

AGENDA
BOARD OF DIRECTORS
WEDNESDAY, June 21, 2023
6:30 p.m. – 8:15 p.m.
1001 17th St.
1st Floor, Aspen/Birch Conference Rooms
Denver, CO

1. 6:30 Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of New Members and Alternates
4. Move to Approve Agenda
5. 6:40 Report of the Chair
 - Public Hearing Announcement
 - Report on Performance and Engagement Committee
 - Report on Finance and Budget Committee
6. 6:45 Report of the Executive Director
7. 6:50 Public Comment

Up to 45 minutes is allocated now for public comment and each speaker will be limited to 3 minutes. If there are additional requests from the public to address the Board, time will be allocated at the end of the meeting to complete public comment. The chair requests that there be no public comment on issues for which a prior public hearing has been held before this Board. Consent and action items will begin immediately after the last speaker.

CONSENT AGENDA

8. 7:00 Move to Approve Consent Agenda
 - i. Summary of May 17, 2023 meeting
(Attachment A)
 - ii. FY 2022-2025 Transportation Improvement Program (TIP) Amendments
(Attachment B)

TIMES LISTED WITH EACH AGENDA ITEM ARE APPROXIMATE. IT IS REQUESTED THAT ALL CELL PHONES BE SILENCED DURING THE BOARD OF DIRECTORS MEETING. THANK YOU!

Persons in need of auxiliary aids or services, such as interpretation services or assisted listening devices, are asked to contact DRCOG at least 48 hours in advance of the meeting by calling (303) 480-6701.



ACTION ITEM

9. 7:05 Discussion on the development of a Comprehensive Economic Development Strategy (CEDs)
(Attachment C) Flo Raitano, Director, Partnership Development and Innovation

INFORMATIONAL BRIEFINGS

10. 7:20 RTD Northwest Rail Peak Service Study
(Attachment D) Jacob Riger, Manager, Transportation Planning and Operations
11. 7:35 Overview of the statewide transportation program distribution process
(Attachment E) Alvan-Bidal Sanchez, Manager, Transportation Planning and Operations
12. 7:50 Update on RTD's Zero Fare for Better Air 2023 campaign
(Attachment F) Steve Erickson, Director, Communications and Marketing
13. 8:05 Committee Reports
The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG
- A. Report from State Transportation Advisory Committee – Nicholas Williams
 - B. Report from Metro Mayors Caucus – Bud Starker
 - C. Report from Metro Area County Commissioners – Jeff Baker
 - D. Report from Advisory Committee on Aging – Jayla Sanchez-Warren
 - E. Report from Regional Air Quality Council – Doug Rex
 - F. Report from E-470 Authority – Deborah Mulvey
 - G. Report from CDOT – Darius Pakbaz
 - H. Report from RTD – Brian Welch

ADMINISTRATIVE ITEMS

14. Next Meeting – July 19, 2023
15. Other Matters by Members
16. 8:15 Adjourn

CALENDAR OF FUTURE MEETINGS

June 2023

7	Board Work Session	4:00 p.m.
20	Regional Transportation Committee	8:30 a.m.
21	Performance and Engagement Committee	5:00 p.m.
21	Finance and Budget Committee	5:45 p.m.
21	Board of Directors	6:30 p.m.
23	Advisory Committee on Aging	11:00 a.m.
26	Transportation Advisory Committee	1:30 p.m.

July 2023

5	Board Work Session	Cancelled
18	Regional Transportation Committee	8:30 a.m.
19	Performance and Engagement Committee	5:00 p.m.
19	Finance and Budget Committee	5:30 p.m.
19	Board of Directors	6:30 p.m.
24	Transportation Advisory Committee	1:30 p.m.
28	Advisory Committee on Aging	11:00 a.m.

August 2023

2	Board Work Session	4:00 p.m.
15	Regional Transportation Committee	8:30 a.m.
16	Performance and Engagement Committee	5:00 p.m.
16	Finance and Budget Committee	5:30 p.m.
16	Board of Directors	6:30 p.m.
25	Advisory Committee on Aging	11:00 a.m.
28	Transportation Advisory Committee	1:30 p.m.

ATTACH A

SUMMARY
BOARD OF DIRECTORS MEETING
WEDNESDAY, May 17, 2023
Note: Meeting held virtually via Zoom

Members/Alternates Present

Steve Conklin, Chair	City of Edgewater
Lynn Baca (Alternate)	Adams County
Jeff Baker	Arapahoe County
James Marsh-Holschen (Alternate)	City and County of Broomfield
Kevin Flynn	City and County of Denver
Nicholas Williams	City and County of Denver
George Teal	Douglas County
Marie Mornis	Gilpin County
Lesley Dahlkemper (Alternate)	Jefferson County
Lisa Smith	City of Arvada
Nicole Speer	City of Boulder
Margo Ramsden	Town of Bow Mar
Deborah Mulvey	City of Castle Pines
Tim Dietz	Town of Castle Rock
Tammy Mauer	City of Centennial
Todd Williams	City of Central City
Earl Hoellen (Alternate)	City of Cherry Hills Village
Ari Harrison	Town of Erie
Josie Cockrell	Town of Foxfield
Lynette Kelsey	Town of Georgetown
Paul Haseman	City of Golden
George Lantz	City of Greenwood Village
Jeslin Shahrezaei	City of Lakewood
Stephen Barr	City of Littleton
Kat Bristow`	Town of Lochbuie
Wynne Shaw	City of Lone Tree
Joan Peck	City of Longmont
Dietrich Hoefner	City of Louisville
Gregg Oetting (Alternate)	Town of Lyons
Colleen Whitlow	Town of Mead
Tom Mahowald	Town of Nederland
Richard Kondo	City of Northglenn
John Diak	Town of Parker
Sally Daigle	City of Sheridan
Sandie Hammerly (Alternate)	Town of Superior
Jessica Sandgren	City of Thornton
Bud Starker	City of Wheat Ridge
Darius Pakbaz	Colorado Department of Transportation

Others Present: Douglas W. Rex, Executive Director, Melinda Stevens, Executive Assistant, DRCOG; Chris Chovan, Adams County; Mac Callison, Aurora; Sarah Grant, Broomfield; Art Griffith, Douglas County; Lisa Nguyen, Brodie Ayers, Faye Estes, Denver;

Jacquie Halburnt, Federal Heights; Deb Fahey, Louisville; Kent Moorman, Thornton; Jordan Rudel, CDOT; Susan Wood, RTD; Randle Loeb, Citizen; and DRCOG staff.

Chair Steve Conklin called the meeting to order at 6:30 p.m. with a quorum present.

Move to approve agenda

Director Smith **moved** to approve the agenda. The motion was **seconded** and **passed** unanimously.

Report of the Chair

Chair Conklin wanted to thank members of the board and DRCOG staff that attended and worked on the May 12-13 Board Retreat.

- Director Baker reported that the Performance and Engagement Committee did not meet.
- Director Whitlow reported the Finance and Budget Committee met and acted on eight resolutions approving the Executive Director to:
 - negotiate and execute a contract with Y2K Engineering to create a school transportation plan for Edgewater and Lumberg Elementary Schools in an amount not to exceed \$80,000 for a 12 month term.
 - enter into a Cooperative Agreement with the US Environmental Protection Agency in a total amount not to exceed \$1,000,000, with a term through federal FY 2027 for the Climate Pollution Reduction Planning Grant awarded to DRCOG.
 - extend Human Services Transportation Set-Aside contracts awarded for vehicles purchases through the 2022 combined transportation supercall to December 31, 2023.
 - extend Laradon Hall Society's contract awarded for vehicles purchases through the 2022 combined transportation supercall to December 31, 2023.
 - continue a contract with the Colorado Department of Human Services State Unit on Aging for approximately \$432,000 for the period of July 1, 2023 to June 30, 2024 to support DRCOG's Aging and Disability Resource Center.
 - issue contracts with providers for the AAA Choice Services Programs up to \$1,000,000 for transportation services and up to \$784,000 for in-home care services for the state fiscal year of July 1, 2023 through June 30, 2024.
 - allocate additional federal and state funds of approximately \$686,000 to AAA service providers for the state fiscal year ending on June 30, 2023.
 - extend a contract with Nymbi Science for a mobile fall prevention program in an amount not to exceed \$662,300 for the state fiscal year ending on June 30, 2024.

Report of the Executive Director

- ED Rex wanted to thank all directors that attended the DRCOG Board Retreat.
- Based on the conversation had at the annual retreat, DRCOG staff will bring an item for discussion to the June 7 BWS regarding the development of a regional housing strategy.
- Bike to Work Day will be held on June 28 of this year.

Public Comment

Randle Loeb expressed his appreciation and gratitude to DRCOG and the members for their dedication to coming up with a regional housing strategy and promoting Bike to Work Day as a viable mode of transportation.

Move to approve consent agenda

Director Maurer **moved** to approve the consent agenda. The motion was **seconded** and **passed** unanimously.

Items on the consent agenda included:

- Summary of the May 3, 2023 meeting
- FY 2022-FY 2023 Unified Planning Work Program (UPWP) Amendment

Discussion of the DRCOG Fiscal Year 2023/2024 Budget

Jenny Dock provided an overview of the draft budget to the members. Each year the Finance and Budget Committee reviews and recommends approval of a proposed budget to the Board of Directors for the coming year. Members were given an opportunity to review the budget to make suggestions and ask questions as needed. The committee recommended approval at their meeting on April 19.

Director Baker **moved** to adopt Resolution No. 4, 2023, approving the Fiscal Year 2023/2024 Budget. The motion was **seconded** and **passed** unanimously.

Discussion of the FY 2024-2027 Transportation Improvement Program (TIP)

Subregional Share (Call #4) Forum Recommendations

Todd Cottrell provided an overview of the recommendations to the members. DRCOG issued the last of four Calls for Projects that together will program \$455 million in available funds from federal fiscal year 2022 through 2027. When the Subregional Share call closed on January 27, a total of 84 applications had been submitted requesting a total of \$307.8 million for the \$193.2 million available to program. Each forum was provided a funding target based on an average of population, employment, and estimated vehicle miles traveled within the subregion as a share of the regional total. Projects were submitted, evaluated, and discussed at the subregion level and each subregion developed a recommended slate of projects within their funding target. Forums were also instructed to recommend a wait list of those projects submitted but not recommended for funding. DRCOG solicited public comment for the project submittals and received 1,073 comments. The comments were provided to each forum

to consider in their deliberations towards developing a funding recommendation. Call #4 recommendations (along with Call #3 projects approved in November 2022) will be included as part of the draft FY2024-2027 TIP currently being developed and anticipated to be adopted in August 2023.

Director Dietz **moved** to approve the recommended Subregional Share projects to be included in the draft FY2024-2027 TIP. The motion was **seconded** and **passed** unanimously.

Update on the status of RTD FasTracks projects

Susan Wood, RTD, provided an overview of the report to the directors. DRCOG Resolution No. 14, 2013 modified DRCOG's annual review process for FasTracks. The resolution requires RTD to provide a FasTracks annual status report to DRCOG by May 1 of each year. Among the topics presented, RTD explained the progress of the Northwest Rail Peak Service Study so far, the intentions for the FasTracks Internal Savings Account (FISA), and the forecast of the 2023-2028 Mid-Term Financial Plan (MTFP).

Committee Reports

State Transportation Advisory Committee – Director Williams stated the STAC met and had a discussion regarding HB1101. The committee also acted on the draft 2024-2027 STIP to recommend it's approval to the Transportation Committee.

Metro Mayors Caucus – Director Starker stated there was no report.

Metro Area County Commissioners – Director Baker stated the commissioners will meet on May 19.

Advisory Committee on Aging – Jayla Sanchez-Warren stated the committee met and received two presentations, one from Capable and the other from The Center for People with Disabilities.

Regional Air Quality Council – ED Rex stated the council met on May 5 and received two presentations. The first presentation was an overview of Front Range Ozone Monitoring from staff at the Air Pollution Control Commission and RAQC. The second presentation was an update on the development of the 2023 SIP.

E-470 Authority – Director Mulvey stated that the authority focused on the financial audit reports and everything is on track so far. They also selected an IT vendor and approved the sale of land for CDOT to construct a turn lane for safety on Gun Club Road.

Report from CDOT – Director Pakbaz stated that CDOT Region 4 is holding their Project Priority Programming Process meetings on May 24, May 25, and June 20. There are currently multiple federal grant opportunities available at this time and if jurisdictions are interested or need additional information, they should reach out to CDOT staff.

Report from RTD – Susan Wood stated that RTD will open their initial call for projects partnership program on June 1. Respect the Ride will be brought before the RTD board on June 27.

Next meeting – **June 21, 2023**

Board of Directors Meeting Summary

May 17, 2023

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Other matters by members

Chair Conklin wanted to thank the alternate directors that were in attendance for this meeting.

Adjournment

The meeting adjourned at 7:43 p.m.

Steve Conklin, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Executive Director

ATTACH B

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
(303) 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
June 21, 2023	Consent Agenda	8-ii

SUBJECT

FY 2022-2025 Transportation Improvement Program (TIP) Amendments

PROPOSED ACTION/RECOMMENDATIONS

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

ACTION BY OTHERS

[May 22, 2023](#) – TAC recommended approval

[June 20, 2023](#) – RTC will make a recommendation

SUMMARY

DRCOG's transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program (TIP) on an as-needed basis. Typically, these amendments involve the addition or deletion of projects, or adjustments to existing projects and do not impact funding for other projects in the TIP.

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

TIP Amendments:

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

New Project	Littleton*	Mineral Ave Multimodal Improvements: Santa Fe-Jackass Hill/Long Ave	Transfer remaining funding for Southwest Extension	N/A	Transfer \$2,089,000 in federal Surface Transportation Block Grant funding from DRCOG Second Commitment to FasTracks
New Project	Aerotropolis Regional Transportation Authority	170/Harvest Interchange	Add new locally funded project	Add \$30,000,000 in local funds	N/A

***Second Commitment in Principle**

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

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

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to adopt a resolution amending the FY 2022-2025 *Transportation Improvement Program*.

