

**AGENDA
REGIONAL TRANSPORTATION COMMITTEE**

**Tuesday, June 20, 2023 8:30 a.m.
1st Floor Aspen & Birch Conference Room**

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

1. Call to Order
2. Public Comment
3. May 16, 2023 RTC Meeting Summary
(Attachment A)

ACTION ITEMS

4. TAC Special Interest Seats Appointments
(Attachment B) Jacob Riger, Multimodal Transportation Planning Manager
5. FY 2022-2025 Transportation Improvement Program (TIP) Amendments
(Attachment C) Josh Schwenk, Transportation Planner

INFORMATIONAL BRIEFINGS

6. Statewide Transportation Program Distribution
(Attachment D) Alvan-Bidal Sanchez, Regional Transportation Program Manager
7. RTD Northwest Rail Peak Service Study
(Attachment E) Jacob Riger, Multimodal Transportation Planning Manager

ADMINISTRATIVE ITEMS

8. Member Comment/Other Matters
 - CDOT Report
 - RTD Report
 - RAQC Report
9. Next Meeting – July 18, 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 Please notify DRCOG at least 48 hours in advance so we can coordinate your request.

ATTACH A

ATTACHMENT A

MEETING SUMMARY REGIONAL TRANSPORTATION COMMITTEE Tuesday, May 16, 2023

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

MEMBERS PRESENT:

Yessica Holguin	Colorado Department of Transportation
Kathleen Bracke (Alternate)	Colorado Department of Transportation
Jessica Myklebust (Alternate)	Colorado Department of Transportation
Randy Weil	Denver Regional Council of Governments
Doug Rex	Denver Regional Council of Governments
Austin Ward	Denver Regional Council of Governments
Wynne Shaw (Vice-Chair)	Denver Regional Council of Governments
Steve Conklin (Chair)	Denver Regional Council of Governments
Kate Williams	Regional Transportation District
Bob Broom	Regional Transportation District
Michael Guzman (Alternate)	Regional Transportation District
Debra Johnson	Regional Transportation District
Mike Silverstein	Regional Air Quality Council
Jeff Kullman	Michael Baker International

OTHERS (NON-VOTING OR VIRTUAL) PRESENT:

Brian Welch (Alternate)	Regional Transportation District
Deborah Mulvey (Alternate)	Denver Regional Council of Governments
Ron Papsdorf (Alternate)	Denver Regional Council of Governments

Public: Lisa Nguyen, Marissa Gaughan, Lauren Pulver, Mac Callison, Jeff Prillwitz, Brian Pokorny, Classic Wagner, Ben Gellman, Roy Howard, Brodie Ayers, Faye Estes, Allison Cutting

DRCOG Staff: Lauren Kirgis, Cam Kennedy, Jacob Riger, Andy Taylor, Sang Gu Lee, Steve Cook, Byron Schuldt, Brad Williams, Josh Schwenk, Nora Kern

Call to Order

Chair Steve Conklin called the meeting to order at 8:30 a.m.

Public Comment

There was no public comment.

Summary of March 14, 2023 Meeting

The summary was accepted.

ACTION ITEMS

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

Todd Cottrell, Project and Program Delivery Manager, provided an overview of the Call #4 subregion recommendations and stated that 84 applications were submitted requesting a total of \$307.8 million for the \$193.2 million available to be programmed. DRCOG solicited public comment for the project submittals and received 1,073 comments. The public was able to indicate whether they support, have concerns, or are opposed to a proposed

project and submit specific written comments. The comments were provided to each forum to consider in their deliberations towards developing a funding recommendation. Call #4 recommendations along with Call #3 projects approved in November 2022 will be included as part of the draft FY 2024-2027 TIP currently being developed and anticipated to be adopted in August 2023.

Mr. Austin Ward stated that, regarding Peña Boulevard, he does not believe that adding managed lanes would ultimately reduce congestion and provided his rationale. However, he would still support the recommendation.

Ms. Wynne Shaw MOVED to recommend to the Board of Directors the Subregional Share projects to be included in the draft FY2024-2027 TIP. The motion was seconded and passed unanimously with one abstention from Ms. Kathleen Bracke.

FY 2022-FY2023 Unified Planning Work Program (UPWP) Amendment

Jacob Riger, Multimodal Transportation Planning Manager, reported that amendments to the UPWP are periodically necessary to adjust work to be performed or to comply with changes in federal law. This amendment consists of the addition of a task (page 26) related to DRCOG applying for federal grant funding opportunities to support DRCOG's planning activities and to use consultant assistance to do so.

Ms. Shaw inquired if listing individual grant programs was getting too specific. Mr. Riger replied that staff already lists a few of them explicitly in the current UPWP but with this amendment, staff wanted to more clearly indicate the intention to explore all federal grant opportunities DRCOG might be eligible for.

Ms. Kate Williams MOVED to recommend to the Board of Directors the amendment to the FY 2022 – FY 2023 Unified Planning Work Program. The motion was seconded and passed unanimously.

INFORMATIONAL BRIEFINGS

DRCOG Environmental Justice and Equity Project

Josh Schwenk, Planner, explained that since the last update to RTC, staff have incorporated previous work including the new equity index dataset (previously presented as a marginalized communities dataset) with the intent of developing DRCOG's first equity index and benefits-burdens analysis. Major tasks and deliverables associated with the latest work include:

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

- Piloting improved analyses for the subsequent Phase 4: Transportation Improvement Program Environmental Justice Report.

RTD GM/CEO Debra Johnson asked about how benefits and burdens were identified. She also questioned why people without a motor vehicle were included as a marginalized community group when some people choose to live without a motor vehicle. Finally, she noted the engagement strategies RTD used for the Fare Equity Study. Mr. Schwenk replied that the Proposed List of Benefits-Burdens slide shows that each area from access, mobility, congestion, environment and health, safety, resilience, and development can be improved by better projects in those areas. In addition, two listening sessions were conducted, and staff hope that more engagement can be done by using focus groups in communities that have completed projects.

Regarding outreach, staff collaborated with a broad cross-section of DRCOG staff and conducted Menti surveys to look at transit, roadway, active transportation, and safety/operational projects and discussed how those projects could create burdens on people of color, and then identified the potential benefits and burdens that can be expected with these projects for the broader population. Finally, data was collected from the U.S. Census American Community Survey, so it is solely based on if they have a vehicle or not. Combining this factor with the other indicators helps provide a clearer answer but it doesn't capture if someone not owning a vehicle is by choice or not.

Ms. Kathleen Bracke inquired about incorporating benefits/burdens as a data point earlier in the decision-making process so that decision-makers could see the impacts of the portfolio of projects they recommend. She also asked about how the domains are used in the equity index. Mr. Schwenk replied that by combining economic status, mobility barriers, race, and national origin, the index helps to show the people most affected by the indicators that staff selected.

Ms. Kate Williams asked about the changing definitions of older adults and asked why people born outside the US were added as an indicator. Mr. Schwenk replied that the age of older adults has been pushed forward to beginning at 60+ years of age, rather than 65+ because that is the metric being used by several of our peers as well as DRCOG's Area Agency on Aging. Regarding why people born outside of the U.S. is an index is because they might have cultural differences in how they navigate the transportation system.

