020-040: preconstruction for most of this corridor
Excluded	State Hwy. 7	164th Ave. to Dahlia St.	Widen from 2 to 4 lanes	TIP# 2020-007 CO7 Corridor Multimodal Improvements - Precon - Boulder city limits to US-

# CORRIDOR SET-ASIDE PROJECT SELECTION

Transportation Advisory Committee

June 26, 2023

Nora Kern, Subarea and Project  
Planning Program Manager





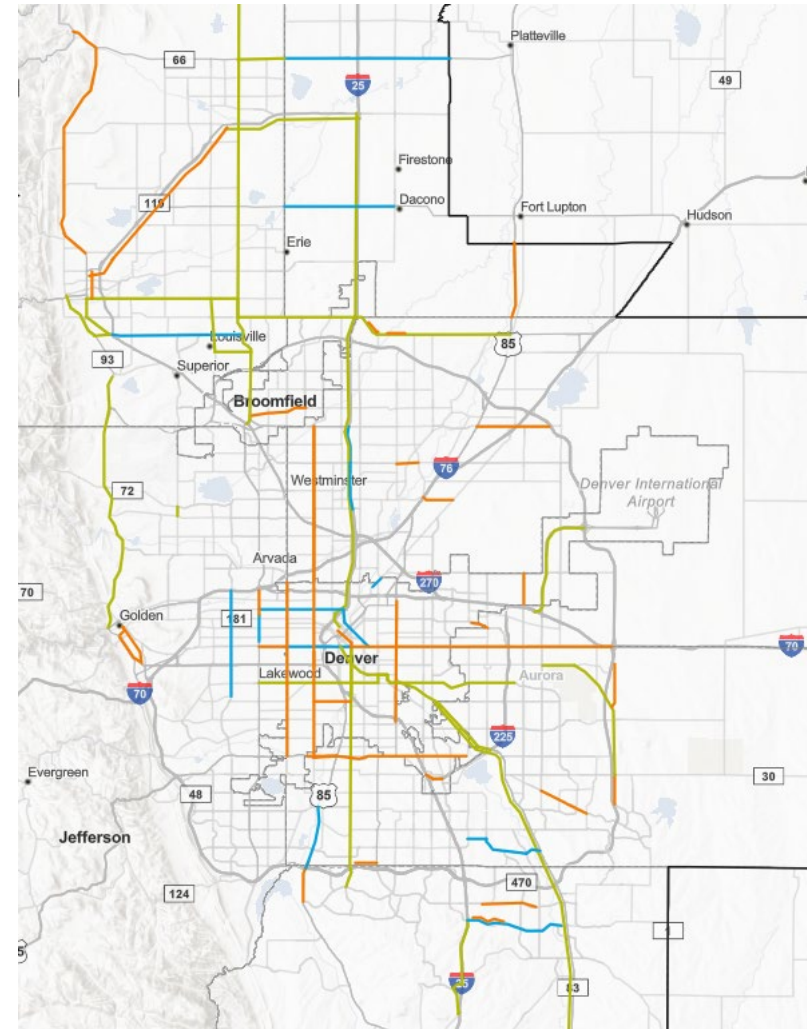
# CORRIDOR PLANNING PROGRAM



# CORRIDOR PLANNING PROGRAM



- Advancing RTP Projects and Priorities
- Focuses on corridors identified in RTP as:
  - DRCOG multimodal capital projects
  - Regional bus rapid transit corridors
  - Corridor transit planning projects
  - Arterial safety / regional vision zero projects



2050 Metro Vision Regional Transportation Plan

# 2024 – 2027 TIP SET ASIDE



## **Corridor Planning Set-Aside**

- \$3,000,000 over 2024-2027
- Funding split into 2-year cycles

# PRIORITIZATION OF NEED: DRAFT



- Only reflects consideration for Planning Set-Aside.
- Proposed assessment includes 5 considerations:

**RTP Staging Period**

**Regional impact**

**Equity**

**Metro Vision Goals**

**Project Status**

# EXCLUDED CORRIDORS: DRAFT



Currently considering the exclusion of several corridors from consideration from Corridor Set Aside:



Corridors for which studies are currently being led by other agencies, for which recent similar studies (within the last five years) have been completed



Corridors with projects funded or in final design or construction.