ATTACHMENT

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

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at drex@drcog.org or (303) 480-6701; or Josh Schwenk, Planner, Transportation Planning and Operations Division at 303-480-6771 or jschwenk@drcog.org.

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

Existing

Title: **DRCOG Second Commitment to FasTracks**

Project Type: **Transit Operational Improvements**

TIP-ID: **2012-010**

STIP-ID:

Open to Public:

Sponsor: **DRCOG**

Project Scope

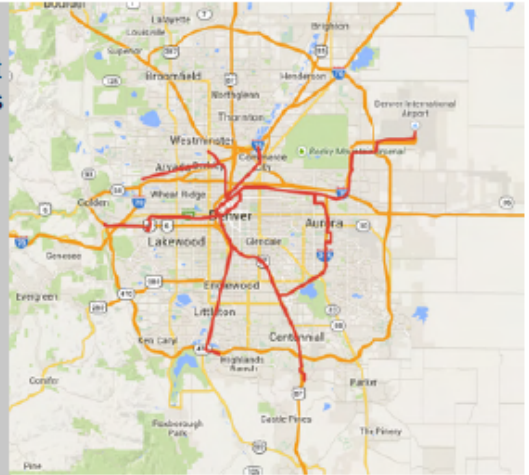
Set aside to fund second commitment in principle to FasTracks corridors not yet allocated. Individual projects will be TIP'd upon approval of Policy Amendments per the process and requirements of DRCOG Resolution 20-2008 (July, 2008).

Corridor projects previously approved using second commitment funds include:

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

Remaining allocations include:

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



Affected County(ies)

Regional

Performance Measures

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

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

Revised Scope and Funding Table

Project Scope

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

Corridor projects previously approved using second commitment funds include:

- West Corridor (TIP ID 2007-042)- July 2010, \$7,422,000
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- Denver Union Station (TIP ID 2007-057)- July 2010, \$2,519,000
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- Gold Corridor (TIP ID 2008-111)- May 2012, \$6,461,000.
- Northwest Corridor (TIP ID 2007-050)- May 2012, \$1,200,000; June 2016, \$5,058,000; September 2017, \$1,746,000..
- North Metro Corridor (TIP ID 2007-055)- May 2012, \$7,451,000.
- I-225 Corridor (TIP ID 2007-056)- July 2012, \$7,250,000.
- Southeast Corridor (TIP ID 2007-059) - July 2017, \$1,928,000.
- Southwest Extension (TIP ID 2022-033) - June 2023, \$2,089,000

Remaining allocations include:

- Central Corridor \$771,000

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

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

Existing

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

Project Type: **Roadway Capacity**

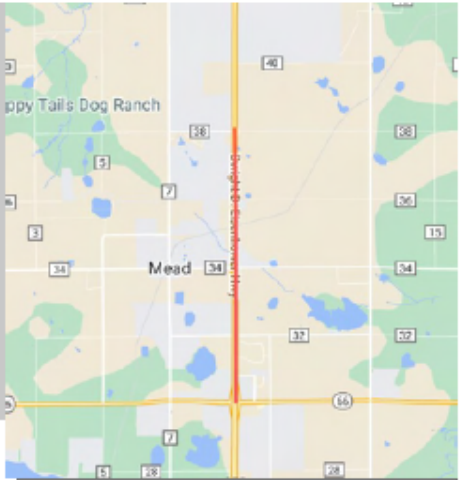
TIP-ID: **2022-080**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 4**

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



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

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

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

Revised Funding Table

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

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

New Project

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

TIP-ID: **Request**

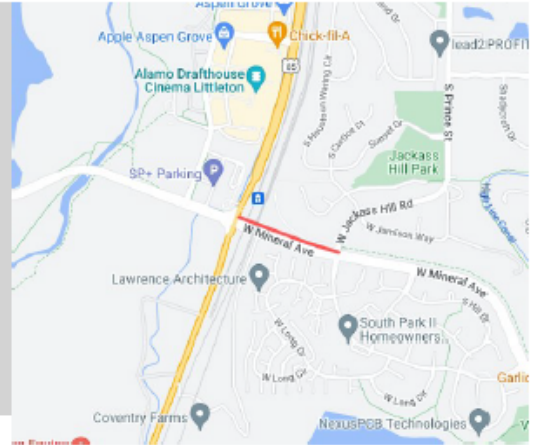
STIP-ID:

Open to Public: **2025**

Sponsor: **Littleton**

Project Scope

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



Affected Municipality(ies)

Littleton

Affected County(ies)

Arapahoe

Project Phases

Year	Phase
2024	Initiate Construction

Performance Measures

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

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

New Project: Add new locally funded project

New Project

Title: **I70/Harvest Interchange**

Project Type: **Roadway Capacity**

TIP-ID: **Request**

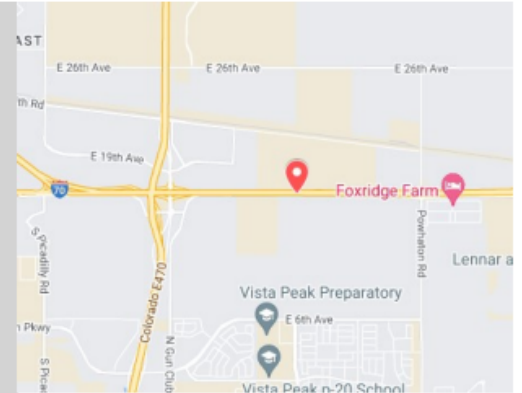
STIP-ID:

Open to Public: **2025**

Sponsor: **Aerotropolis Regional Transportation Authority**

Project Scope

Construct a new interchange at I70 and Harvest 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		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local (Local)		\$0	\$4,000	\$26,000	\$0		
Total	\$0	\$0	\$4,000	\$26,000	\$0	\$0	\$30,000

March 27, 2023

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

Dear Board Members:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,



Mayor, City of Littleton



Debra A. Johnson
RTD General Manager and CEO



Arapahoe County Commissioner



Douglas County Commissioner

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



DENVER REGIONAL COUNCIL OF GOVERNMENTS
STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. __ , 2023

A RESOLUTION AMENDING THE FY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Denver Regional Council of Governments, as the Metropolitan Planning Organization, is responsible for carrying out and maintaining the continuing comprehensive transportation planning process designed to prepare and adopt regional transportation plans and programs; and

WHEREAS, the urban transportation planning process in the Denver region is carried out through cooperative agreement between the Denver Regional Council of Governments, the Regional Transportation District, and the Colorado Department of Transportation; and

WHEREAS, a Transportation Improvement Program containing highway and transit improvements expected to be carried out in the period FY 2022-2025 was adopted by the Board of Directors on April 21, 2021; and

WHEREAS, it is necessary to amend the FY 2022-2025 Transportation Improvement Program; and

WHEREAS, the Regional Transportation Committee has recommended approval of the amendments.

NOW, THEREFORE, BE IT RESOLVED that the Denver Regional Council of Governments hereby amends the FY 2022-2025 Transportation Improvement Program.

BE IT FURTHER RESOLVED that the Denver Regional Council of Governments hereby determines that these amendments to the 2022-2025 Transportation Improvement Program conform to the State Implementation Plan for Air Quality.

RESOLVED, PASSED AND ADOPTED this ____ day of _____, 2023 at Denver, Colorado.

Steve Conklin, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Executive Director

ATTACH C

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
303-480-6701 or drex@drco.org

Meeting Date	Agenda Category	Agenda Item #
June 21, 2023	Action	9

SUBJECT

Discussion of approval by the Board for DRCOG staff to move forward with creating a Comprehensive Economic Development Strategy (CEDS) for the DRCOG region.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff requests that the Board of Directors direct DRCOG staff to proceed with efforts to develop a Comprehensive Economic Development Strategy (CEDS) for the DRCOG region.

ACTION BY OTHERS

N/A

SUMMARY

In April 2022, DRCOG staff proposed at the Board retreat that it explore the potential for DRCOG to create a Comprehensive Economic Development Strategy (CEDS) for the DRCOG region.

At the June 6th Board work session, DRCOG staff provided an update on efforts to date on gathering input, feedback and support from numerous potential stakeholders for that process to move forward.

PREVIOUS DISCUSSIONS/ACTIONS

[April 2, 2022](#) Board Retreat - Discussion on the possibility of DRCOG working with strategic partners across the region like Metro Denver Economic Development Corp. (MDEDC) to develop a CEDS was presented.

[June 15, 2022](#) Board meeting - Representatives from the Economic Development Administration (EDA) and the Colorado Office of Economic Development and International Trade provided information about the process and the potential benefits to the DRCOG region of such an effort.

[November 2, 2022](#) Board work session - A panel conversation with peer COGs/MPOs on their experience pursuing development of a CEDS was held at the Board work session.

[June 6, 2023](#) Board work session - An update on recent efforts in engaging strategic partners and gathering support for and interest in joining the effort of DRCOG to create a CEDS for the region was presented.

PROPOSED MOTION

Move to approve development of a Comprehensive Economic Development Strategy (CEDS) for the DRCOG region by DRCOG staff.

ATTACHMENT

Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org or Flo Raitano, Director, Partnership Development and Innovation, at 303-480-6789 or fraitano@drcog.org.



COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY

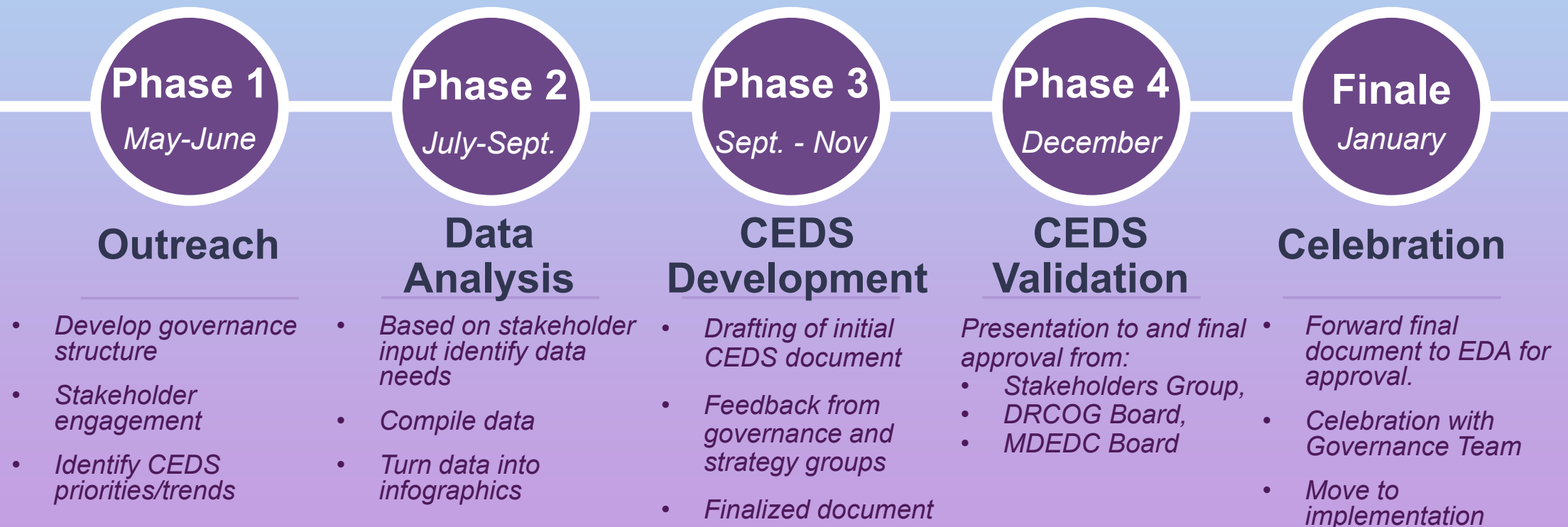
**DRCOG Board Meeting
June 21, 2023**

**Dr. Flo Raitano
Director of Partnership
Development and
Innovation**

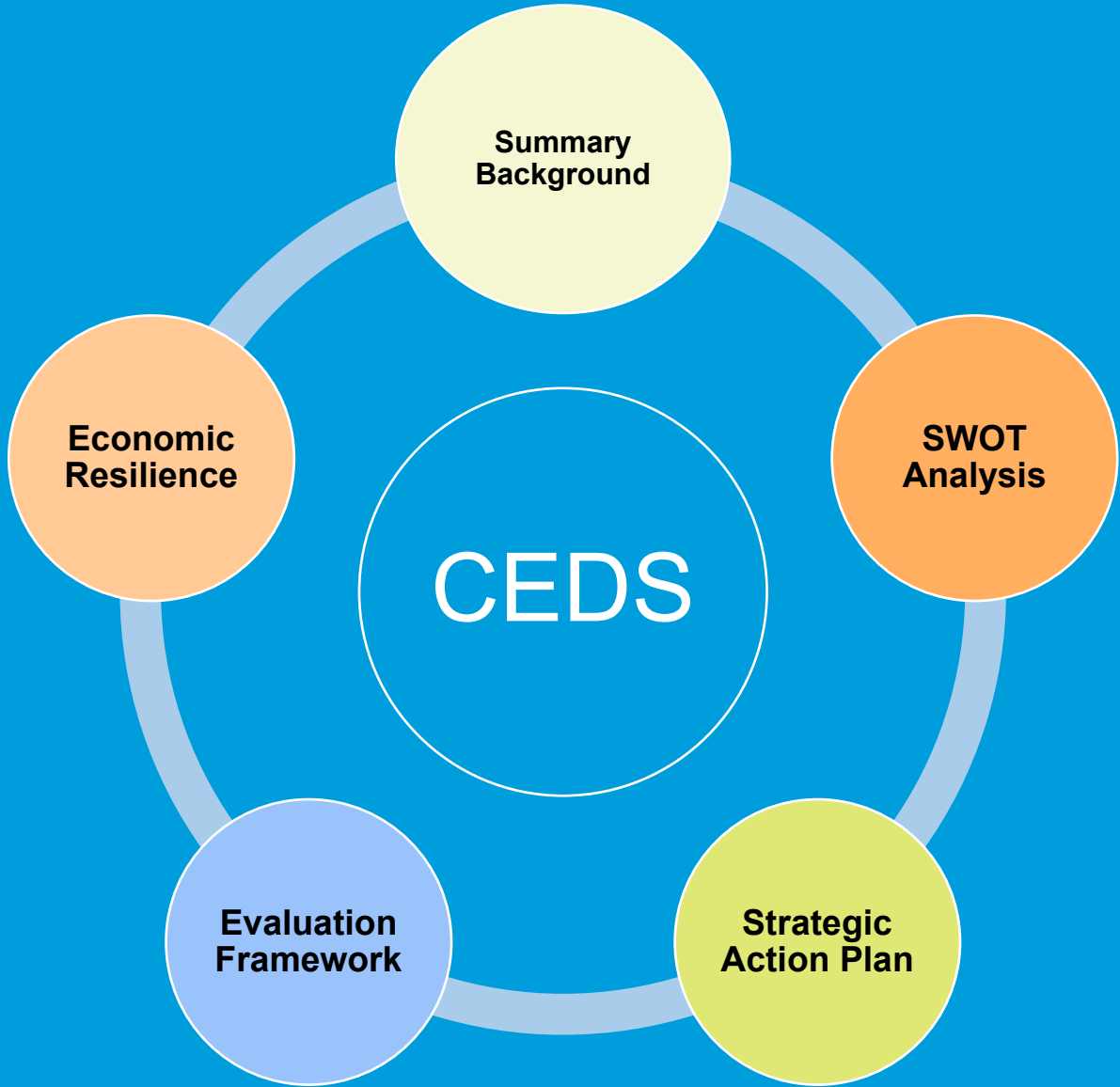
DRCOG CEDS



Proposed Timeline



ELEMENTS OF A CEDS



WHAT'S IN EACH SECTION? A BRIEF OVERVIEW



- **Summary Background:** A background summary of the region should answer the question, “What have we done?”, and present a clear understanding of the local economic situation, supported by current, relevant data.
- **SWOT:** A SWOT analysis of the regional economy should answer the question, “Where are we now?” by using the relevant data and background information to help identify the critical internal and external factors that speak to the region’s unique assets and competitive positioning.
- **Strategic Direction/Action Plan:** The strategic direction and corresponding action plan contained within the CEDS are the heart and soul of the document. They should answer the questions “Where do we want to go?” and “How are we going to get there?” by leveraging the analysis undertaken in the SWOT.
- **Evaluation Framework:** The evaluation framework serves as a mechanism to gauge progress on the successful implementation of the overall CEDS while providing information for the CEDS Annual Performance Report.
- **Economic Resilience:** In building economic resilience, it is critical that economic development organizations consider their role in the pre-and post-incident environment to include steady-state and responsive initiatives.

EDA INVESTMENT PRIORITIES



- Environmentally Sustainable Development
- Equity
- Exports & Foreign Direct Investment
- Manufacturing
- Recovery & Resilience
- Technology-based Economic Development
- Workforce Development



STRATEGY TEAM (PROPOSED – NOT COMPLETE)



- DRCOG
- MDEDC
- Denver South
- CU Denver
- CO Workforce Development Board
- Manufacturers Edge
- Economic Development Professionals
- TBD



STAKEHOLDERS (PROPOSED – NOT COMPLETE)



- Economic Development professionals
- Higher Education
- Workforce Development
- Government Agencies (State and Local)
- Private sector
- Community & labor groups
- Non-profits
- World Trade Center
- TBD



BOARD ACTION



Move to approve development of a Comprehensive Economic Development Strategy (CEDS) for the DRCOG region by DRCOG staff.



THANK YOU!
QUESTIONS?

Dr. Flo Raitano
Director of Partnership Development and Innovation
fraitano@drcog.org

ATTACH D

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
(303) 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
June 21, 2023	Informational Briefing	10

SUBJECT

RTD Northwest Rail Peak Service Study

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

The RTD Northwest Rail Peak Service Study is one year into its efforts to identify the requirements, costs, and operational needs to upgrade existing track, develop rail stations, and provide peak service to northwestern metropolitan communities, which include Arvada, Westminster, Broomfield, Louisville, Boulder, and Longmont. The first section of the Northwest Rail, known as the B Line, currently operates between Denver Union Station and Westminster Station at 72nd Avenue. Findings and implementation recommendations from the Study will help RTD and partners determine the feasibility of extending rail service to the entire corridor through an initial peak service approach. The continuation of the Northwest Rail to Longmont also offers opportunities for possible partnership with other agencies, such as the Front Range Passenger Rail District.

RTD staff will provide an overview of the Peak Service Study and showcase initial public input from Milestones 1, 2 and 3 (open houses took place in January 2023).

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

RTD presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at drex@drcog.org or (303) 480-6701; or Jacob Riger, Multimodal Transportation Planning Manager, at 303-480-6751 or jriger@drcog.org, or Patrick Stanley, Manager, Engineering Programs, RTD, at 303-299-2906 or patrick.stanley@rtd-denver.com.



Peak Service Study

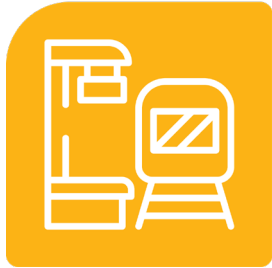
Northwest Rail

Overview and Study Update

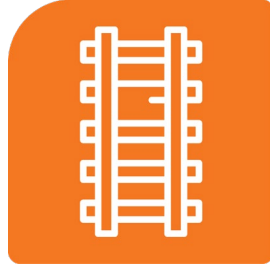
DRCOG Board of Directors

June 21, 2023

What is Northwest Rail?



Proposed commuter rail service from Denver Union Station to Boulder that terminates in Longmont



35-mile extension from Westminster Station to Longmont would use existing freight railroad tracks owned by Burlington Northern Santa Fe (BNSF) Railway



RTD is evaluating an initial peak service approach as a **first step** toward full-day rail service to Boulder and Longmont

History

2004

FasTracks Passes

Voters approved a new tax to build transit expansion program

2010

Environmental Evaluation (EE)

EE recommended building 11 new stations and a second track alongside the BNSF freight track

2013

Northwest Area Mobility Study

RTD and local transportation partners prioritized cost-effective, near-term mobility projects (e.g., Flatiron Flyer and other Bus Rapid Transit projects) to advance while pursuing Northwest Rail as a longer-term goal

2016

B Line Opens

First Northwest Rail segment to southern Westminster begins service

2017

Peak Service Concept

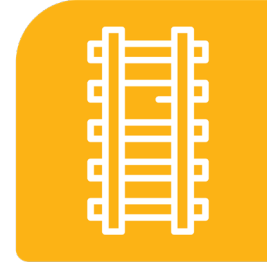
RTD asked by stakeholders to evaluate a peak hour commuter rail starter service

What is the Peak Service Study?



Assessing initial peak period service from Longmont to Denver:

- **3 weekday morning trips**
- **3 weekday evening trips**



Coordinating with BNSF Railway, owner of the rail line that Northwest Rail would use



Partnering with local jurisdictions to plan six new stations in Westminster, Broomfield, Louisville, Boulder, and Longmont



Evaluating potential train types and technologies



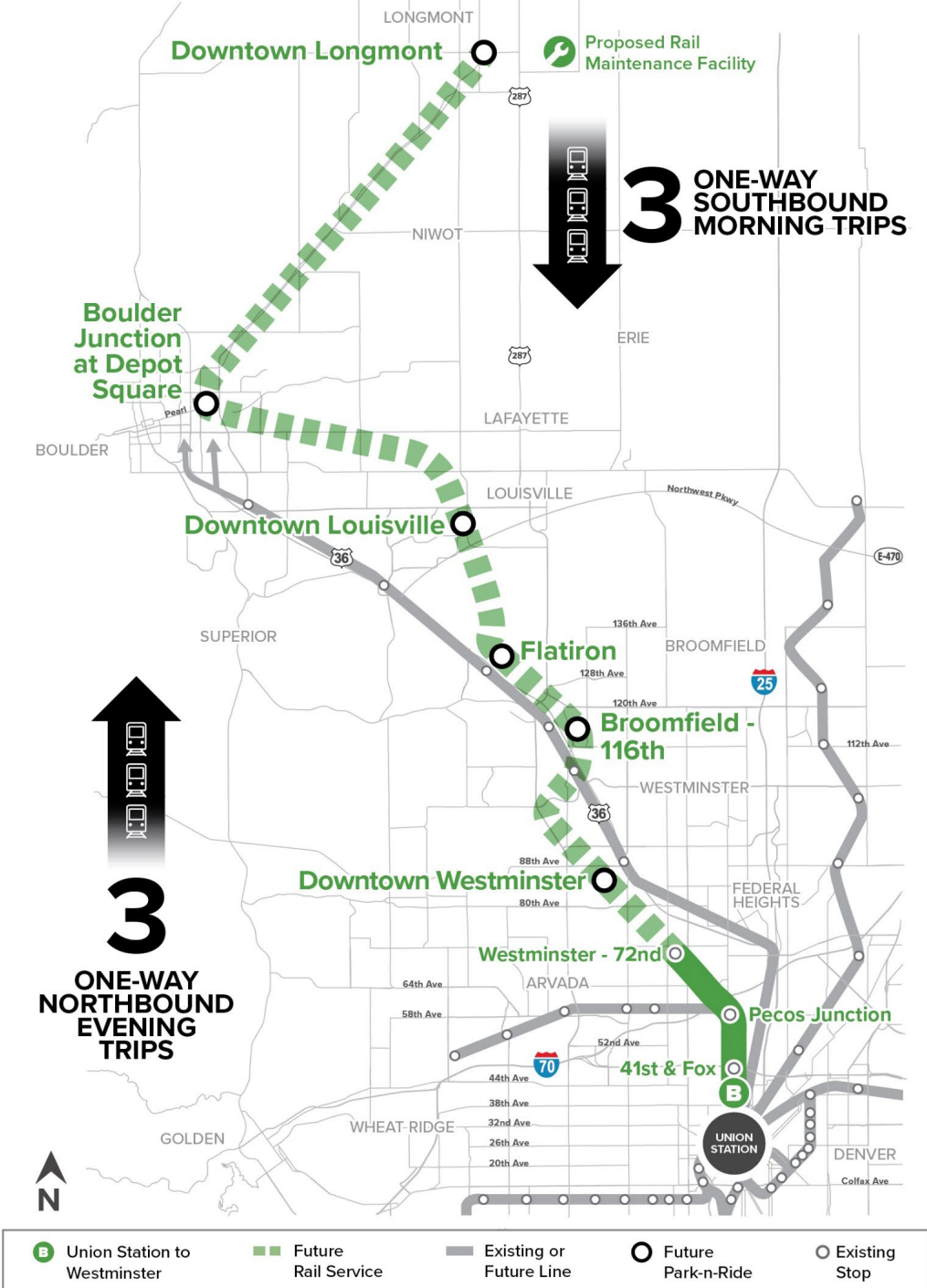
Identifying feasible locations for a commuter rail maintenance facility in Longmont



Exploring opportunities for partnership with Front Range Passenger Rail and integration with adjacent mobility projects

Proposed New Stations

- Downtown Westminster
- Broomfield – 116th
- Flatiron
- Downtown Louisville
- Boulder Junction at Depot Square
- Downtown Longmont



Partners and Collaboration

Collaborative effort between RTD, local transportation partners, BNSF Railway, CDOT, and Front Range Passenger Rail District to develop a safe, reliable and connected multimodal transportation network

Study Advisory Team



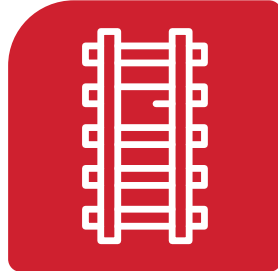
Why is Peak Service Feasible for Northwest Rail?



Given limited resources, peak service is a possible first step to bring train service to the northwest area **sooner than later**



Cost-effective approach to begin initial train service while pursuing funding for future all-day service



Accomplishes initial track and safety upgrades that lay the foundation for all-day service



Peak service is a successful best practice that has worked in similar urban areas where ridership has grown over time:

- Salt Lake City
- Seattle
- Dallas/
Fort Worth
- San Diego



Addresses the ridership needs of today, while **preserving opportunities to expand to all-day service** as ridership grows

When Will Train Service Start in My Community?