Ms. Deborah Mulvey inquired about expanding the concept of safety to include crime and also about adjusting the weighting of indicators in the index for some factors including single-parent households and people born outside the U.S. Mr. Schwenk replied that currently crime has not been taken into account on the benefits and burdens list but we could consider it in the future since right now staff is focused on the direct impacts of the transportation projects. Metrics can be adjusted in the future as staff beings to receive more feedback from stakeholders.

Ms. Yessica Holguin asked about using focus groups of residents near completed projects and how this information will be used. Mr. Schwenk stated that staff are committed to engaging with the communities involved and want to continue to build trust and partnership as the work continues. Looking at Stage 4 of the Environmental Justice process, staff is

looking to review the investments in the TIP document, and in the future, this can provide additional information to a project review panel regarding analyzing equity outcomes during project evaluation. The equity index data set itself has been added to the DRCOG data tool on our regional data catalog and can be used by other programs as well.

Mr. Michael Guzman noted barriers to participation, particularly for those that do not speak English, and noted engagement strategies to better address the needs of those communities. Mr. Schwenk replied that DRCOG is making strides and making our engagement more accessible to all communities so that everyone can benefit from the work being done.

CDOT Bustang Update

Jacob Riger, Multimodal Transportation Planning Manager, introduced Mr. Ben Gellman, who explained that since launching in 2015, service has been expanded across the state, with new routes serving Sterling to Greeley/Denver and Pueblo to Trinidad having launched most recently. Mr. Gellman provided a general overview of the Bustang program, including ridership trends at the regional and state level and upcoming efforts through 2023 including CDOT's electrification program, the Intercity Regional Bus Study, and the Connected Colorado project.

Members of the committee including Mr. Ward, GM/CEO Johnson, Mr. Mike Silverstein, and Mr. Ron Papsdorf asked several questions and provided input regarding coordination between Bustang and RTD services, electrification efforts for buses in mountain communities and expanding open communication between CDOT and its partners in the Denver Metro region.

Regional Bus Rapid Transit (BRT) Partnership

Jacob Riger, Multimodal Transportation Planning Manager, presented 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 regional BRT network, which is based on RTD's Regional BRT Study, is in various stages of implementation that span the spectrum from conceptual visioning, "pre-NEPA" planning, NEPA/project development, to near construction. 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.

- Regional BRT network implementation is not just a multi-agency planning partnership but will also require a multi-agency funding partnership of federal, state, local, and other funding sources.

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

Mr. Brian Welch stated his enthusiasm for the 11 BRT corridors and commended the cooperation and mutual support RTD, DRCOG, and CDOT have shown in working on this initiative. He also expressed support for DRCOG as the MPO to play a key role in bringing stakeholders together to advance BRT within the region.

Mr. Ward inquired whether the 11 BRT projects will have designated bus lanes and stated that a true BRT is comprised of level boarding, dedicated lanes, and off-board fare payment. Mr. Riger replied that the 11 corridors are all at separate stages of development from conceptual to nearing construction. Each corridor is unique and while there will be common themes across all corridors, it is yet to be determined which ones will or will not have designated bus lanes.

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

ADMINISTRATIVE ITEMS

Member Comment/Other Matters

- CDOT Report – Ms. Jessica Myklebust stated that CDOT crews are working furiously to fill potholes that have been exacerbated due to the result of heavy rains from this month in addition to the harsh winter that Colorado experienced. Ms. Myklebust took the opportunity to remind the committee that CDOT is responsible for repairing potholes on state-maintained roads while cities and counties are generally responsible for potholes on non-state roadways. If someone wishes to report a pothole on a state highway, they should report it to a CDOT customer service representative so repairs can be scheduled. The contact number for those interests is 303-759-2368.
- RTD Report – GM/CEO Debra Johnson stated that RTD will open the Call for Projects Partnership Program on June 1. A Q&A session for prospective participants will be held on June 8, and the first round of partnerships will be recommended by the Subregional Service Councils in July. Respect the Ride, RTD's initiative to create a welcoming transit environment (including an update to RTD's Code of Conduct), will be before the Board of Directors on June 27. RTD has received over 1,400 survey responses on this

topic and encourages additional submissions through June 2. The Fare Study and Equity Analysis is nearing completion, the RTD Board has provided overall guidance and will take action on proposed fare and pass program changes in July. Lastly, RTD is requesting permission from FTA to conduct a one-year zero fare for a youth pilot program, which would begin in September 2023 following the conclusion of Zero Fare for Better Air in July and August.

- RAQC Report – Mr. Silverstein discussed that the 2023 Ozone Season Education and Outreach effort is now in full swing and RAQC is in development of the Severe State Implementation Plan for Ozone to develop regulatory and non-regulatory control measures for reaching attainment. Mr. Silverstein also discussed Mow Down Pollution grant opportunities and the development of proposed rules regulating the sales and use of gasoline-powered lawn and garden equipment. Lastly, Mr. Silverstein discussed evaluating the emission control approach for oil and gas sources.

Mr. Guzman stated that when evaluating the zero-emission transition that the region is moving towards, it remains important to take into consideration the entire lifecycle of battery electric technology. This includes where battery materials are mined and extracted, the environmental impact, and the working conditions for those who mine these materials. These and other related concerns need to be addressed to ensure that zero-emission conversation achieves its key goals and objectives without forgetting the ripple effects and consequences during the transition.

Next Meeting – June 20, 2023

Adjournment

There were no additional comments from members. The meeting adjourned at 10:40 a.m.

ATTACH B

ATTACHMENT B

To: Chair and Members of the Regional Transportation Committee

From: Jacob Riger, Manager, Multimodal Transportation Planning

Meeting Date	Agenda Category	Agenda Item #
June 20, 2023	Action	4

SUBJECT

Approving special interest member appointments to the Transportation Advisory Committee (TAC).

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approving the eight TAC special interest appointments as nominated by DRCOG Board Chair Steve Conklin.

ACTION BY OTHERS

N/A

SUMMARY

The Transportation Advisory Committee (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](#). Per the Committee Guidelines, the Board Chair and RTC review TAC membership annually. RTC also approves the TAC's "special interest" representatives that are nominated by the Board Chair.

Attachment 1 shows the current TAC membership roster, including the proposed special interest representatives. Of these nine seats, Chair Steve Conklin is proposing to reappoint five members, and a requested new member for the aviation seat. There are also three new special interest positions (non-motorized transportation, housing, and equity), and Chair Conklin is recommending appointments for two of them. (Staff would like to conduct additional outreach in recruiting candidates for the equity special interest position.) These appointments will become effective with the June TAC meeting, or with the first TAC meeting following RTC's confirmation.

More broadly regarding TAC membership, the DRCOG Board approved updates to the Committee Guidelines at its March 2023 meeting that implement three major changes for TAC:

- The six largest-population urban counties in the DRCOG region (Adams, Arapahoe, Boulder, Denver, Douglas, and Jefferson) gained an additional local government representative and alternate. Starting with this month's TAC meeting, these counties will now have three members and three alternates.
- The county subregional transportation forums now directly appoint local government members to TAC whenever a vacancy (or new seat) occurs within the jurisdiction of a particular forum.
- As discussed above, three new special interest positions were created (non-motorized transportation, equity, and housing).