Limited access roadways and freeways.



Trails and multi-use paths.

# HIGH PLANNING NEED CORRIDORS: DRAFT



Name	Limits in RTP	Description in RTP
<b>Colfax Ave. Extension BRT</b>	I-225 to E-470	BRT + Multimodal
<b>Sheridan safety improvements</b>	52nd to Hampden	Vision Zero
<b>Chambers Rd.</b>	E. 56th Ave. to E. 40th Ave.	Vision Zero
<b>Speer/Leetsdale/Parker BRT</b>	Colfax to I-225	BRT + Multimodal
<b>W Colfax</b>	Wadsworth to Sheridan	Multimodal arterial safety
<b>State Hwy. 119 BRT Extension</b>	Downtown Longmont to I-25/State Hwy. 119 mobility hub	BRT + Multimodal
<b>W. Mississippi Ave.</b>	South Federal Blvd. to S. Broadway	Vision Zero
<b>W Colfax</b>	Sheridan to Broadway	Corridor transit planning
<b>Smoky Hill Rd.</b>	Buckley Rd. to Picadilly St.	Safety, operational, and multimodal corridor improvements and transit service

# MEDIUM PLANNING NEED CORRIDORS: DRAFT



Name	Limits in RTP	Description in RTP
<b>State Hwy. 30</b>	Airport Blvd. to Quincy Ave.	Widen from 2 to 4 lanes, multimodal improvements, and transit
<b>Broadway/Lincoln BRT</b>	Colfax to Highlands Ranch Pkwy.	BRT + multimodal
<b>38th/Park BRT</b>	Wadsworth to Colfax	BRT + multimodal
<b>U.S. Route 36/28th St and State Hwy. 93/Broadway</b>	U.S. Route 36/28th St and State Hwy. 93/Broadway	Transit corridor + multimodal
<b>Gun Club Rd.</b>	State Hwy. 30 to 6th Ave.	Widen from 2 to 4 lanes, multimodal corridor improvements
<b>U.S. Route 85</b>	Weld County Rd. 2 to Weld County Rd. 10	Safety and operational improvements
<b>Wadsworth Blvd.</b>	17th Ave. to 35th Ave.	Multimodal corridor improvements
<b>Brighton Blvd.</b>	Race to York	Reconstruction, Vision Zero, safety and freight improvements
<b>Kipling St.</b>	Kentucky Ave. to I-70	Multimodal corridor improvements

# LOW PLANNING NEED CORRIDORS: DRAFT



Name	Limits in RTP	Description in RTP
<b>State Hwy. 93</b>	State Hwy. 58 to State Hwy. 170	Widen to 4 lanes and safety/transit improvements
<b>State Hwy. 66</b>	U.S. Route 287/Main Street to E. County Line Rd.(Weld County Rd. 1)	Capacity, operations and bicycle/pedestrian
<b>Broncos Pkwy./Easter/Dry Creek corridor improvements</b>	Parker Rd. to Havana	Widen to 4 lanes; bridge, multimodal corridor and intersection improvements
<b>U.S. Route 36</b>	Boulder to Lyons	Corridor safety improvements
<b>RidgeGate Pkwy. transit mobility corridor</b>	Mainstreet in Parker to Lone Tree City Center RTD Station	Transit corridor
<b>Castle Pines transit mobility corridor</b>	Castle Pines to RidgeGate RTD Station	Transit corridor
<b>Indiana (State Hwy. 72)</b>	W. 80th Ave. to W. 86th Pkwy.	Widen to 4 lanes
<b>State Hwy. 66</b>	E. County Line Rd. (Weld County Rd. 1) to Weld County Rd. 19	Widen 2 to 4 lanes, pedestrian improvements





# QUESTIONS AND FEEDBACK



# FEEDBACK & QUESTIONS



- **We used these factors to assess planning need. Do they feel right? Are there any factors missing?**

**RTP Staging Period**

**Regional impact**

**Equity**

**Metro Vision Goals**

**Project Status**

# FEEDBACK AND QUESTIONS



- Any other feedback or questions?
- Does the process make sense and seem fair?