No planned start date for service to begin



Determining requirements to upgrade existing rail track, build new rail stations, and operate peak service



Identifying a “common set of facts:”

- Design and construction costs
- Ridership
- Benefits
- Impacts
- Strategic partnerships



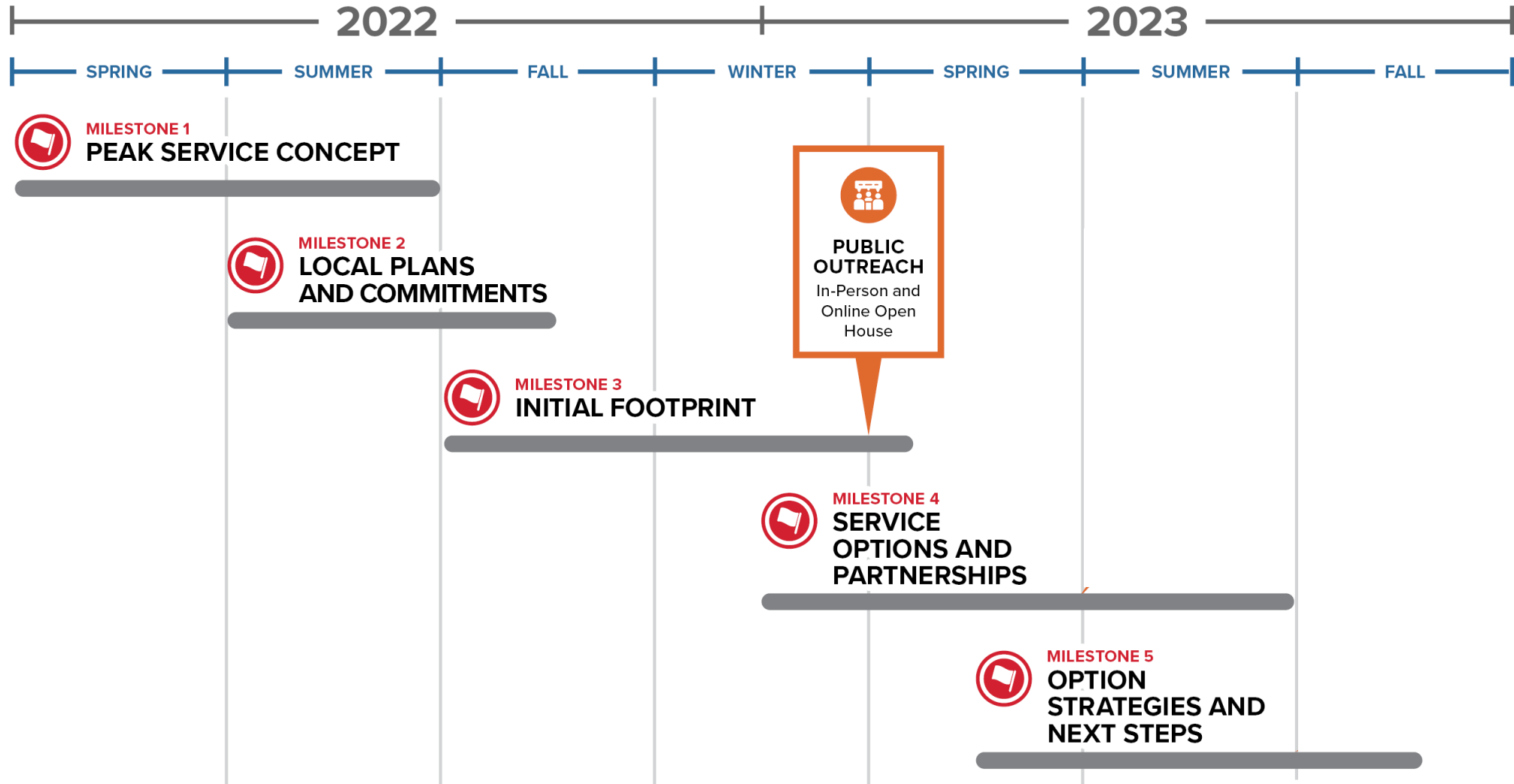
Outlining potential funding sources and implementation strategies



Commitment to the Community

RTD will work with community partners along the corridor to review this “common set of facts” and determine if and how to advance commuter rail service in the Northwest Rail corridor.

STUDY SCHEDULE



Milestones 1 - 3

Community Outreach & Input

Community Input – By the Numbers

- **Final Attendance:** 120 in Boulder and 75 in Westminster
- **Comment Cards:** 13 in Boulder and 16 in Westminster
- **Self-Guided Online Meeting:**
 - 3,290 total views
 - 173 completed surveys
- **RTD Study Website Comment Form (e-mail sign-up and comments):** 352

Early Study Team Takeaways

- **Excitement for the Conversation to Renew**
 - Concern With Service, but Pleased a Study is Underway
 - Reverse Commute Concerns
 - Station at Gunbarrel/Niwot
- **Potential Partnerships – FRPR and BNSF Railway**
- **Cost and Ridership Differentials – Peak Service and Full-Build**
- **Service for Customers with Non-traditional Commute Times**
- **"Growth" Around Stations**
- **Next Steps if Northwest Rail Peak Service Study (NWR PSS) is "Cost Prohibitive"**

Community Input Themes

- **General Comments (Majority)**

- Statements About Study Overall
- NWR PSS Efforts at Large
- FasTracks Commitments

- **Station Areas**

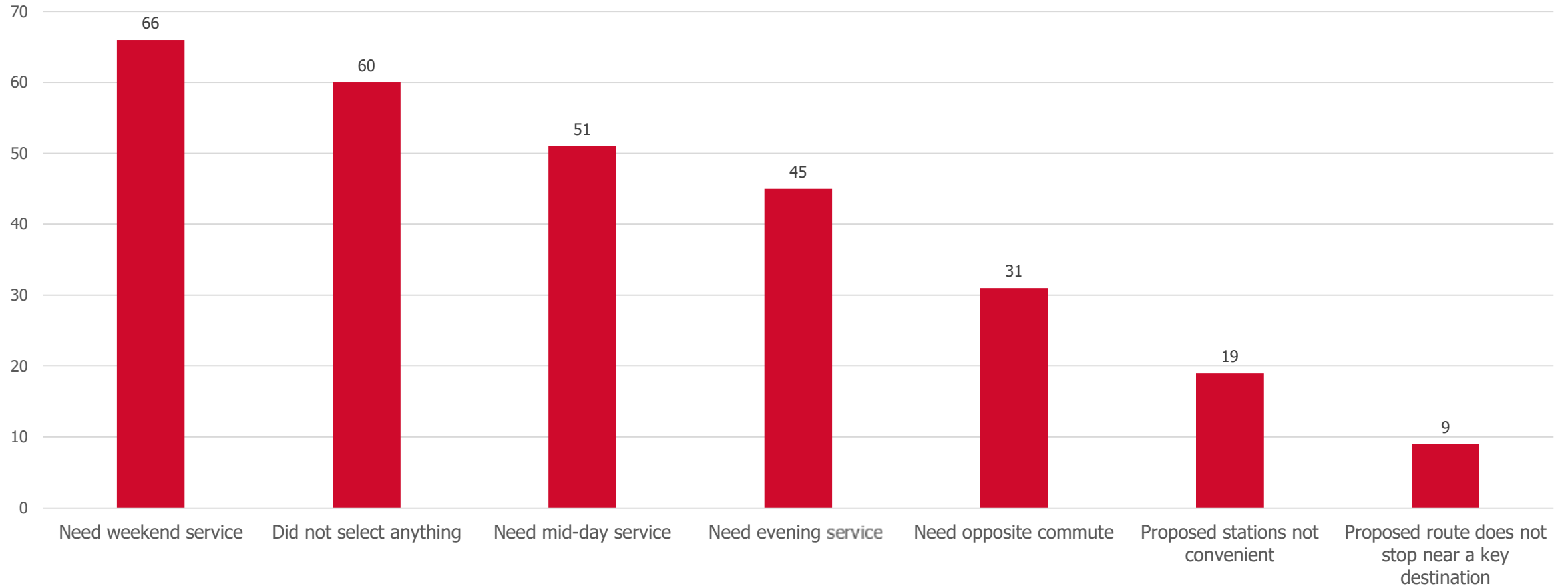
- Locations and Additions

- **Other Topics**

- Integrated Service Options
- Land Use
- Construction

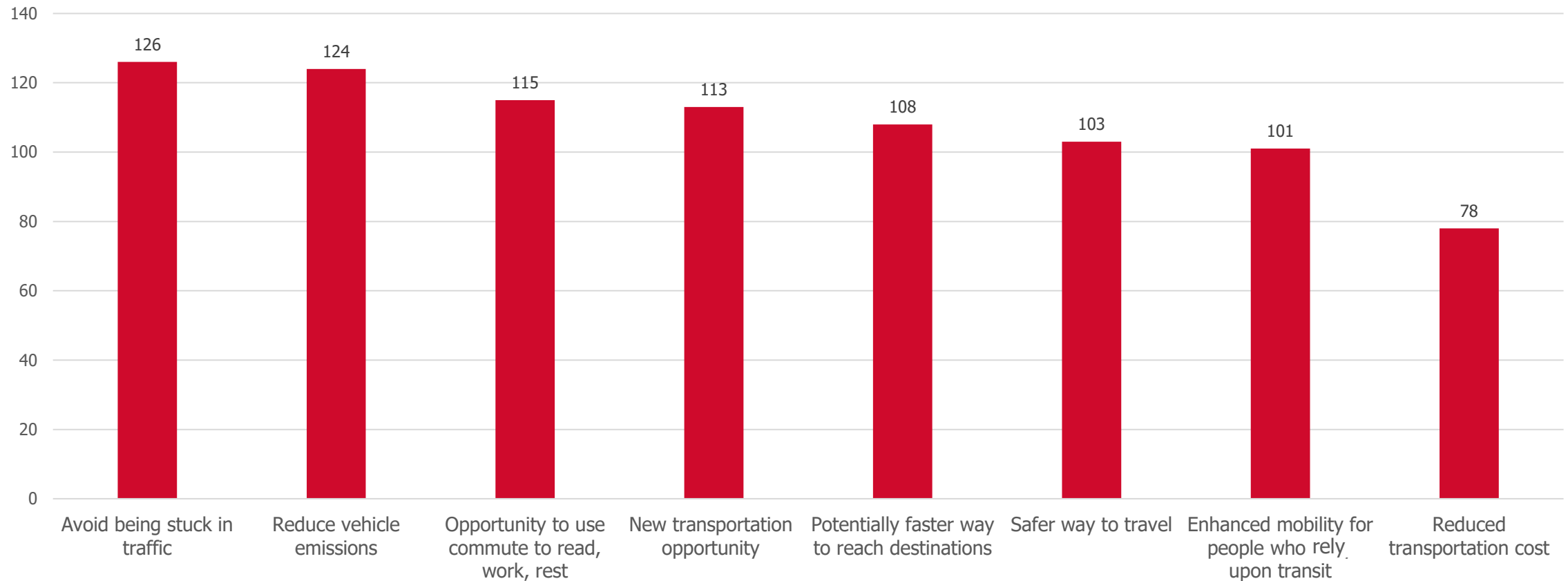
Community Survey Input – Peak Service Feedback

Please select all the reasons why the service would not meet your needs.



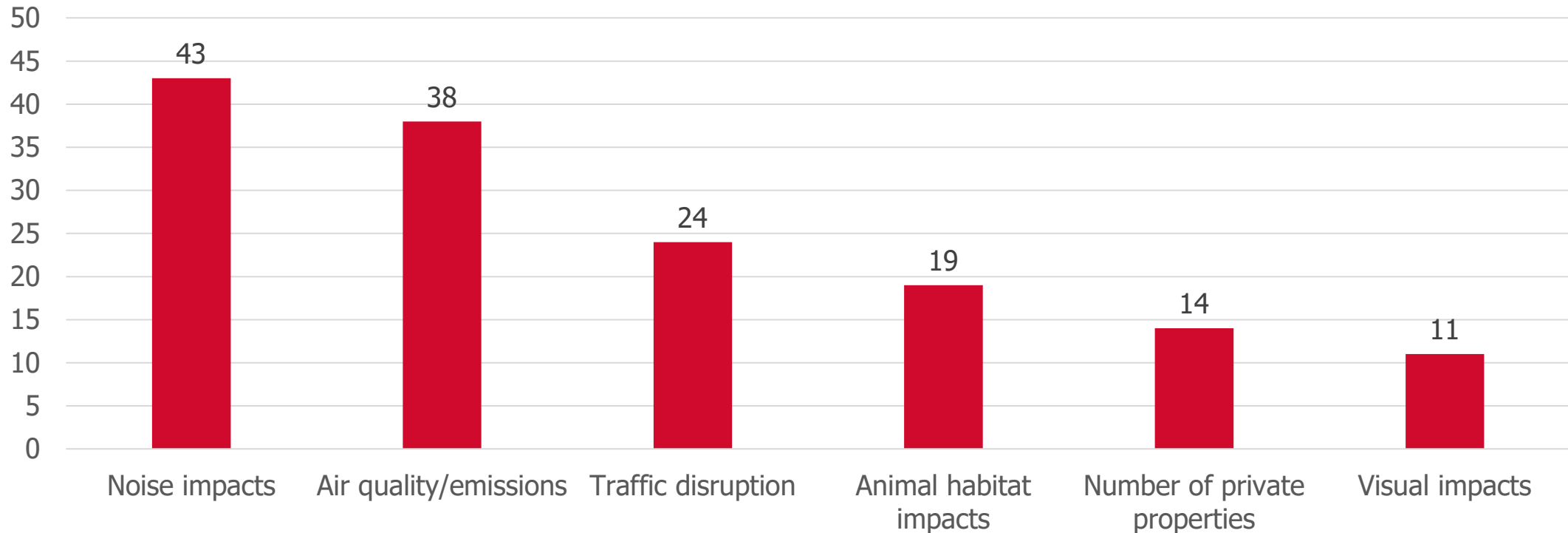
Community Survey Input – Peak Service Benefits

What do you see as the benefits of the peak service rail plan?



Community Survey Input – Maintenance Facility

Which factors are most important to consider when evaluating a site for the proposed maintenance facility? (Select top three)



Next Steps – Look Ahead



Defining
initial footprint
of stations and
freight rail
sidings

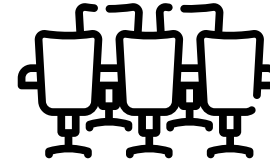


**Using public
input** to refine
and confirm
initial footprint

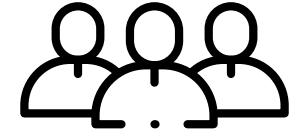


**Compiling draft
"Common Set of Facts"**

- Costs, ridership,
benefits, impacts



Update to
RTD Board of
Directors in
April 2023



Public Outreach

- Summer 2023 Pop-
Up Events
- Open Houses: Late
Fall for Milestone 4

Thank you.



Peak Service Study
Northwest Rail



ATTACHE

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
(303) 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
June 21, 2023	Informational Briefing	11

SUBJECT

Overview of the statewide transportation program distribution process and its importance to DRCOG.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

The Program Distribution process is led by CDOT every four years in collaboration with Colorado's 15 Transportation Planning Regions (TPRs), including the five metropolitan planning organizations. Program Distribution is a part of CDOT's Statewide Transportation Plan and outlines the assignment of forecast revenues to various program areas for the timeframe of the plan. Program Distribution provides a long-term view of estimated state and federal transportation revenues and how they will be allocated among programs and regions. Funding is broken into program areas and includes existing federal and state sources. Only funding that can be generated under current law and average economic conditions into the future is included.