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to approve special interest member appointments to the Transportation Advisory Committee.

ATTACHMENT

DRCOG TAC membership roster

ADDITIONAL INFORMATION

If you need additional information, please contact Jacob Riger, Manager, Multimodal Transportation Planning, at 303-480-6751 or 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
Adams County	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)
Arapahoe County	Bryan Weimer (Arapahoe Co.)	4/19	James Katzer (Arapahoe County)
	Jeff Dankenbring (Centennial)	9/19	Mac Callison (Aurora)
	Brent Soderlin (Littleton)	6/23	TBD
Boulder County	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)
Broomfield	Sarah Grant (Chair)	2019	Bryce Hammerton
Denver	David Gaspers	2015	Jonathan Webster
	Justin Begley	2022	Jennifer Bartlett
	Jennifer Hillhouse	6/23	David Krutsinger
Douglas County	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)
Jefferson County	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)
SW Weld County	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
Aviation	Brodie Ayers (DEN)	6/23	Lisa Nguyen (DEN)
Business	Frank Gray (Castle Rock EDC)	8/21	vacant
Environment	Rick Pilgrim (HDR Engineering)	1/16	vacant
Equity	(in recruitment-TBD)	TBD	TBD
Freight	Wally Weart	10/21	vacant
Housing	Jeffrey Boyd	6/23	vacant
Non-motorized	Rachel Hultin (Bicycle Colorado)	6/23	vacant
Older Adults	Hilary Simmons (A Little Help)	1/22	Karie Erickson, (Aging Resources, Douglas Co.)
Trasp. Demand Mgmt.	Carson Priest (Smart Commute)	8/19	vacant

Per DRCOG Committee Guidelines:

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

ATTACH C

ATTACHMENT C

To: Chair and Members of the Regional Transportation Committee

From: Josh Schwenk, Planner, Transportation Planning and Operations Division

Meeting Date	Agenda Category	Agenda Item #
June 20, 2023	Action	5

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

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 recommend to the Board of Directors the attached project amendments to the *FY 2022-2025 Transportation Improvement Program (TIP)*.

ATTACHMENTS

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

ADDITIONAL INFORMATION

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

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

Existing

Title: **DRCOG Second Commitment to FasTracks**

Project Type: **Transit Operational Improvements**

TIP-ID: **2012-010**

STIP-ID:

Open to Public:

Sponsor: **DRCOG**

Project Scope

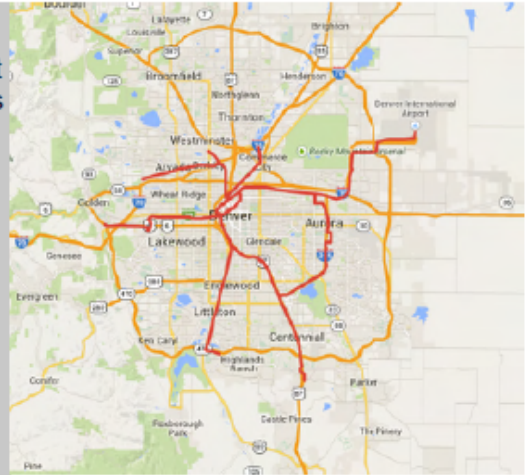
Set aside to fund second commitment in principle to FasTracks corridors not yet allocated. Individual projects will be TIP'd upon approval of Policy Amendments per the process and requirements of DRCOG Resolution 20-2008 (July, 2008).

Corridor projects previously approved using second commitment funds include:

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

Remaining allocations include:

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



Affected County(ies)

Regional

Performance Measures

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

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

Revised Scope and Funding Table

Project Scope

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

Corridor projects previously approved using second commitment funds include:

- 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.
- Southwest Extension (TIP ID 2022-033) - June 2023, \$2,089,000

Remaining allocations include:

- Central Corridor \$771,000

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

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

Existing

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

Project Type: **Roadway Capacity**

TIP-ID: **2022-080**

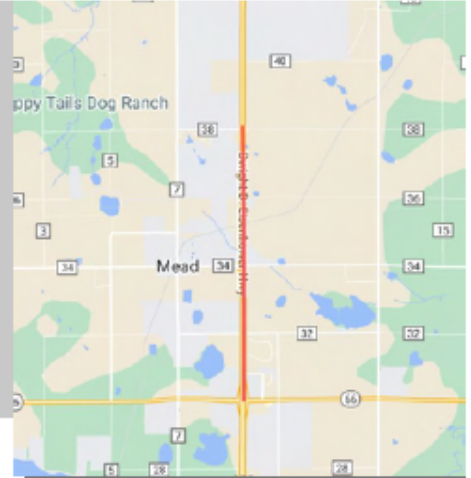
STIP-ID:

Open to Public:

Sponsor: **CDOT Region 4**

Project Scope

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



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

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

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

Revised Funding Table

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

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

New Project

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

TIP-ID: **Request**

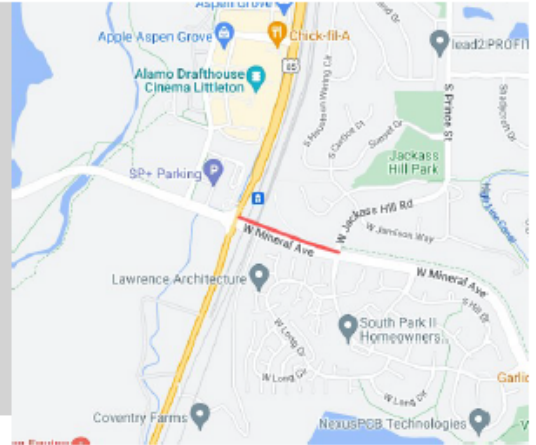
STIP-ID:

Open to Public: **2025**

Sponsor: **Littleton**

Project Scope

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



Affected Municipality(ies)

Littleton

Affected County(ies)

Arapahoe

Project Phases

Year	Phase
2024	Initiate Construction

Performance Measures

- 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.