Nora Kern, [nkern@drcog.org](mailto:nkern@drcog.org)

**QUESTIONS?**

**ATTACHE**

## ATTACHMENT E

To: Chair and Members of the Transportation Advisory Committee

From: Emily Kleinfelter, Safety/Vision Zero Planner, Transportation Planning & Operations; 303-480-5647 or [ekleinfelter@drcog.org](mailto:ekleinfelter@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
June 26, 2023	Informational	7

### SUBJECT

FY2023 SS4A Grant Requests and DRCOG Update

### PROPOSED ACTION/RECOMMENDATIONS

N/A

### ACTION BY OTHERS

N/A

### SUMMARY

The U.S. Department of Transportation (DOT) has published the fiscal year 2023 Notice of Funding Opportunity (NOFO) to apply for the Safe Streets and Roads for All (SS4A) discretionary program.

The SS4A program supports the development of comprehensive safety action plans that identify the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues. The SS4A program provides funding for two types of grants: Planning and Demonstration Grants and Implementation Grants.

The SS4A program is authorized at \$1 billion in competitive grants per year through FY2026. There is no statutory minimum or maximum, but expected award sizes in FY2023 are between \$100,000 and \$25 million depending on the project scope. Federal cost-sharing for planning grants is 80 percent; applicants must provide the remaining 20 percent using non-federal funds (in-kind contributions are allowed).

DRCOG staff requested that any jurisdictions and agencies anticipating applying for a SS4A grant in the Denver region provide information to DRCOG for information and discussion, not approval, at the June 26 meeting.

An information form was distributed to all local governments and partner agencies on March 12 with a request to return information by 5:00 PM MST on Thursday, June 15, 2023. If requested, DRCOG staff will provide letters of support for any project that is consistent with the 2050 Metro Vision Regional Transportation Plan.

Additionally, DRCOG staff have contracted with the consulting firm HDR Engineering to provide support in preparing a grant application for Supplemental Planning work. This Supplemental Planning work aims to build off previous planning and analysis work executed by DRCOG to identify a specific list of projects that will transform roadway safety in the region. Because DRCOG covers a diverse number of communities, the Supplemental Planning work will identify projects located within

each of these three DRCOG area types - Urban, Suburban/Compact communities, and Rural – and provide context-sensitive countermeasures.

The deadline for applications is 5:00 PM EDT, Monday, July 10, 2023. DRCOG and five member governments are applying for grant funding through the SS4A discretionary program.

PREVIOUS DISCUSSIONS/ACTIONS
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[May 22, 2023](#) – TAC Informational Briefing

PROPOSED MOTION
-----------------

N/A

ATTACHMENT
------------

Submitted SS4A informational forms

ADDITIONAL INFORMATION
------------------------

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



## 2023 Safe Streets and Roads for All (SS4A) Grant

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

DRCOG requests that all SS4A grant requests in the Denver region be submitted for Transportation Advisory Committee (TAC) review at the June 26, 2023 meeting for information and discussion – **not approval**.

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

Please submit this form to [ckennedy@drcog.org](mailto:ckennedy@drcog.org) by 5:00pm MST on June 15, 2023.

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Agency: Town of Lyons

Contact: Lead Planner David Kimmett, AICP

Project Name: Safe Streets for All: Lyons' Comprehensive Rights-of-Way

Safety Action Project Type: Action Plan

Project Description:

An SS4A Planning Grant award will be used by the Town of Lyons to develop a comprehensive streets and roads safety action plan. Lyons -- the primary gateway to Colorado's most visited tourist destination, Rocky Mountain National Park -- incurs the well-known safety issues that our stretch of this US Highway presents to locals and visitors alike. According to the Colorado Department of Transportation (CDOT), approximately 11,000 average annual daily traffic vehicles ply US 36 - an astounding amount for a town that has a population of roughly 2200 people. Additionally, US 36 happens to be our Main Street and Broadway -- commercial corridors that are vital to the Town's economic well-being. Crossing or traversing in parallel alongside those right of ways can be a challenge given the traffic volume and limited safe and functioning cross signals, sidewalks, and bicycle lanes.