DRCOG relies on Program Distribution to develop revenue forecasts for funds DRCOG includes in the Regional Transportation Plan and administers in the Transportation Improvement Program. Program Distribution serves as the foundation for the Financial Plan developed for the Regional Transportation Plan and through coordination with CDOT available revenue for capital projects is determined. These forecasts are carried forward into the TIP by identifying operations and maintenance costs in the near term. Funding administered by DRCOG and included in Program Distribution includes federal Metropolitan Planning, Surface Transportation Block Grant-Urban, Transportation Alternatives, Congestion Mitigation and Air Quality, and Carbon Reduction Program funds. DRCOG also administers local share state Multimodal Transportation and Mitigation Options Fund (MMOF).

DRCOG strives to ensure fair distribution of resources throughout the state, including to the DRCOG region. The DRCOG region is in many ways half the state or more – including population, employment, total trips, and traffic fatalities.

DRCOG staff will provide an overview of Program Distribution and its relationship to DRCOG's transportation planning products and processes.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. Staff presentation
2. CDOT memo and presentation to STAC (May 4, 2023)

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at drex@drcog.org or (303) 480-6701; or Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager, at 720-278-2341 or asanchez@drcog.org.

Program Distribution and DRCOG

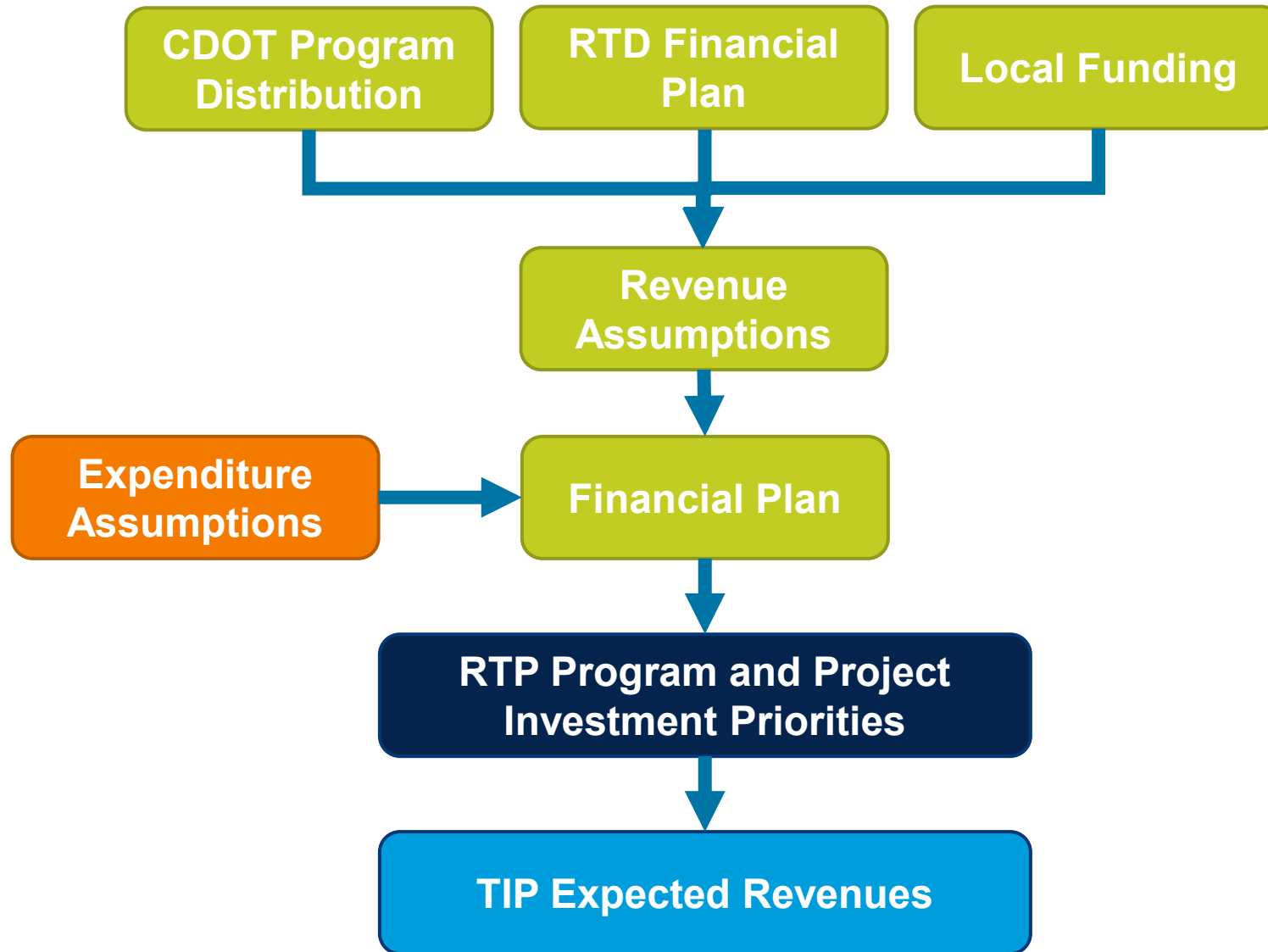
Board of Directors
June 21, 2023

Alvan-Bidal Sanchez, AICP (he/him/el)

Program Distribution basics

- Part of the Statewide Transportation Plan and outlines the assignment of **projected revenues to various program areas** for the time period of the plan.
- Provides a **long-term view of estimated transportation revenues**, and how they will **be allocated** among programs and regions.
- **Funding is broken into program areas** and includes existing federal and state sources. Only funding that can be **generated under current law and average economic conditions** into the future is included.
- DRCOG develops revenue forecasts based on Program Distribution for funds DRCOG includes in the **Regional Transportation Plan** and administers through the **Transportation Improvement Program**.

Relationship to the RTP and TIP

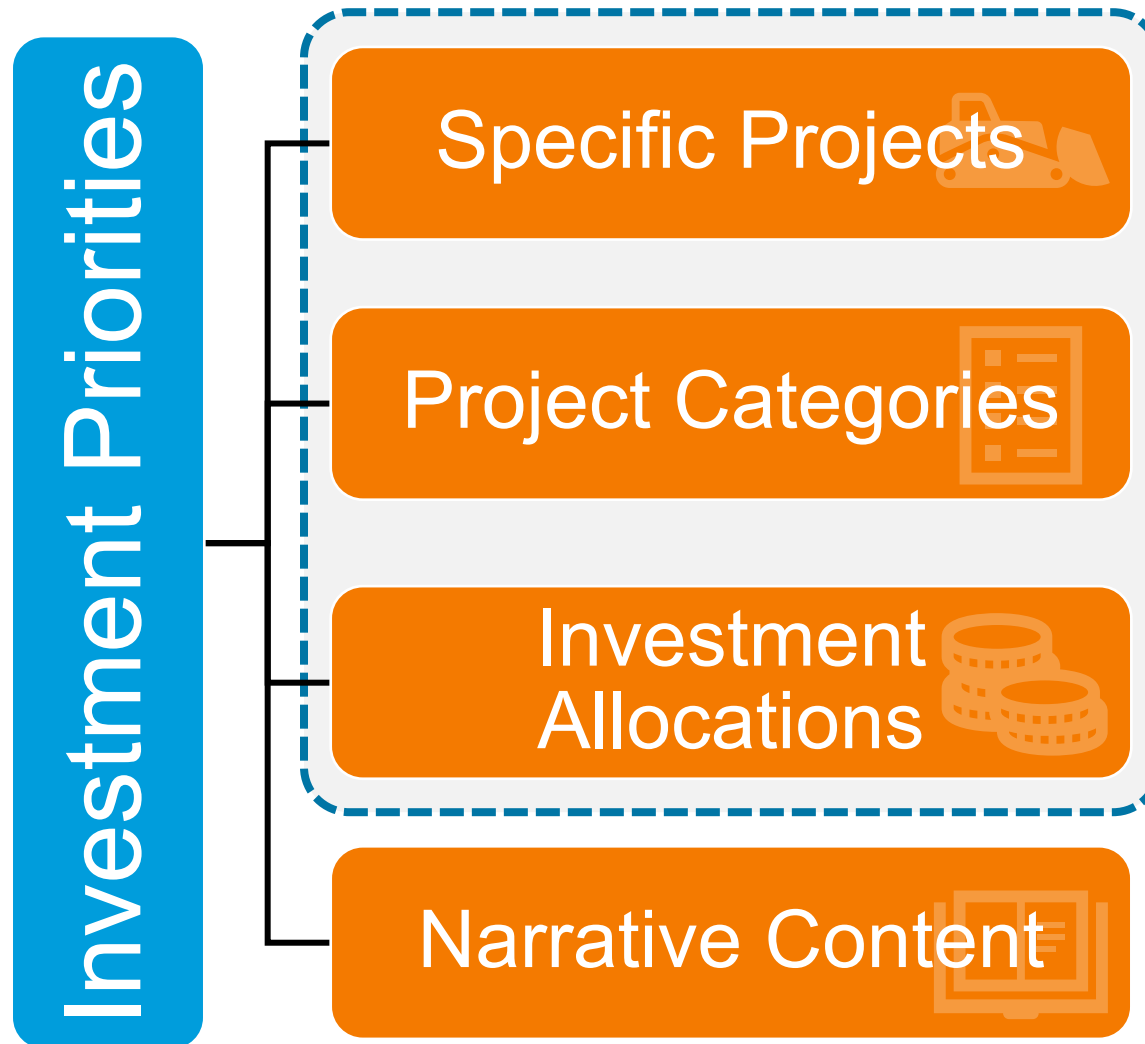


Previous Program Distribution and Financial Plan

- For the development of the 2045 Program Distribution, CDOT adopted a **high-revenue scenario beginning in 2025**.
- DRCOG staff participated in CDOT's process to **determine the proportion and amounts** in each program area and funding type **available to the DRCOG region**.
- As the Program Distribution was developed for the 2045 Statewide Transportation Plan, **DRCOG staff forecast out to 2050 the remaining five years needed for the 2050 RTP**.
 - Staff used the **average growth rate** experienced in each program area (e.g., surface treatment, structures, bridge enterprise, etc.) and funding type (e.g., Surface Transportation Block Grant-Metro, Transportation Alternative, Highway Safety Improvement Program, etc.) to forecast out the remaining five years of the plan horizon.

- For each program area and funding type, staff from DRCOG and CDOT coordinated to determine the **appropriate share of each that was available for projects.**
 - Revenue allocations determine how much of each program area and funding type are available to capital projects.
- Roughly **62% of available CDOT-administered funding is allocated to programmatic expenses** that are not individually listed projects.
 - The amounts reflect continued and expected investments towards maintaining, preserving and operating the multimodal transportation system.
- DRCOG staff allocated **82% of available DRCOG-administered funds toward major capital projects.**

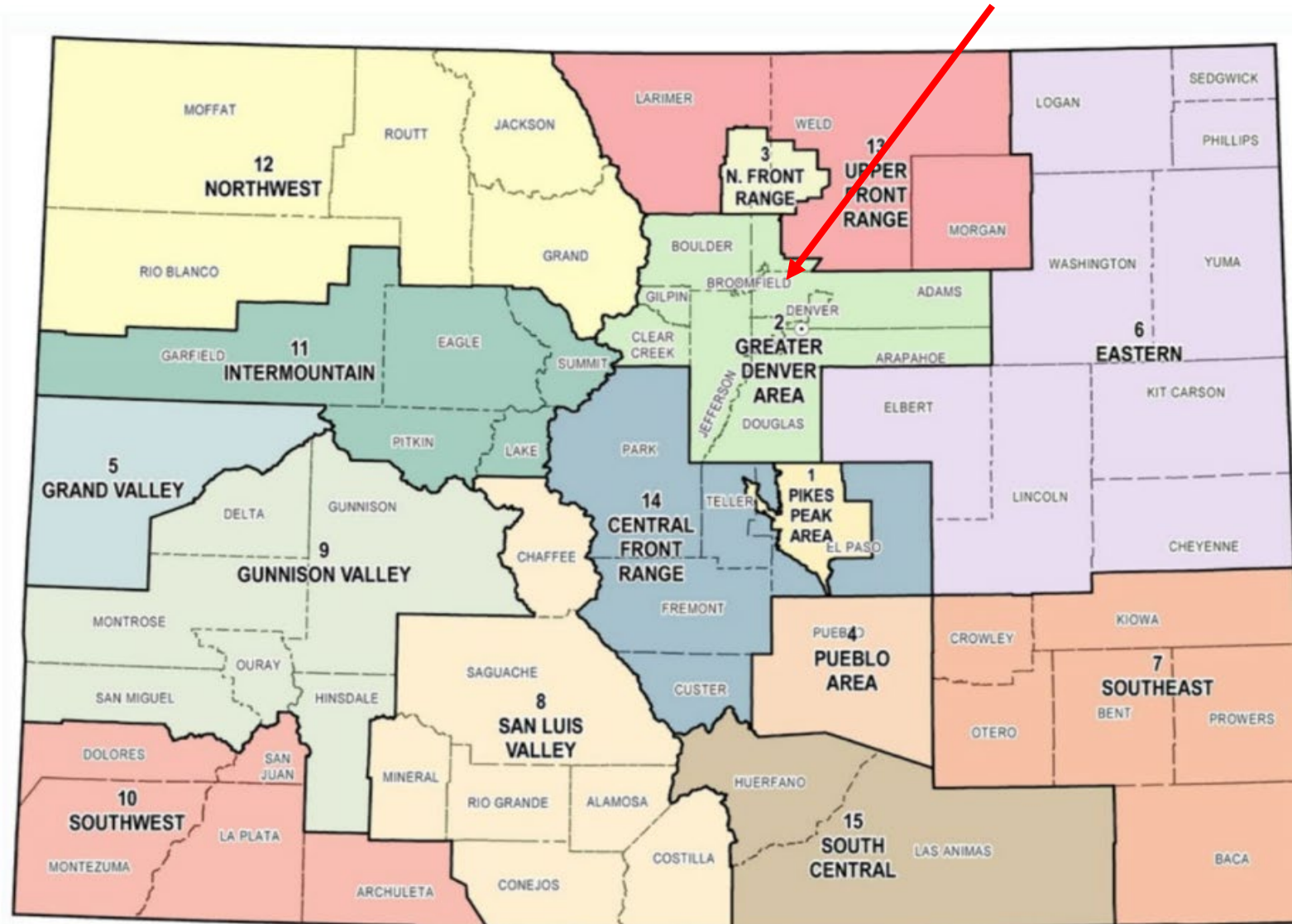
Expressing investment priorities in the MVRTP