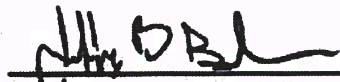
Sincerely,



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)



ATTACH D

ATTACHMENT D

To: Chair and Members of the Regional Transportation Committee

From: Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager

Meeting Date	Agenda Category	Agenda Item #
June 20, 2023	Informational	6

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

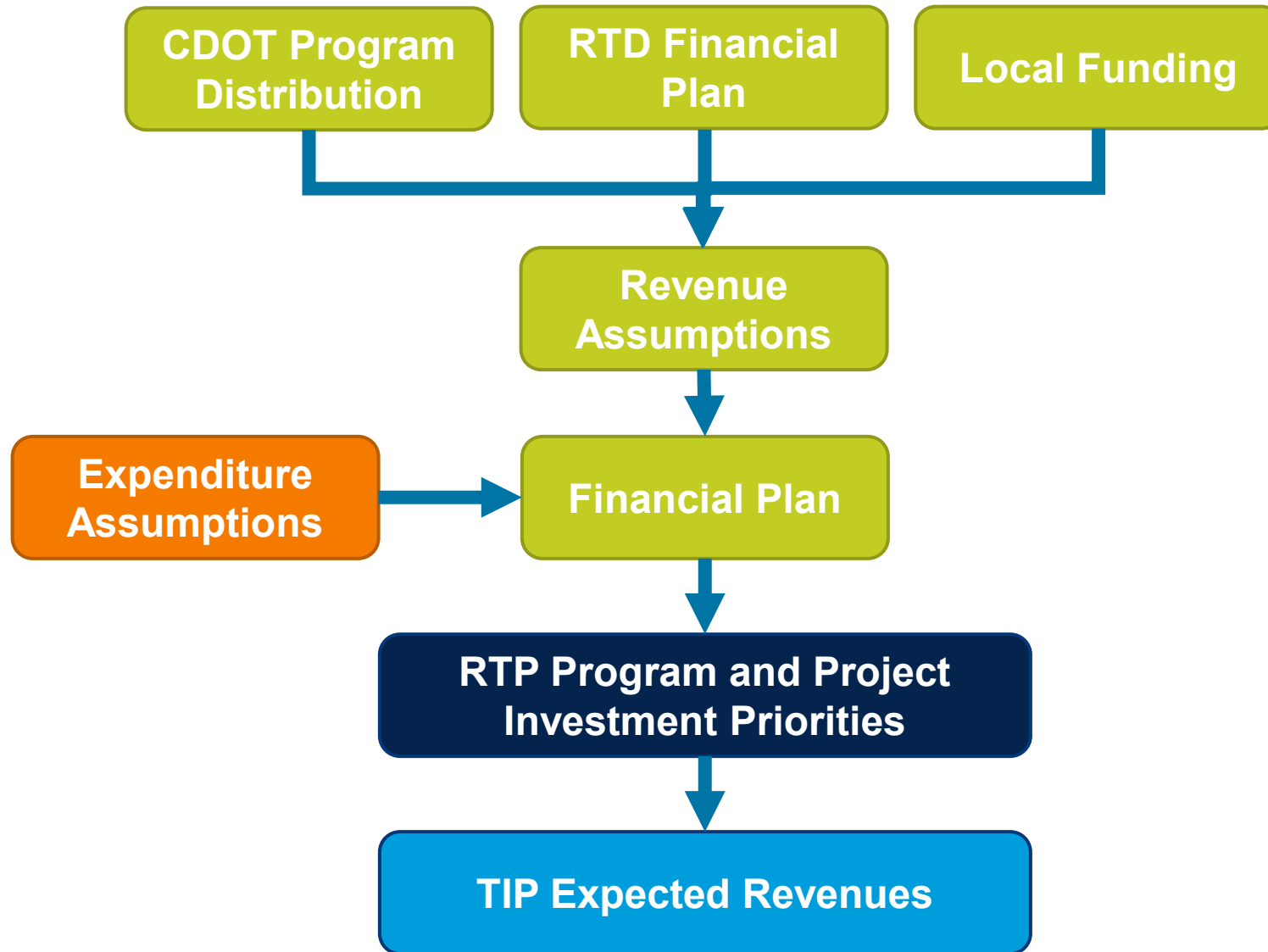
Program Distribution and DRCOG

Regional Transportation Committee
June 20, 2023

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

- 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

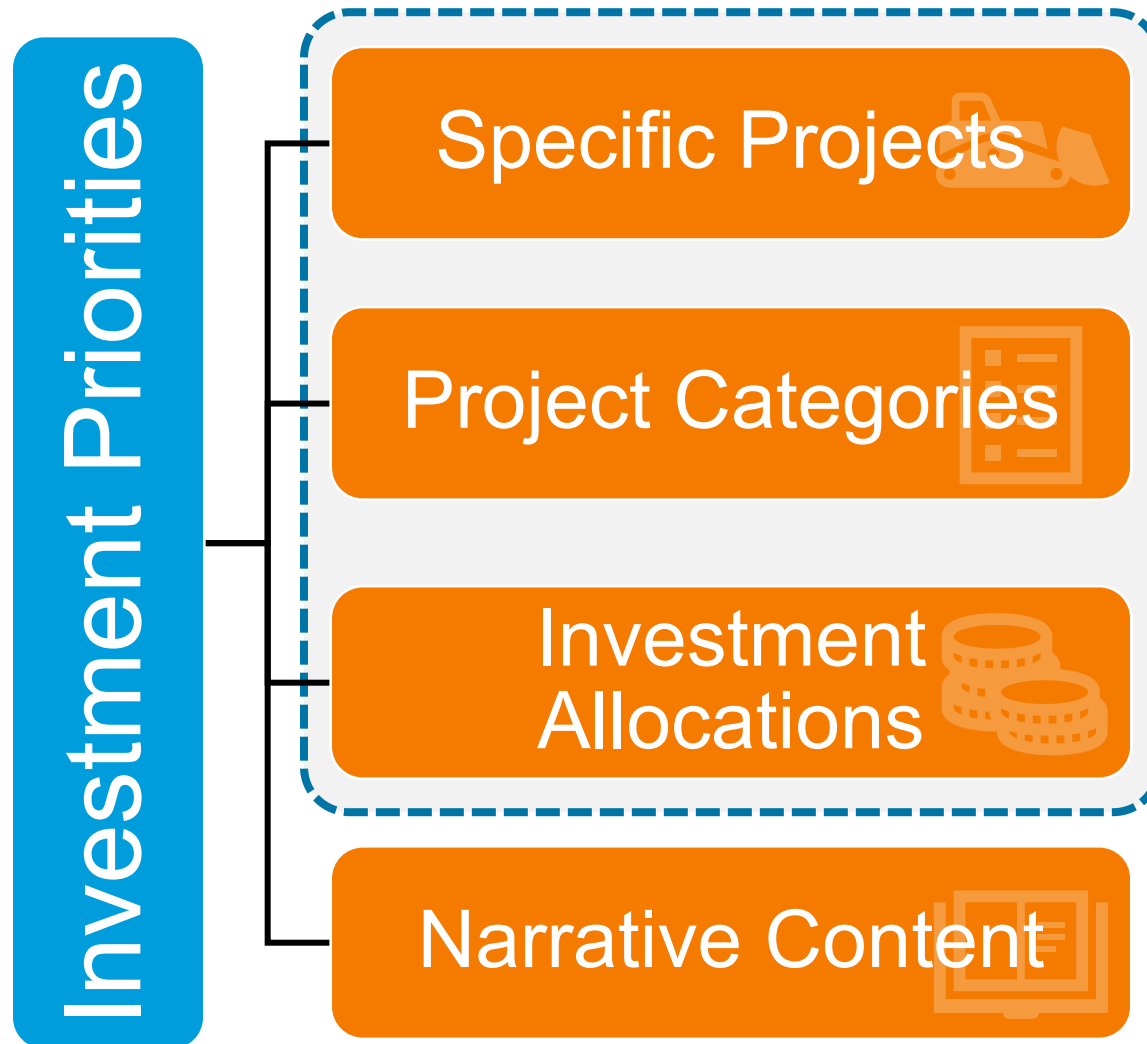


