

AGENDA
REGIONAL TRANSPORTATION COMMITTEE
Tuesday, March 14, 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. February 14, 2023 RTC Meeting Summary
(Attachment A)

ACTION ITEMS

4. Polices for FY 2024-2027 TIP Set-Aside Programs
(Attachment B) Josh Schwenk, Planner
5. Transit “Supercall” Project Funding for July 2023 – June 2024
(Attachment C) Travis Noon, Program Manager, AAA Grant Compliance

INFORMATIONAL BRIEFINGS

6. Taking Action on Regional Vision Zero Action Plan 2023 Update
(Attachment D) Emily Kleinfelter, Safety/Regional Vision Zero Planner
7. North I-25 Corridor Update
(Attachment E) Jacob Riger, Manager, Multimodal Transportation Planning
8. RTD Systemwide Fare Study and Equity Analysis
(Attachment F) Jacob Riger, Manager, Multimodal Transportation Planning

ADMINISTRATIVE ITEMS

9. Member Comment/Other Matters
 - CDOT Report
 - RTD Report
 - RAQC Report
10. Next Meeting – April 18, 2023
11. 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, February 14, 2023

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

MEMBERS PRESENT:

Yessica Holguin	Colorado Department of Transportation
Don Stanton	Colorado Department of Transportation
Jessica Myklebust (Alternate)	Colorado Department of Transportation
Darius Pakbaz	Colorado Department of Transportation
Randy Weil (Alternate)	Denver Regional Council of Governments
Doug Rex	Denver Regional Council of Governments
Wynne Shaw	Denver Regional Council of Governments
Kevin Flynn (Chair)	Denver Regional Council of Governments
Steve Conklin (Vice-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
Paul Rosenthal (Alternate)	Regional Transportation District

Public: Jacob Kershner, William Johnson, Roy Howard, Allison Cutting

DRCOG Staff: Greg MacKinnon, Robert Spotts, Jacob Riger, Cam Kennedy, Andy Taylor, Sang Gu Lee, Emily Kleinfelter, Emily Lindsey, Steve Cook, Brad Williams, Sheila Lynch, Zach Feldman, Josh Schwenk, Kalie Fallon, Todd Cottrell, Nora Kern, Ala Alnawaiseh

Call to Order

Chair Kevin Flynn called the meeting to order at 8:31 a.m.

Public Comment

Chair Flynn took the opportunity to welcome two new alternate members for CDOT, Darius Pakbaz, Interim Director, Division of Transportation Development and Keith Stefanik, Chief Engineer.

Summary of January 17, 2023 Meeting

The summary was accepted.

ACTION ITEMS

FY 2022-2025 Transportation Improvement Program (TIP) Amendments

Josh Schwenk, Planner, presented proposed amendments to the FY 2022-2025 TIP. 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 proposed amendments to the *FY 2022-2025 Transportation Improvement Program* have been found to conform with the State Implementation Plan for Air Quality.

Ms. Kate Williams MOVED to recommend to the Board of Directors the attached project amendments to the *FY 2022-2025 Transportation Improvement Program* (TIP). The motion was seconded and passed unanimously.

Regional Transportation Operations and Technology (RTO&T) Strategic Plan

Greg MacKinnon, Program Manager, Transportation Operations, presented the proposed RTO&T Strategic Plan. The plan envisions transportation systems serving all travel modes across the DRCOG region that are interconnected and collaboratively operated, managed, and maintained to optimize safe, reliable, and efficient travel for all system users, contributing to the region's economic prosperity and high quality of life. Ten objectives lay out the desired improvements to be monitored and measured to ensure progress toward meeting the vision. This plan also provides guidance for the development of the upcoming call-for-projects for the RTO&T Set-Aside scheduled for early 2023.

Mr. Mike Silverstein asked how the work can be promoted to the public. Mr. MacKinnon replied that we can promote through dashboards to bring attention to the positive things going on in transportation in the region. Executive Director Doug Rex added that more needs to be done to get the word out to highlight the beneficial and unique work of DRCOG's traffic operations program.