Further, State Hwy 7 begins its westward journey in Lyons at the US 36 / Main Street / Broadway interchange. State Hwy 7 is also known as 5th Avenue locally and is intended to be a residential street. It is also the primary access road to Lyons' famous LaVern Johnson Park. 3300 average annual daily traffic vehicles utilize State Hwy 7 according to CDOT.

Accordingly, these two highways separate and segregate Lyons' inner and outer neighborhoods, making pedestrian and bicycle trips perilous and unenjoyable.

Beyond the highways that truncate sustainable and active modes of transportation, several



arterial / collector streets in Lyons have inferior levels of access and service.

Finally, Lyons' geography imparts a fresh nuance into safe and proper roadway facility design: the North and South St. Vrain Creeks meet in town to become the St. Vrain River proper, a direct tributary to the South Platte River and large in its own right. Lyons has been impacted by flooding, including the notorious Flood of 2013 that decimated the town, resulting in significant transportation infrastructure damage from which we are still recovering. The St. Vrain limits the Town's ability to craft safe streets and roads for all. Climate change will likely augment flood and or stormwater inundation events as time goes on.

Several key components of our SS4A Action Plan that the Town would like to include in the study funded by this planning grant:

- \* Potential for roundabouts at several critical intersections: at US 36 and SH 66; at Main Street-Broadway (both US 36)-3rd Avenue; at Main Street and 5th Avenue (both US 36); at Broadway and 5th Avenue (US 36 and SH 7); and at Main Street (US 36) and High Street.
- \* Increasing sidewalk coverage: Lyons has a disjointed, non-existent, and or crumbling sidewalk infrastructure, especially in the historic portions of the city; this includes having limited crosswalks. Equity is key as many residents in the historic portions of Lyons have limited mobility or economic disadvantages. Complete streets are the goal. Highway cross signals are old and some are no longer functional. Further, additional rapid-repeating flasher buttons signals could be implemented for highway crossings in key locations.
- \* Augmenting bikeability: Lyons is a cycling haven, both locally and from visitors throughout the region. However, our current striped bike lanes on US 36 are minimal at best and offer cyclists little protection from the thousands of vehicles traveling at high rates of speed through our town. Within the residential portions of the town, our budget limits our ability to stripe residential bike lanes.
- \* Re-examining the current one-way direction of Main Street and Broadway: in the 1960s, CDOT made our historic Main Street one way westbound to facilitate traffic flow, and in the same penstroke created Broadway out of the railroad ROW, which is one way eastbound for ease of traffic flow. Lyons not only loses out commercially when traffic is intentionally routed to make life easier for cars, but also loses the element of safety due to making our local streets (some of which are US and State Highways) into avenues with only automobile convenience in mind.
- \* Contemplating additional river crossings: Lyons has full-service and ped/bike bridges that cross the North & South St. Vrain Creeks and the full St. Vrain River, but additional bridges would assist in designing a safer, quicker, and more sustainable transportation dynamic.

Total Project Cost: \$150,000

SS4A Grant Funding Request: \$120,000 (\$30,000 gap would be the needed non-Federal match)



## 2023 Safe Streets and Roads for All (SS4A) Grant

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

DRCOG requests that all SS4A grant requests in the Denver region be submitted for Transportation Advisory Committee (TAC) review at the June 26, 2023 meeting for information and discussion – **not approval**.

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

Please submit this form to [ckennedy@drcog.org](mailto:ckennedy@drcog.org) by 5:00pm MST on June 15, 2023.

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Agency: Boulder County

Contact: Alex Hyde-Wright

Project Name: US 287 Median

Project Type: Barrier Implementation

### Project Description:

This project will design and construct concrete median barriers on two sections of US 287 in Boulder County to address the ongoing issue of fatal and serious injury head-on collisions. The first section is between Arapahoe Road in Lafayette and Plateau Road in Longmont. The second section is between Park Ridge Avenue in Longmont and the Larimer County line. The Lafayette to Longmont section was identified as part of the High-Injury Network in DRCOG's Taking Action on Regional Vision Zero, with a portion of this section also part of the Critical Corridors. Median barriers are identified as a countermeasure for rural roads in DRCOG's plan. To help reduce the number of vehicles hitting the barrier, rumble strips will be installed along the median barrier to help alert inattentive drivers that they are drifting out of their lane. There will be gaps in the median barrier at intersections with public roads, with impact attenuators protecting the end sections of the barrier. Boulder County is requesting \$16.8M in funds from the SS4A program; \$3.9M from CDOT and \$900k from Boulder County comprise the 20% local match.