Previous Program Distribution and Financial Plan

- 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.**

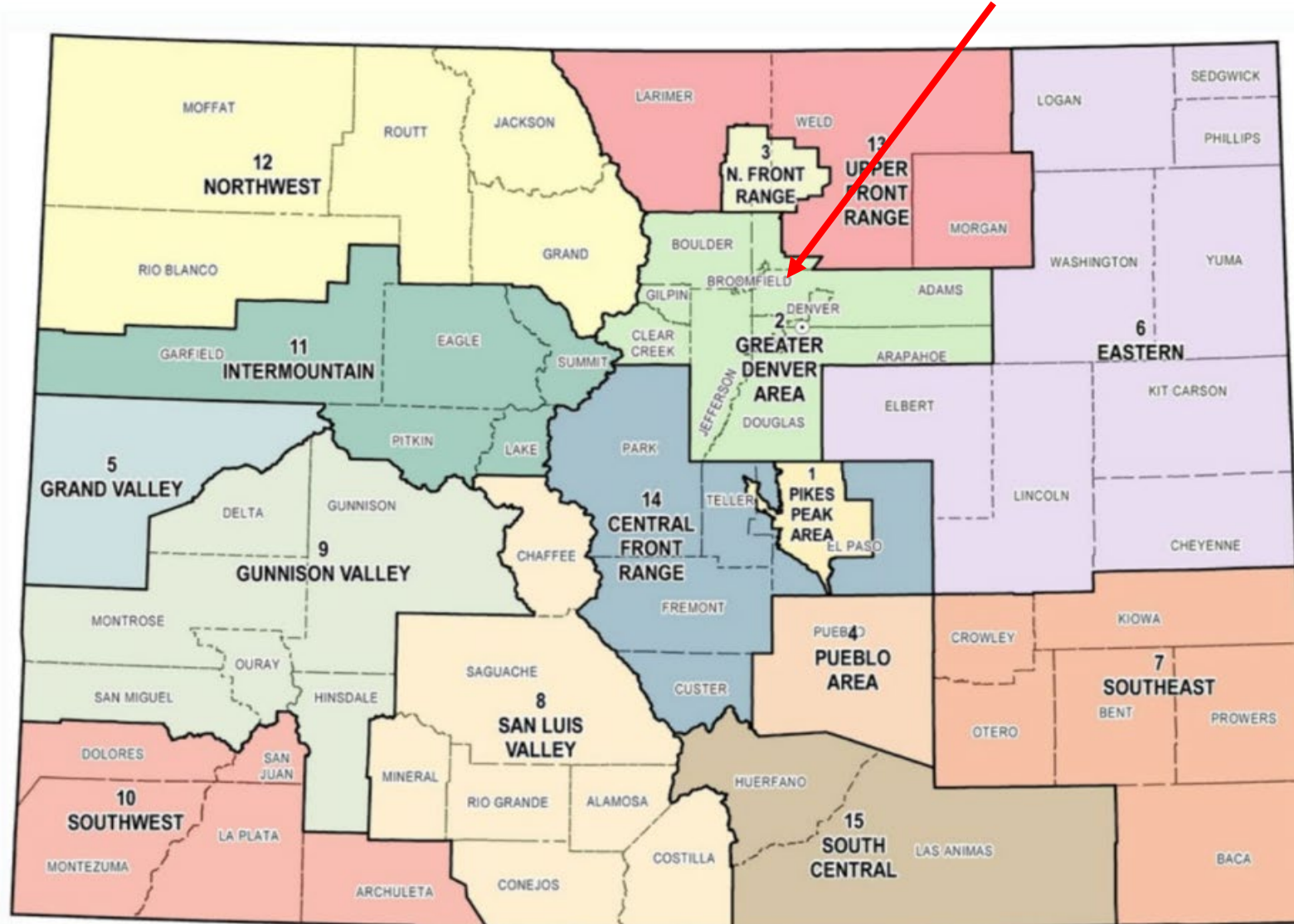
Expressing investment priorities in the MVRTP



DRCOG share of current Program Distribution

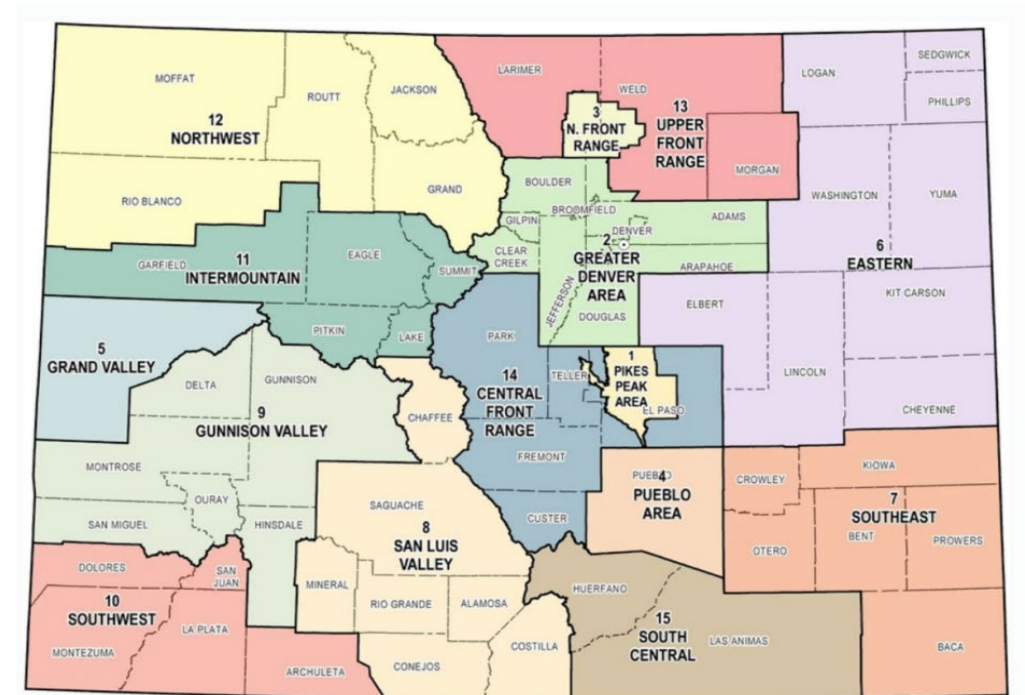
Program Area	DRCOG Total	CDOT Total	%
Surface Treatment	\$ 2,089,000,000	\$ 6,383,000,000	33%
Structures	\$ 634,000,000	\$ 1,481,000,000	43%
Asset Management - Strategic Projects Fund	\$ 2,381,000,000	\$ 6,106,000,000	39%
Highway Safety Improvement Program	\$ 431,000,000	\$ 765,000,000	56%
FASTER Safety 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