Mr. Don Stanton mentioned that in CDOT's GHG rule, a mitigation strategy focuses on traffic signal synchronization and roundabouts to keep traffic moving so that should be promoted as well.

Ms. Williams asked if cameras in this network record and if those recordings can be used to help address safety in the region. Mr. MacKinnon responded that traffic cameras do record but recordings vary throughout the region and the recordings have been used previously when requests have been made for safety data.

Ms. Kate Williams MOVED to recommend to the Board the attached *Regional Transportation Operations and Technology Strategic Plan*. The motion was seconded and passed unanimously.

Federal Performance Measures Targets

Alvan-Bidal Sanchez, Regional Transportation Program Manager, presented the proposed performance measure targets. Federal regulations require state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) to set targets and report on progress towards achieving the targets for several performance areas in support of a performance-based approach to transportation planning and programming. The areas include safety, infrastructure condition (pavement and bridge), system performance, transit asset management, and transit safety. Federal guidance encourages targets to be realistic and achievable as they are very short-term in nature.

Mr. Stanton inquired if e-bikes and scooters are counted as non-motorized vehicles in the data. Mr. Sanchez replied that the definition of non-motorized vehicles according to the federal government is a broad category so things like e-bikes and scooters would be included. The data after an accident is confirmed by CDOT and DRCOG to ensure the categorization is correct.

Mr. Michael Guzman asked if data is being used to track how accidents disproportionately affect low-income neighborhoods, people of color, and aging adults and how is that data being implemented to create more equity in the region. Mr. Sanchez replied that the data exists and has been used to create a high-injury network and a critical corridor network to reinforce the Regional Vision Zero Plan. The pending update to the plan will also focus on how to strengthen equity in planning and data analysis.

Ms. Yessica Holguin inquired how the safety issues can be communicated more effectively since it will take everyone to get on board to lower fatalities and injuries in transportation. Mr. Sanchez responded that the Regional Vision Zero Work Group meets monthly to bring different planning staff from across the region to tackle this issue and CDOT has begun a new safety program in which DRCOG is actively participating as well.

Chair Flynn mentioned that when it comes to the issue of roadway safety there is a significant percentage of the roadway rated as good or poor but was curious about the category between them. Mr. William Johnson, CDOT Performance Management Branch Manager, stated that that third category would be the percentage of pavement in fair condition.

CEO/GM Debra Johnson asked what can be done collectively in the region to identify corridors that are impacted by a lack of infrastructure, which contributes to the goal of Regional Vision Zero remaining aspirational. Mr. Sanchez replied that, beyond the short-term federal target setting requirements, our region has many tools through Metro Vision, the 2050 Regional Transportation Plan, the Regional Complete Streets Toolkit, and others to help address safety issues.

Ms. Wynne Shaw discussed roadway conditions and asked if there is a designation for maintenance issues, such as potholes, that are likely to fail even if the rest of the road is in good condition. Mr. Johnson replied that a poor road is not a failed road, it simply means that it has reached a certain condition that is now rated poor. However, regular maintenance activities still occur.

GM/CEO Debra Johnson MOVED to recommend to the Board adoption of the 2023 safety targets and four-year pavement condition, bridge condition, travel time reliability, and freight reliability targets for the DRCOG MPO area as part of federal performance-based planning and programming requirements. The motion was seconded and passed unanimously.

Chair Flynn asked Vice Chair Steve Conklin to take over the meeting in order to attend to another commitment.

INFORMATIONAL BRIEFINGS

FY 2024-2025 Unified Planning Work Program (UPWP) Update

Todd Cottrell, Program Manager, Project and Program Delivery, and Josh Schwenk, Planner, provided an update on the FY 2024-2025 UPWP. Metropolitan Planning Organizations (MPOs) must adopt a *Unified Planning Work Program* (UPWP) that outlines and serves as the tool for scheduling, budgeting, and monitoring the metropolitan transportation planning tasks and activities of participating entities conducted within the region with federal transportation planning funds. The document also listed other major planning activities performed by local governments. A Mentimeter exercise was conducted to get input from the RTC future issues and future priorities for the next UPWP.