DRCOG share of current Program Distribution

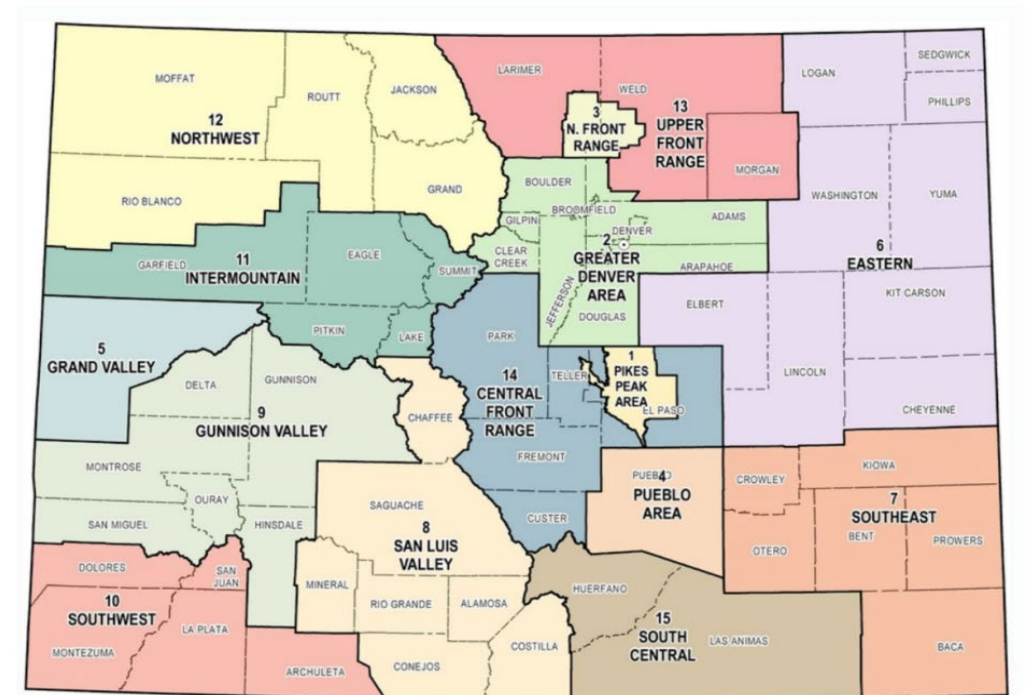
Program Area	DRCOG Total	CDOT Total	%
Surface Treatment	\$ 2,089,000,000	\$ 6,383,000,000	33%
Structures	\$ 634,000,000	\$ 1,481,000,000	43%
Asset Management - Strategic Projects Fund	\$ 2,381,000,000	\$ 6,106,000,000	39%
Highway Safety Improvement Program	\$ 431,000,000	\$ 765,000,000	56%
FASTER Safety Mitigation Program	\$ 1,191,000,000	\$ 2,427,000,000	49%
Regional Priority Program	\$ 479,000,000	\$ 1,250,000,000	38%
Strategic Projects	\$ 2,505,000,000	\$ 6,424,000,000	39%
Maintenance and Operations	\$ 2,652,000,000	\$ 10,168,000,000	26%
Strategic Transit and Multimodal Projects	\$ 488,000,000	\$ 1,250,000,000	39%
STP-Metro □	\$1,111,000,000	\$ 1,483,000,000	75%
Congestion Mitigation and Air-Quality	\$ 1,098,000,000	\$ 1,358,000,000	81%
Metropolitan Planning	\$ 159,000,000	\$ 231,000,000	69%
Transportation Alternatives Program	\$ 145,000,000	\$ 317,000,000	46%
Total	\$ 15,362,000,000	\$ 49,827,000,000	31%
Bridge Enterprise	\$ 1,673,000,000	\$ 3,908,000,000	43%
Grand Total	\$ 17,036,000,000	\$ 54,391,000,000	31%

DRCOG – Greater Denver Area “TPR”



DRCOG share of the state – demographics/economy

- Population – 58%
- Employment – 64%
- Income / Wages – 71%



- Total trips per day: 15 million out of 30 million
- Vehicle Miles Traveled:
 - On CDOT System: 52% (I-25 + I-70 in DRCOG = 20% of CDOT VMT)
 - Total system: 54%
- CDOT System Lane Miles: 19%+
- CDOT System Roadway Miles: 13%+
- Traffic Fatalities: 46%
- Transit Trips: 70%

- The DRCOG region is the economic engine for the state.
- In terms of both need (fatalities, system preservation, population) and contribution (employment, income, HUTF), the DRCOG region is half or more of the state.
- DRCOG recognizes investment in the Denver region will never be 1:1.
 - As conversations around Program Distribution continue, staff advocate for a fair share to the Denver region.

Upcoming impacts on RTP and TIPs

	2023	2024				2025				2026				2027			
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Program Distribution																	
RTP Update																	
TIP Update																	

- Recommendation from STAC and consideration by the TC
 - Early 2024
- 2050 Regional Transportation Plan major update
 - Due winter of 2026 (will address all federal/state requirements, including GHG)
- Two new TIP documents
 - FY26-29 (Fall 2024 to Spring 2025) – no new calls for projects
 - FY28-31 (Fall 2025 to Summer 2027) – Regional/Subregional Calls for Projects



THANK YOU!
QUESTIONS?

Alvan-Bidal Sanchez, AICP
Regional Transportation Planning Program Manager
asanchez@drcog.org
720-278-2341



COLORADO

Department of Transportation

Division of Transportation Development
2829 W. Howard Place
Denver, CO 80204-2305

DATE: May 4, 2023
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Marissa Gaughan, Manager, Multimodal Planning Branch, DTD
Aaron Willis, Manager, Statewide and Regional Planning Section, DTD
SUBJECT: Program Distribution Preparatory Discussion and Transportation Funding Overview

Purpose

This memo aims to provide the STAC with an overview of federal and state funding sources and funding sources that will be discussed over the months to come during the program distribution review process.

Action

This agenda topic is an informational item for STAC.

Background

An important aspect leading up to the development of each new long-range statewide plan is a process called Program Distribution. Program Distribution provides a long-term view of what revenues can be anticipated, and how they will be allocated among funding programs in the future. Program Distribution is used for planning purposes and is based on revenue projections.

Details

CDOT revisits/re-adopts program distribution approximately every 4 years, in advance of each long-range planning process. Program Distribution is composed of two parts:

1. Program Distribution: The TC-directed allocation methodology for a range of funding programs.
2. Long-range revenue projections: Planning level estimates of anticipated revenue for both state and federal funding sources.

In February of this year, STAC decided that the Program Distribution process would be a discussion that would involve the entire STAC. CDOT staff will utilize a professional facilitator to help guide and structure the discussion.

Next Steps:

The tentative discussion schedule has identified the Transportation Alternatives Program (TAP) as the first formula program to discuss at the July STAC meeting.



COLORADO

Department of Transportation

Transportation Funding Refresher

Statewide Transportation Advisory Committee

Preparatory Presentation for Upcoming Program Distribution Discussions

May 2023



Why are we Reviewing Program Distribution?

- As a lead off for the development of the 2050 Statewide Transportation Plan, CDOT will update all forecasts of revenue and revisit the TC-directed and FHWA-directed distribution methodology for formula programs (i.e RPP, MMOF, Metro Planning, STBG-Metro, Carbon Reduction, CMAQ, TAP and FASTER Safety). This will require STAC to examine the distribution of the formula programs and provide a recommendation to the Transportation Commission. STAC may recommend changes to the distribution formulas, or recommend no change.
- Ahead of the first program distribution discussion, it was requested that staff provide a brief refresher on the key components of CDOT funding programs.



2050 Statewide Plan Development Schedule

- Working through program distribution in 2023 allows us to start work on the next long-range plan and 10-Year Plan Update in 2024.
 - Per 23 CFR § 450.104, we have until August 2025 to adopt the 2050 Statewide and Regional Transportation Plans.
- Staff plans to kick off the program distribution process with STAC in July. STAC can anticipate facilitated discussions on 1-2 formula programs each month. Staff will present how funding for each program is distributed currently, and will be seeking STAC recommendations on if / how funding distributions by program should change.
- STAC recommendations will be presented to the Transportation Commission for their consideration and final decision.



Formula Programs and Tentative Discussion Schedule

Formula Program	Recipients	Tentative STAC Schedule
Transportation Alternatives Program (TAP)	CDOT Region Distribution	July 2023
Multimodal Options Fund (MMOF)*	TPR Distribution	August 2023
Metro Planning (Metro-PL), Carbon Reduction Program, Surface Transportation Block Grant (STBG) Metro**	MPO Distribution	September 2023
Regional Priority Program (RPP)	CDOT Region Distribution	October 2023 (in person)
Congestion Mitigation and Air Quality (CMAQ)	MPOs/TPRs in air quality nonattainment areas	November 2023
FASTER Safety	CDOT Region Distribution	December 2023
In early 2024, after working through each of these programs, staff will present the updated long range revenue projections.		

** Per state statute, MMOF funding distribution formula is required to also be reviewed by a MMOF Advisory Committee.*

*** These funding sources are only available to the MPOs and will be discussed at Statewide MPO meetings prior to STAC discussion.*

This draft schedule is subject to change based on the time required for STAC to have these discussions.



Program Distribution Process





Topics Covered

- FY23 CDOT Forecasted Revenue
- Distribution of Highway User Tax Fund (HUTF) Dollars
- Notable Federal Funding Sources
- Notable State Funding Sources
- State Enterprise Funding
- Regional Priority Program
- Helpful Resources



WHERE DO FUNDS COME FROM?

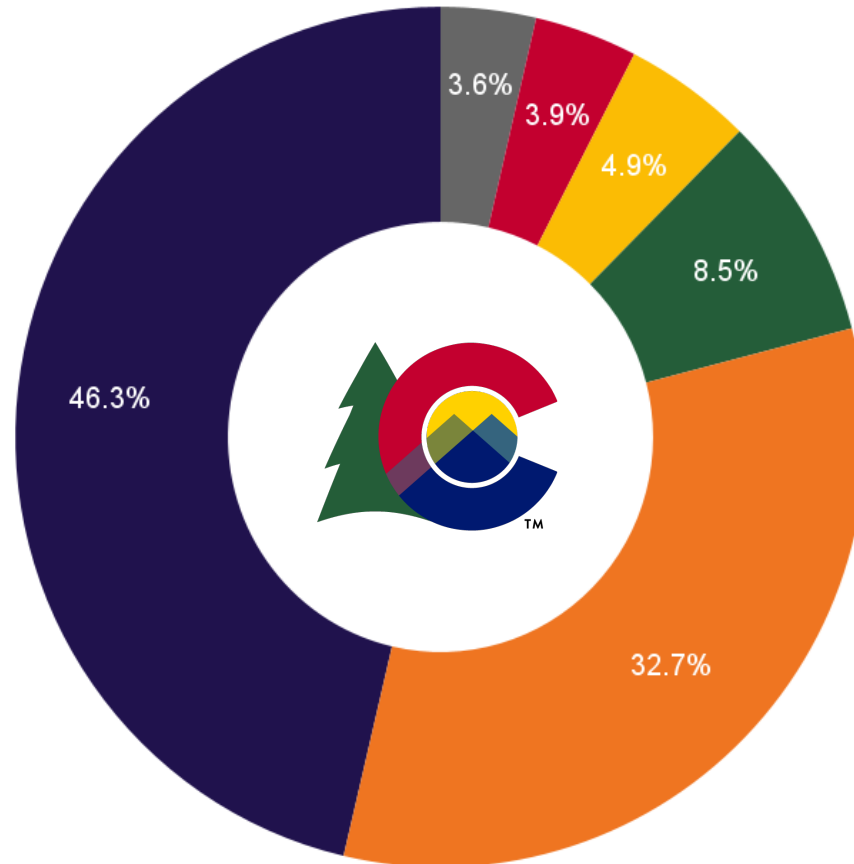


FY2024

Federal Programs
\$832.9 million
18.4 cents per gallon paid at the pump

Highway Users Tax Fund
\$588.3 million
Fuel Taxes and Fees, vehicle registrations, traffic penalty revenue, FASTER, Retail Delivery Fee

Bridge & Tunnel Enterprise
\$152.9 million
FASTER fees, Bridge Impact Fee, Retail Delivery Fees



Aeronautics
\$65.0 million
State aviation fuel tax

Other State Funds
\$70.4 million
Multimodal, State Safety Education, Capital Construction Fund, State Infrastructure Bank, miscellaneous revenue from permits, interest, etc.

Other CDOT Enterprises
\$87.8 million
Colorado Transportation Investment Office, Clean Transit Enterprise, Nonattainment Area Air Pollution Mitigation Enterprise



Distribution of HUTF Funding

- Funding at the state level is collected and distributed through the Highway Users Tax Fund (HUTF)
- HUTF is a shared pool of funds
- Collected from: Motor fuel taxes and fees, vehicle registration fees, penalty assessments, Retail Delivery Fee, FASTER fees, etc...
- HUTF is not only for CDOT, 35%-40% of dollars collected are distributed directly to counties and municipalities to fund projects:
 - First \$0.07 of gas tax/certain registration fees - 65% CDOT/35% locals
 - Gas Tax above \$0.07, vehicle registration fees, & FASTER fees - 60% CDOT/ 40% locals
 - Retail Delivery Fee - 40% CDOT / 60% locals
- New SB260 Fees:
 - Road Usage Charge - additional \$0.02 cent charge per gallon of gas / diesel in FY23
 - Electric Vehicle Registration Fees - Annual EV fees on personal/commercial vehicles
 - Retail Delivery Fee - Fee on retail deliveries, paid by purchaser



Key Acronyms

HUTF	Highway Users Tax Fund
FASTER	The Funding Advancements for Surface Transportation and Economic Recovery Act of 2009.
IJA	Infrastructure Investment and Jobs Act. Also known as the “federal infrastructure bill” or the bipartisan infrastructure bill.
BTE	Formerly the BE or Bridge Enterprise. Now the Bridge and Tunnel Enterprise.
CTIO	Formerly the HPTE; Colorado Transportation Investment Office.
Urbanized Area	An urbanized area with a population greater than 50,000

VMT and DVMT	Traffic volume of the roadway segment multiplied by the length of the roadway segment. DVMT stands for Daily Vehicle Miles of Travel.
Truck VMT	Traffic volume multiplied by truck traffic percentage multiplied by total segment length.
Lane Miles	The total number of miles of through lanes in a roadway segment is determined by multiplying the roadway segment length by the number of through lanes. Lane mileage provides a total amount of mileage covered by lanes belonging to a specific roadway.
Central Lane Miles (CL Miles)	Centerline miles represent the total length of a given roadway from its starting point to its end point. The number and size of the lanes on that roadway are ignored when calculating its centerline mileage.