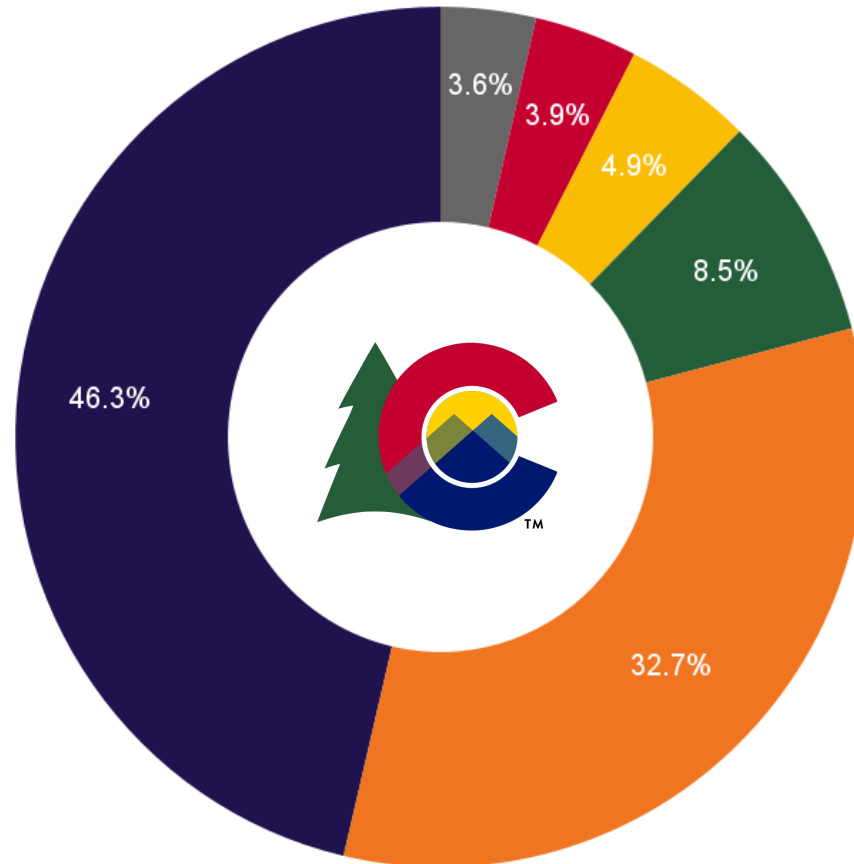
WHERE DO FUNDS COME FROM?

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.

ATTACHE

ATTACHMENT E

To: Chair and Members of the Regional Transportation Committee

From: Jacob Riger, Multimodal Transportation Planning Manager

Meeting Date	Agenda Category	Agenda Item #
June 20, 2023	Informational	7

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 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

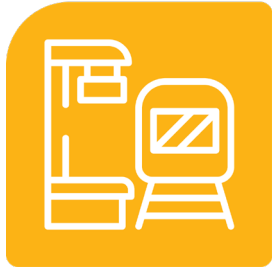
Northwest Rail

Overview and Study Update

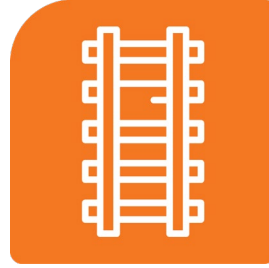
DRCOG Regional Transportation Committee

June 20, 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

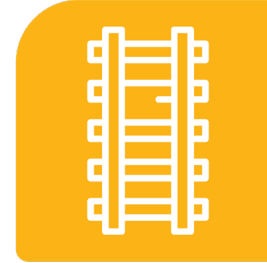
RTD asked by stakeholders to evaluate a peak hour commuter rail starter service

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



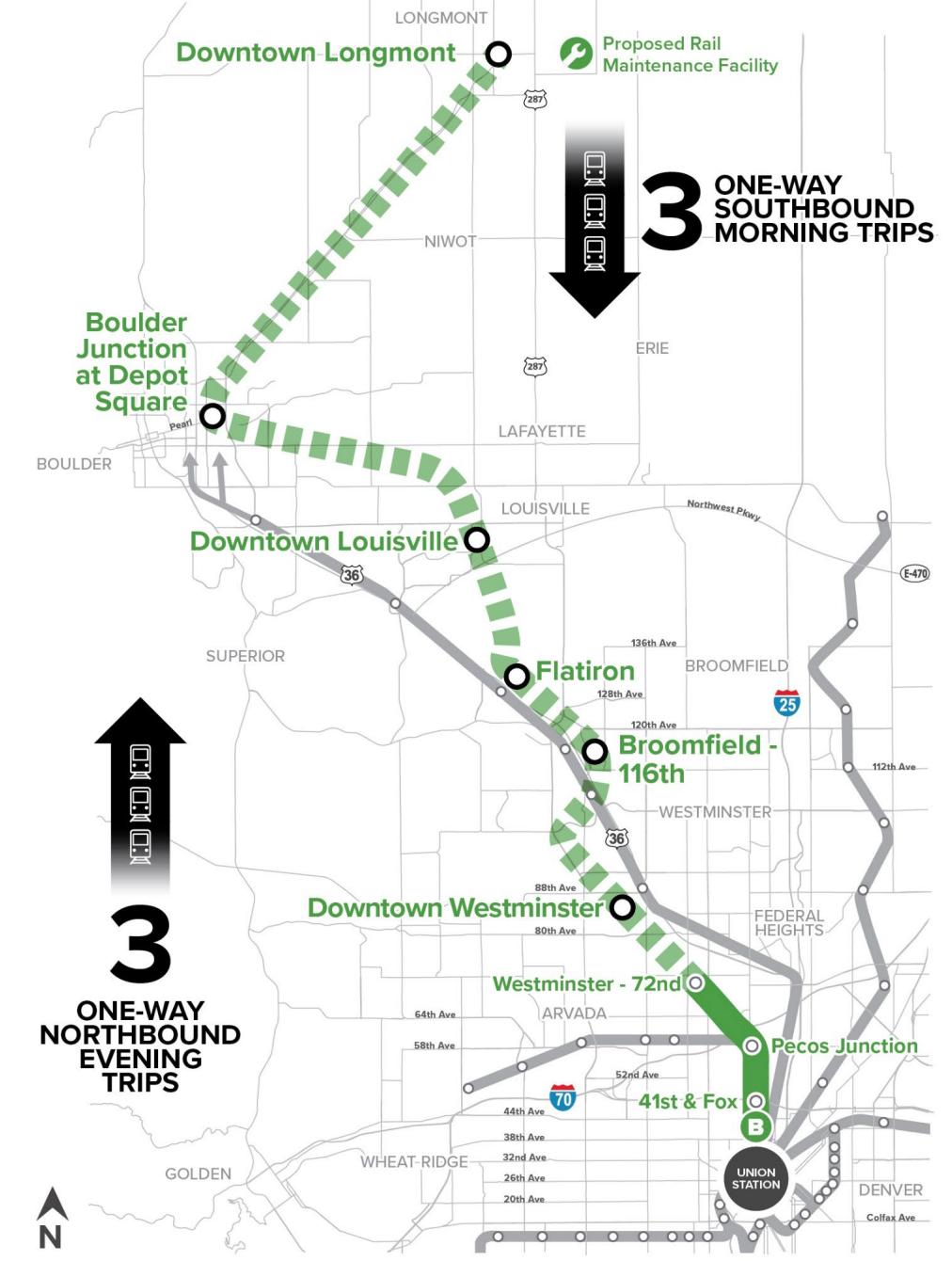
Identifying feasible locations for a commuter rail maintenance facility in Longmont



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



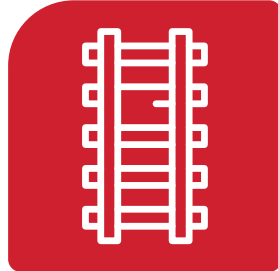
Why is Peak Service Feasible for Northwest Rail?