Total Project Cost: \$21,000,000

SS4A Grant Funding Request: \$16,800,000 00



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Agency: City of Boulder

Contact: Gerrit Slatter, [slatterg@bouldercolorado.gov](mailto:slatterg@bouldercolorado.gov)

Project Name: Safe Streets for Boulder: Systemic Safety Countermeasure Implementation

Project Type: Implementation

**Project Description:**

If awarded, the City of Boulder will use SS4A grant funds to deploy a suite of recommended proven safety countermeasures and associated multimodal and transit enhancements at nine key pedestrian crossing locations, six intersections with correctable crash patterns, and on two priority arterial street segments along its highest risk roads.

Total Project Cost: Approx \$20M

SS4A Grant Funding Request: Approx \$16M



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Agency: City of Denver

Contact: Jennifer Bartlett

Project Name: Morrison Rd Safer Streets Reconstruction

Project Type: Construction

Project Description:

This application is for construction funds for the Morrison Rd Complete Street redesign. The project description is as follows:

Reconstruction of Morrison Road between Nevada and Quitman, and also between Stuart and Sheridan to enhance safety for all users. This diagonal street through equity neighborhood is challenged with a significant number of motorists who speed and poor visibility at intersections. This has resulted in serious accidents including multiple, recent pedestrian fatalities. This project will lower the design speed and speed limit, improve sight distance at intersections, and provide horizontal and vertical deflection to lower the potential speed of vehicles. Additionally, two community plazas will be constructed which will create gathering places to support the social health and cohesion of the community.

Total Project Cost: \$30M

SS4A Grant Funding Request: \$10M Request: \$10M



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Agency: City of Louisville

Contact: Geoff Nettleton, PE

Project Name: South Boulder Road/CO-42 Intersection and Multimodal Safety Improvements

Project Type: Implementation

Project Description:

The South Boulder Road and CO-42/N 95th Street/Courtesy Road intersection, in the City of Louisville, Colorado, is recommended to undergo reconstruction with safety crossing improvements to mitigate conflict between pedestrians, bicyclists, and all other roadway users. The intersection project builds on the City of Louisville's Transportation Master Plan (TMP), DRCOG's Taking Action on Regional Vision Zero and the Future 42 Connecting People and Places Study.

The Improvements include bicycle and pedestrian underpasses, intersection geometric improvements for safety improvements for all modes, and transit improvements for future BRT. Improvements planned for this intersection aid in creating safer and comfortable spaces for all modes of transportation on CO-42.

Total Project Cost: \$20 million

SS4A Grant Funding Request: \$16 million



## 2023 Safe Streets and Roads for All (SS4A) Grant

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Agency: Denver Regional Council of Governments

Contact: Emily Kleinfelter

Project Name: Safer Street for Metro Denver Supplemental Planning Work

Project Type: Planning & Demonstration

Project Description:

DRCOG intends to submit a Planning & Demonstration grant application for supplemental planning work to address the most common fatal and serious injury crash profiles across the region. Building on the adopted Taking Action on Regional Vision Zero action plan Crash Profile analysis work, DRCOG plans to identify six to nine projects along the High Injury Network and Critical Corridors that address the two to three most common crash profiles in each of the three area types: urban, suburban/compact communities, and rural. This supplemental planning work is to prepare the region for the future submittal of an SS4A Implementation grant to fund the construction of these identified projects. In order to ensure this additional planning effort will lead to the implementation of projects that will make progress towards our safety goals, staff will prioritize project locations within the federally designated Historically Disadvantaged Communities. Staff will also use project readiness to help refine potential projects for supplemental planning and implementation.

Total Project Cost: TBD with consultant

SS4A Grant Funding Request: Approx. \$1 mil