Notable Funding Programs: Federal

Funding Program	Program Distribution Formula Program	Strategic Funding Source for 10-Yr Plan
Consolidated Planning Grant (CPG)	✓	
Surface Transportation Block Grant (STBG)	✓* (STBG-Metro)	✓
Transportation Alternatives Program (TA)	✓	
Congestion Mitigation and Air Quality (CMAQ)	✓	
Highway Safety Improvement Program (HSIP)		✓
National Highway Freight Program (NHFP)		
National Highway Performance Program (NHPP)		✓
Federal Transit Grant Programs		
NEW! Carbon Reduction Program	✓*	✓
NEW! Bridge Formula Program		✓
NEW! Risk/Resiliency Formula Program		✓

**Formula program set by FHWA based on share of urban area population.*



Consolidated Planning Grant (CPG)

- **Program Purpose:** CPG provides funding to support the operations for each Colorado Metropolitan Planning Organization (MPO).
- **Program Funding:** ~\$8.1 M forecasted for FY24 (federal dollars)*
 - Consolidated planning grant funds combine both FTA and FHWA sources to support multimodal planning for the MPOs.
- **Program Overview:**
 - Funding provided by FHWA and FTA to support work activities necessary to conduct the federally required metropolitan planning process.
 - Funding is distributed using a formula that is based on MPO population, with a minimum amount going to the small MPOs.

*Based on FY 24 Transportation Commission Budget



Surface Transportation Block Grant (STBG)

- **Program Purpose:** STBG provides flexible funding to best address State and local transportation needs.
- **Program Funding:** ~\$159.8 M forecasted for FY24 (federal dollars)*
 - STBG increased under IIJA. Incremental revenue will be used to fund 10-Year Plan projects.
- **Program Overview:**
 - 10% of STBG funds are set aside for the Transportation Alternatives (TA) program. TA is described on next slide.
 - 55% of STBG (after the set-aside for TA) is obligated based on population.
 - Federal regulations require a portion of this to be allocated directly to the large MPOs with populations greater than 200,000. This portion (STBG-Metro) is currently distributed based on urban area population in the large MPOs.
 - The remaining 45% may be obligated in any area of the state.

*Based on FY 24 Transportation Commission Budget



Transportation Alternatives (TA)

- **Program Purpose:** Implement non-motorized transportation projects and environmental mitigation.
- **Program Funding:** ~\$21.6 M forecasted for FY24 (federal dollars)*
- **Program Overview:**
 - 59% of funding allocated based on population (increase from 50% under the FAST Act)
 - This funding is split between the CDOT Regions by population, and the Transportation Management Areas (i.e. the large MPOs) by urban area population.
 - Remaining funding can be spent anywhere in the state and is currently distributed to the CDOT Regions based on 45% VMT, 40% lane miles, and 15% truck VMT.

*Based on FY 24 Transportation Commission Budget



Congestion Mitigation and Air Quality (CMAQ)

- **Program Purpose:** Support activities with air quality benefits.
- **Program Funding:** ~\$52.7M forecasted for FY24 (federal dollars)*
- **Program Overview:**
 - Required to go to air quality nonattainment or maintenance areas, with a few exceptions.
 - Most of this funding is distributed to the ozone nonattainment areas (DRCOG, NFRMPO, and UFR TPR) on the basis of 75% population and 25% VMT.

*Based on FY 24 Transportation Commission Budget



Highway Safety Improvement Program (HSIP)

- **Program Purpose:** Reduce traffic fatalities and serious injuries on all public roads.
- **Program Funding:** ~\$37.2M forecasted for FY24 (federal dollars)*
- **Program Overview:**
 - HSIP is distributed by formula to the CDOT regions, according to the number of crashes historically occurring within each respective region.
 - Local agencies within each respective region are allocated half of what the CDOT region received for off-system (non state highway) safety improvement projects.
 - HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.
 - Incremental HSIP funding provided by the IIJA was added to existing 10-Year Plan projects to fund qualifying safety elements of those projects.

*Based on FY 24 Transportation Commission Budget



National Highway Freight Program (NHFP)

- **Program Purpose:** To improve the efficient movement of freight on the National Highway Freight Network (NHFN).
- **Program Funding:** \$22.7M forecasted for FY24 (federal dollars)*
 - One of the only programs forecasted to have lower annual funding estimates from IIJA.
- **Program Overview:**
 - To receive funding through the NHFP, potential projects must be incorporated within a state Freight Investment Plan (FIP) and contribute to efficient goods movement on the NHFN. FHWA grants final approval for the FIP.
 - Funding is distributed to projects with consultation from the Freight Advisory Council.

*Based on FY 24 Transportation Commission Budget



National Highway Performance Program (NHPP)

- **Program Purpose:** To provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters.
- **Program Funding:** \$361M forecasted for FY24 (federal dollars)*
 - NHPP increased under IIJA. Incremental revenue will be used to fund 10-Year Plan projects.
- **Program Overview:**
 - Flexible federal funding.

*Based on FY 24 Transportation Commission Budget



Carbon Reduction Program

- **Program Purpose:** To support the reduction of transportation emissions.
- **Program Funding:** \$17.5M forecasted for FY24 (federal dollars)*
- **Program Overview:**
 - New federal funding program from the IIJA.
- **Program Overview:**
 - Population driven. Requires 65% of the funding to be obligated on the basis of population. About \$7.8 million is required to be suballocated to the MPOs who have the authority to direct these funds for their areas. The remaining funds are CDOT directed and will go to funding 10-Year Plan projects.

*Based on FY 24 Transportation Commission Budget



Bridge Formula Program

- **Program Purpose:** To replace, rehabilitate, preserve, protect, and construct highway bridges.
- **Program Funding:** \$45M annually (federal dollars)*
- **Program Overview:**
 - New federal funding program from the IIJA. Incremental revenue will be used to fund 10-Year Plan projects.
 - Sets aside 15% (\$6.75M) for use on “off-system” bridges (highway bridges located on public roads, other than bridges located on Federal-aid highways).
 - The off-system funds are in addition to the existing off-system funding

*Based on FY 24 Transportation Commission Budget



PROTECT Formula & Discretionary Program (NEW)

- **Program Purpose:** Provide formula and grant funding for resilience improvements
- **Program Funding:** \$18M forecasted for FY24 (federal dollars)* (formula funding)
 - \$1.4 Billion available nationally via competitive, discretionary grant funding available (non formula funding)
- **Program Overview:**
 - The full name of the program is Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program.
 - Formula funding is available for highway, transit, and certain port projects, higher Federal share if the State develops a resilience improvement plan and incorporates it into its long-range transportation plan, of the amounts apportioned to a State for a fiscal year, the State may use: not more than 40% for construction of new capacity, or not more than 10% for development phase activities.
 - Competitive, discretionary grant funding covers highway, transit, intercity passenger rail, and port facilities, resilience planning activities, including resilience improvement plans, evacuation planning and preparation, and capacity-building, construction activities (oriented toward resilience), construction of (or improvement to) evacuation routes.



Notable Funding Programs:

State

Funding Program	Program Distribution Formula Program	Strategic Funding Source for 10-Year Plan
SB 267		✓
SB 260 HUTF		✓
SB 260 State MMOF		
SB 260 Local MMOF	✓	
FASTER	✓ (FASTER Safety)	



- **Program Purpose:** Strategic funding from the state legislature. Came in the form of Certificates of Participation (COPs).
- **Program Funding:** \$500M / yr on average for over four years (FY19-22)
- **Program Overview:**
 - 25% of the funding must be spent in rural areas
 - 10% minimum to transit projects



- **Program Purpose:** Strategic funding from the state legislature.
- **Program Funding:** \$106.7M forecasted for FY24
 - \$60.4 million for CDOT, \$25.5 million for counties, and \$20.8 million for municipalities
- **Program Overview:**
 - Distributions from multiple fee revenue streams, including the Road Usage Fee and Retail Delivery Fee, to the Highway User Trust Fund for allocation to CDOT, cities and counties for a range of transportation purposes.



- **Program Purpose:** The Multimodal Transportation & Mitigation Options Fund (MMOF), created by Senate Bill 18-001, and seeks to promote a complete and integrated multimodal system
- **Program Funding:** \$7.3M forecasted for FY24*
 - \$2.6M allocated to CDOT, and \$14.9M to local entities
- **Program Overview:**
 - MMOF funds are split 15% to CDOT and 85% to TPRs to distribute to local entities
 - All MMOF funding awards and projects will be administered and overseen by CDOT



- **Program Purpose:** FASTER allows the state of Colorado to improve roadway safety, repair deteriorating bridges, and support and expand transit.
- **Program Funding:** \$165.5M forecasted for FY24, for state transportation projects*
 - \$40 million of the forecasted state share goes to asset management, \$15 million goes to transit purposes, and the remaining \$49.3 goes to the FASTER Safety Program.
 - \$33M forecasted for FY24, for cities*
 - \$28M forecasted for FY24, for counties*
- **Program Overview:**
 - Senate Bill 09-108, also known as the Funding Advancements for Surface Transportation and Economic Recovery Act of 2009 (FASTER), was signed into law on March 2, 2009.
 - FASTER revenue is generated through several vehicle registration fees and fines
 - FASTER Safety allocations are recalculated during each program distribution process based on updated on and off system crash data.



Enterprise Funding

Funding Program	Program Distribution Formula Program	Strategic Funding Source for 10-Year Plan?
Bridge and Tunnel Enterprise		
Colorado Transportation Investment Office		
SB 260 Clean Transit Enterprise		
SB 260 Non-Attainment Enterprise		

*Check marks indicate a “strategic” source of funding for the 10-Year Plan. However, all types of funding programs may be leveraged to deliver projects in the 10-Year Plan.



Bridge and Tunnel Enterprise

- **Program Purpose:** To finance, repair, reconstruct and replace designated bridges (as defined by SB 09-108) and repair, maintain, and more safely operate tunnels
- **Program Funding:** \$133M forecasted for FY24*
- **Program Overview:**
 - Eligibility criteria is established by the Bridge and Tunnel Enterprise Board of Directors.

*Based on FY 24 Transportation Commission Budget



High Performance Transportation Enterprise NOW the Colorado Transportation Investment Office

- **Program Purpose:** HPTE (now CTIO) has the statutory power to impose tolls and other user fees, to issue bonds, and to enter into contracts with public and private entities to facilitate Public-Private Partnerships.
- **Program Funding:** \$70.2M forecasted for FY24*
- **Program Overview:**
 - Since the creation of the Enterprise, nine out of ten HPTE projects have used some form of innovative financing.
 - Innovative financing enabled by HPTE, through Express Lanes, helped deliver more than \$3 billion in projects in the last five years.

*Based on FY 24 Transportation Commission Budget



SB260 Clean Transit Enterprise

- **Program Purpose:** The Clean Transit Enterprise supports public transit electrification planning efforts, facility upgrades, fleet motor vehicle replacement, as well as construction and development of electric motor vehicle charging and fueling infrastructure.
- **Program Funding:** \$9.1M forecasted for FY24*
- **Program Overview:**
 - The bill allows the enterprise to impose a Clean Transit Retail Delivery Fee to fund its operations, issue grants, loans or rebates to support electrification of public transit
 - The Clean Transit Enterprise Board includes six members appointed by the governor, and executive directors or their designees from CDOT, Colorado Department of Public Health and Environment (CDPHE) and the Colorado Energy Office (CEO).
 - Appointed board members will serve terms of three or four year.

*Based on FY 24 Transportation Commission Budget



SB 260 Non-Attainment Enterprise

- **Program Purpose:** Created within CDOT to mitigate transportation-related emissions in ozone nonattainment areas.
- **Program Funding:**
 - Total fee revenue is \$8.5M forecasted for FY24*
 - Revenue ramps up over time with lower revenues in earlier years.
 - Enterprise can impose an air pollution mitigation fee on retail deliveries and rides provided by Transportation Network Companies (TNCs) or ridesharing companies to fund its operations.
- **Program Overview:**
 - Enterprise funding is for eligible projects that reduce traffic, including demand management projects that encourage alternatives to driving alone or that directly reduce air pollution, such as retrofitting of construction equipment, construction of roadside vegetation barriers, etc.
 - Full name is the Nonattainment Area Air Pollution Mitigation Enterprise.



Other TC Directed Funding: Regional Priority Program

- **Program Purpose:** RPP is a flexible funding program for regional priority projects.
- **Program Funding:** This program receives approximately \$50 million annually.
- **Program Overview:**
 - The current RPP formula, adopted by TC in October 2020, distributes the ~\$50 M annual funding to the CDOT regions based on 50% population / 35% lane miles / 15% truck VMT.
 - This funding is separate from the 10-Year Plan funding and remains a flexible funding program for regional priority projects.
 - Prior to this formula, the RPP formula distributed funding to the CDOT regions based on 45% VMT / 40% lane miles / 15% truck VMT.
 - The "RPP midpoint" formula that is used to determine equity for the 10-Year Plan splits the difference between the current and previous RPP formula (listed above) distributions to each CDOT Region.