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

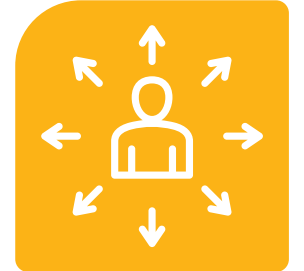


Accomplishes initial track and safety upgrades that lay the foundation for all-day service



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

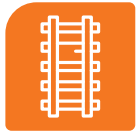


Addresses the ridership needs of today, while **preserving opportunities to expand to all-day service** as ridership grows

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



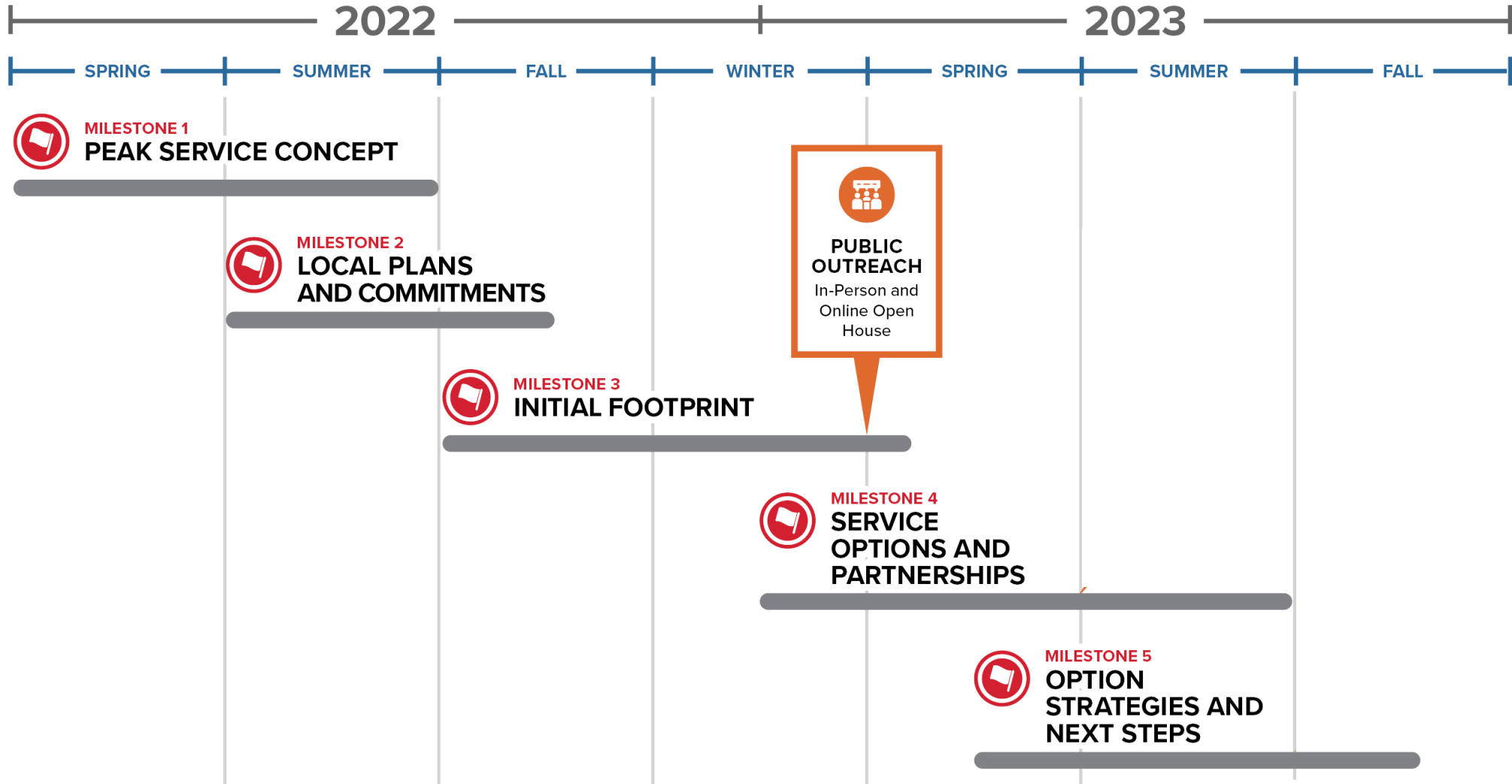
Outlining potential funding sources and implementation strategies



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**

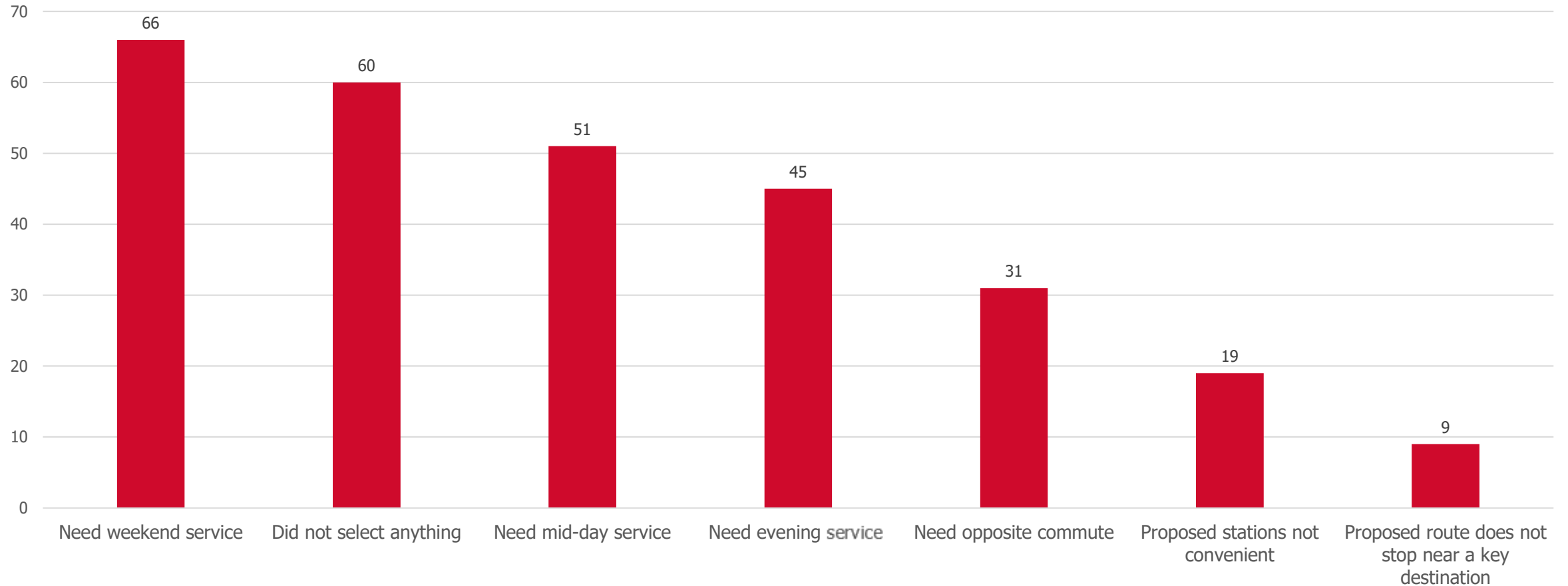
- Locations and Additions

- **Other Topics**

- Integrated Service Options
- Land Use
- Construction

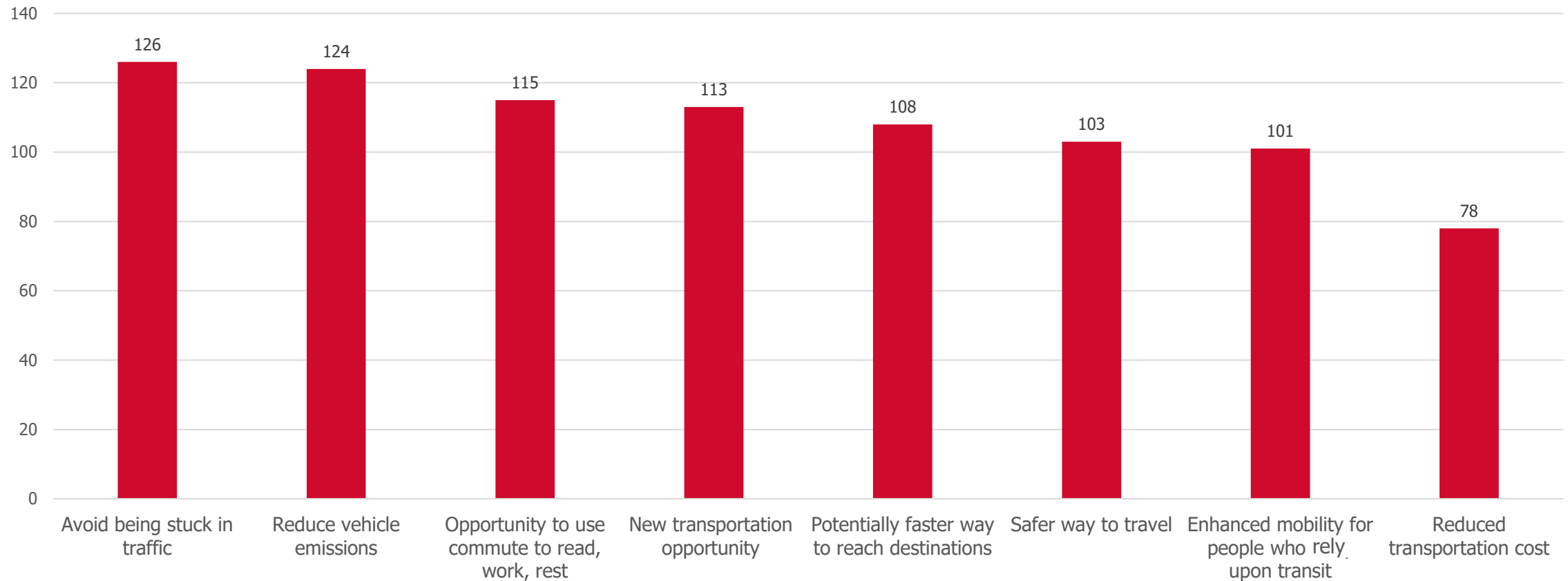
Community Survey Input – Peak Service Feedback

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



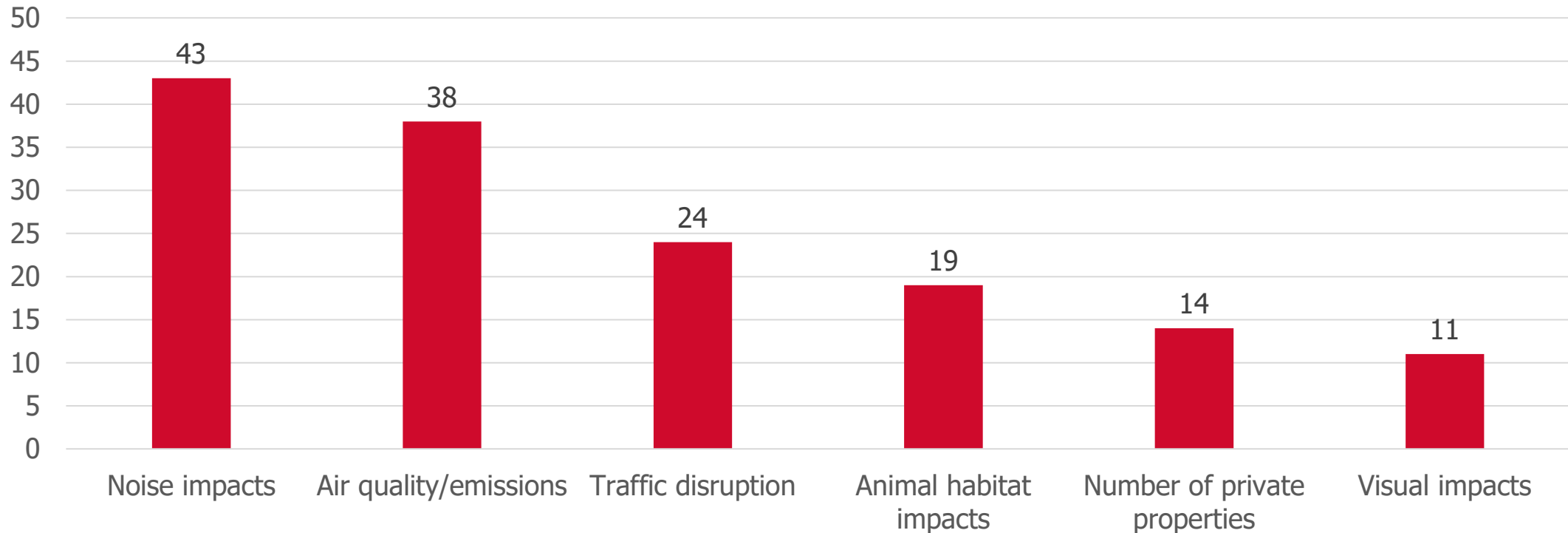
Community Survey Input – Peak Service Benefits

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

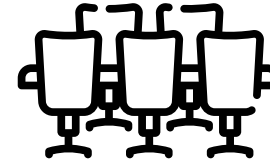


**Using public
input** to refine
and confirm
initial footprint

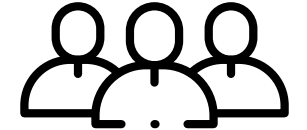


**Compiling draft
"Common Set of Facts"**

- 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.