Helpful Resources

- CDOT (draft) Final Budget Allocation Plan FY 2022-23
 - <https://www.codot.gov/business/budget/cdot-budget/draft-budget-documents/fy2022-2023-final-budget-allocation-plan>
- 2045 Program Distribution
 - <https://www.codot.gov/programs/planning/assets/financial/2045-program-distribution>
- 10-Year Plan Pipeline of Projects
 - https://www.codot.gov/programs/your-transportation-priorities/your-transportation-plan/assets/011722_cdot_ytp_10yearvision.pdf
- CDOT Statewide Transportation Improvement Program
 - <https://www.codot.gov/programs/planning/transportation-plans-and-studies/stip>

Up next on the STAC agenda, staff will give a presentation about how all this funding is programmed in our Statewide Transportation Improvement Program, or STIP.

ATTACH F

To: DRCOG Board of Directors
From: Douglas W. Rex, Executive Director
(303) 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
June 21, 2023	Informational Briefing	12

SUBJECT

Update from RTD on plans for Zero Fare for Better Air 2023 campaign, as well as a preview of a zero fare for youth pilot program.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

RTD's Chief Communications and Engagement Officer, Stuart Summers, will give an overview of the RTD Zero Fare for Better Air campaign, to launch on July 1. He'll also present a brief overview of a proposed pilot program to offer zero fare for youth to begin this fall.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

RTD Zero Fare presentation

ADDITIONAL INFORMATION

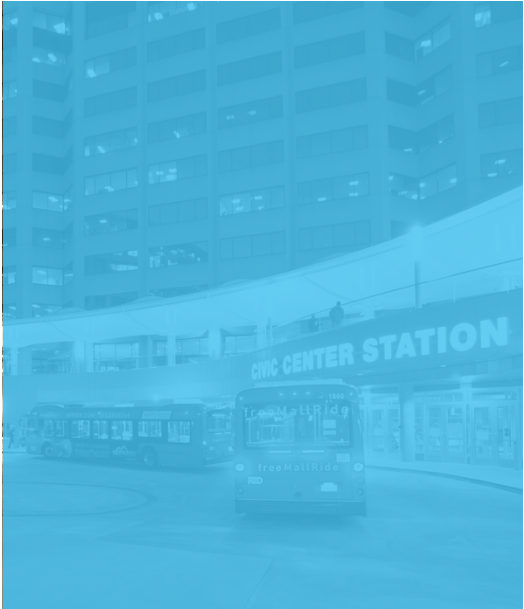
If you need additional information, please contact Douglas W. Rex, Executive director, at (303) 480-6701 or drex@drcog.org; or Steve Erickson, Communications and Marketing Director, at (303) 480-6716 or serickson@drcog.org.



**We make lives better
through connections.**

Zero Fare for Better Air

Stuart Summers
Chief Communications and Engagement Officer



ZERO FARE *for* Better Air

July–August 2023

Just hop on board the bus or train!



Overview

- Collaborating with regional partners to promote Colorado's Ozone Season Transit Grant Program
- Zero fare collected across RTD's entire system during July and August
- Focused on changing habits and introducing individuals to the system
- RTD's marketing will highlight both the environmental and transit benefits
- Partnering with more than 75 community organizations, municipalities, groups, and associations
- A comprehensive survey will be conducted to understand the impact and mode shift of participants





Marketing and Promotions

Timeline of Activities

June

- Partner/TMO orientation
- Partner toolkit and resources released
- Campaign promotion activated (internal and external)
- Rollout of on-vehicle, in-system, paid digital, environmental, and other advertising assets
- Kickoff media event

July and August

- Popup events at stations and stops
- Heavy rotation of social media promotions
- Earned media engagement strategy
- Mid-point event and related promotions

August

- Begin to migrate messages back to RTD's regular service
- Celebrate successes and communicate long-term habit building
- Closing event and concluding media strategy

Kickoff Event

Thursday, June 22
10 a.m.
Denver Union Station



Campaign Narrative

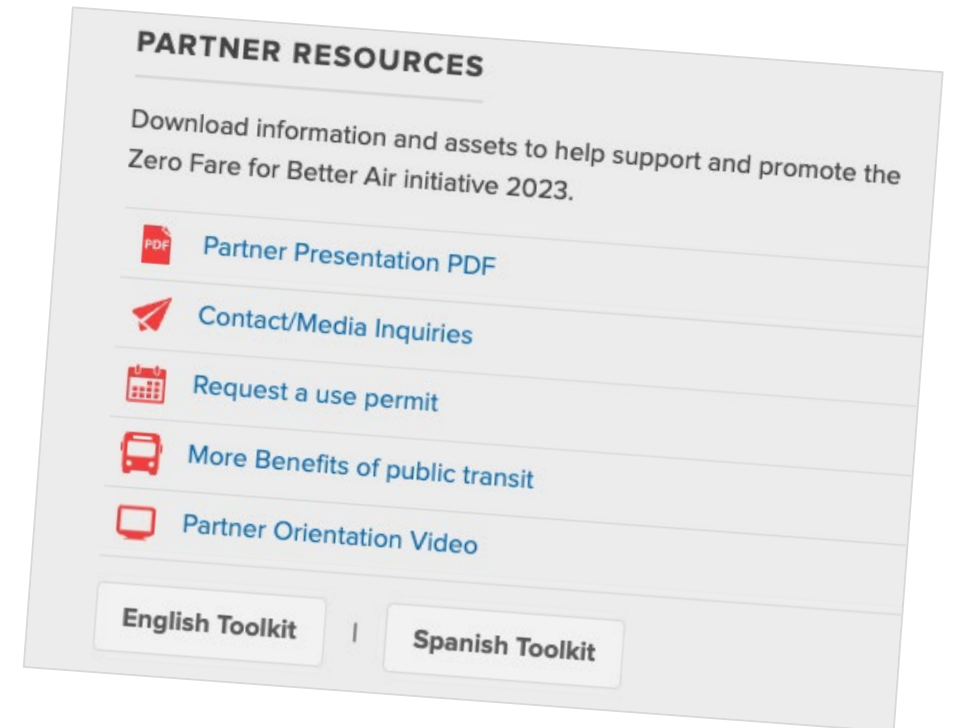
Improve air quality while experiencing the benefits of RTD at Zero Fare

- Give public transportation a try
- Save money
- Save gas
- Reduce traffic congestion
- Have time to do other things
- Sit back and relax

Partner Toolkit and Resources

Available online at rtd-denver.com/zerofare

- Logos, icons, and imagery
- Design templates for print/web/social
- Fact sheets, talking points, key messaging guides, and FAQs
- Social media graphics
- Newsletter copy and broadcast scripts
- News release samples
- “How to Ride” video in English and Spanish



Campaign Themes

Iconic Colorado Imagery

- Bluebird Sky
- Mountains
- Visible Night Sky
- Meadow
- Aspens



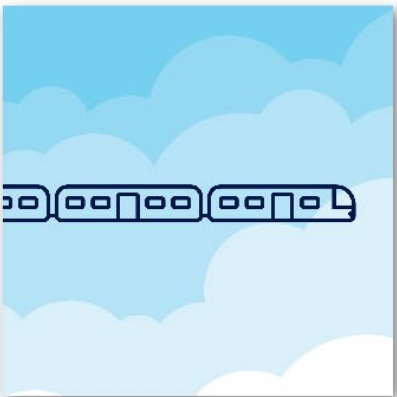
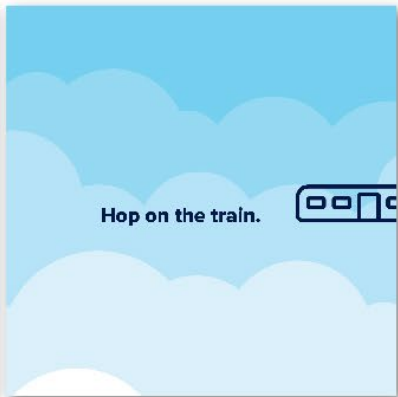
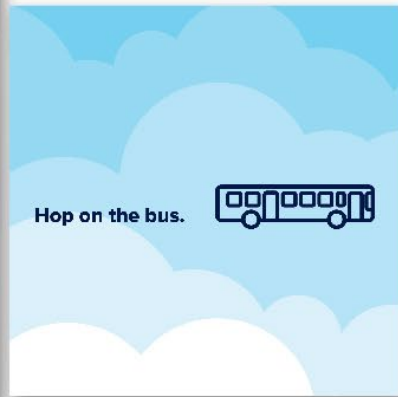
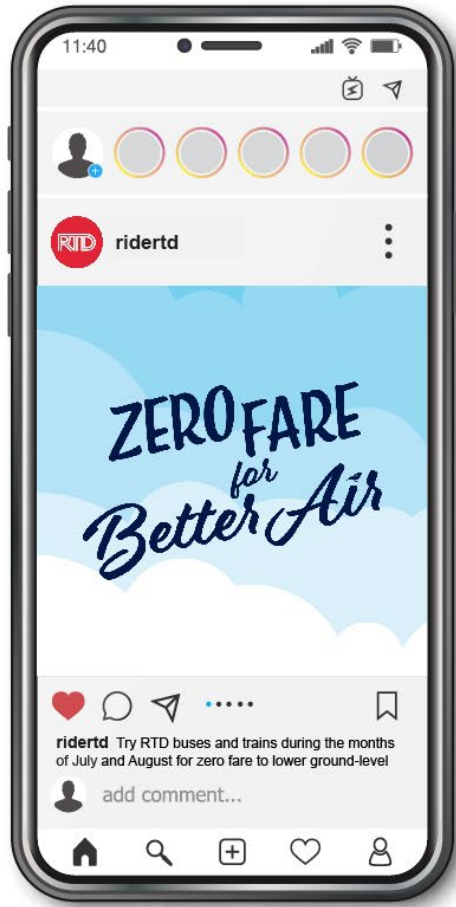
Marketing Elements: Out-of-Home



Marketing Elements: Bilingual Display Ads



Marketing Elements: Social Media





Service and Operations

Service and Operations

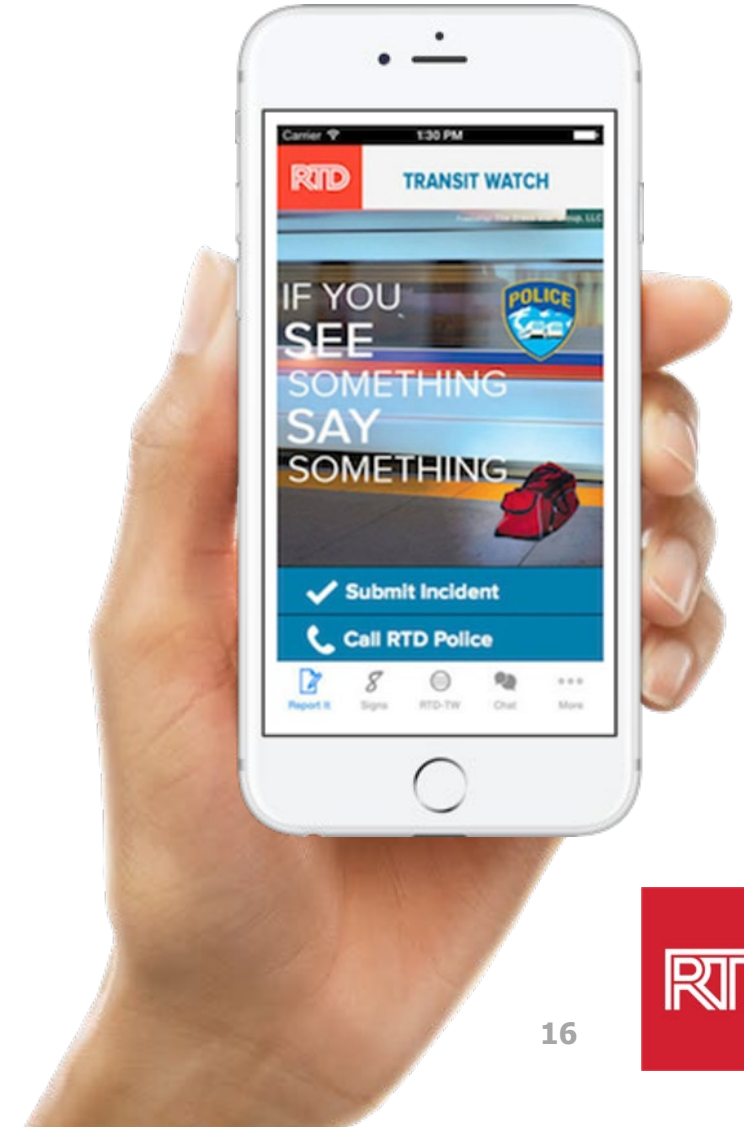
- Includes all services: bus, rail, FlexRide, Access-a-Ride, etc.
- RTD is not adding service levels in July and August
 - Due to workforce shortages, RTD does not have the capacity to increase frequency
- Service levels will operate under the current plan



Welcoming Transit Environment

Welcoming Transit Environment

- The RTD Police Department is working with law enforcement agencies, municipalities, and social health organizations within the district to provide support at all stops and stations
- Staff Resources
 - Unhoused outreach coordinator
 - Mental health clinicians
- RTD Transit Watch app – available in English and Spanish
- Transit police will also monitor data collection for any issues and make appropriate changes to staffing to be present at times and locations that may be experiencing issues





Proposed Zero Fare for Youth Pilot Program

Proposed Pilot Program

- RTD has requested an extended pilot period of one year from the Federal Transit Administration
- If approved, the one-year pilot program would start on September 1, 2023, and provide zero fare for all individuals 19 and younger
- The agency will coordinate with public and private schools, youth organizations, activity centers, and community groups to communicate the program
- Following the expected pilot program's completion in 2024, RTD will evaluate its effectiveness, determine the impact on traditionally disadvantaged or minority communities, and assess possible funding opportunities for the program's future



Partnering with DRCOG

Ongoing Collaborations

Bike to Work Day

- Collaborative photoshoot at Union Station to promote BTWD
- RTD staff are supporting the June 21 bike ride hosted by DRCOG by being ride leaders
- Both agencies are hosting a breakfast station at Civic Center Park together on June 28

Way to Go Program

- RTD and DRCOG frequently exchange information about upcoming projects
- DRCOG and RTD partner to implement community events, including PARK(ing) Day, Transit Appreciation Day, and Winter Bike to Work Day

Thank you.