Population Cohort and Household Type Forecast: A Brief Summary of the Next 30 Years

Zach Feldman, Program Manager, Data Science, and Analytics, presented that changes in population and households over time impact the region's estimates of, and approaches to, future travel demands and patterns. Key takeaways from the presentation included:

1. Growth will be drastically slower over the next three decades than over the past three decades.
2. The Denver region and Colorado will continue to see population growth faster than the national average.
3. The Denver region will see no growth in the number of children over the next three decades.
4. Expect continued fast growth among older adults with the 65+ population growing over seven times faster than the under 65 population (99% vs 13%)
5. Most forecasted household growth will be among older adults and households without children.

Executive Director Rex discussed housing in relation to transportation and land use and stated that DRCOG is discussing with our Board potentially developing a regional housing strategy to prepare for the massive demographic change that is on the horizon.

Mr. Stanton raised the issue of safety and economics regarding the 65+ cohort, specifically risk reduction. Many do not feel comfortable riding transit or commuting on major roads due to the rise in distracted driving and road rage.

Ms. Williams stated that we also need to look at equity and inclusion in terms of older adults. The older population is discriminated against based on age so when designing diversity and equity initiatives, older adults need to be factored into that planning.

Mr. Mike Silverstein inquired if the data covers climate migration since people in coastal communities will be severely impacted by climate change and Colorado is a pretty desirable location in the country. Mr. Feldman replied that the State Demography Office doesn't explicitly account for climate migration, but other forecasts do exist that address that topic.

ADMINISTRATIVE ITEMS

Member Comment/Other Matters

- CDOT Report – Mr. Stanton mentioned the departure of Rebecca White from CDOT and also stated that tomorrow CDOT will have a workshop to discuss interstate

pavement condition. Ms. Holguin mentioned that on January 30 a workshop was held focusing on how to make streets more people-centered. Ms. Jessica Myklebust stated that plow drivers are preparing for the snowstorm expected to hit the region tonight and mentioned that CDOT has been able to hire more maintenance workers, including CDL drivers recently as vacancies are being filled in Region 1. Lastly, segment two of I-25 is being redesigned to reduce crashes that are occurring in that corridor.

- RTD Report – GM/CEO Johnson stated that RTD held informational open houses on January 31 and February 1 relating to the Northwest Rail Peak Service Feasibility Study that were well attended by the public. RTD has been working with different stakeholder groups, and equity populations regarding the Fare Study and Equity Analysis and during this month's Finance and Planning Committee of the RTD Board, staff will present an update of the proposed draft fare structures. On Wednesday, the Operations and Safety Committee will discuss RTD's code of conduct to create a safe and welcoming transit environment. GM/CEO Johnson also discussed impending litigation regarding DTP vs. RTD and the Zero Fleet Transition Plan. Ms. Williams added that if anyone is interested, RTD committee meetings are open to the public.
- RAQC Report – Mr. Silverstein stated that RAQC is kicking off the Lawn and Garden Electrification Initiative. The program has two prongs, one is incentive-based which will provide money to organizations that make their lawn and garden fleets electric and recycle their gas-powered equipment and, the second prong is a grant process, which will begin in March to help lower emissions in the region. RAQC is also considering regulatory initiatives regarding gas-powered equipment in the public and commercial sectors.

Next Meeting – March 14, 2023

Adjournment

There were no additional comments from members. Vice Chair Conklin adjourned the meeting at 10:18 a.m.

ATTACH B

ATTACHMENT B

To: Chair and Members of the Regional Transportation Committee
From: Josh Schwenk, Planner, Transportation Planning and Operations
303-480-6771 or jschwenk@drcog.org

Meeting Date	Agenda Category	Agenda Item #
March 14, 2023	Action	4

SUBJECT

Policies for FY 2024-2027 TIP Set-Aside Programs

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the *Policies for FY 2024-2027 TIP Set-Aside Programs*.

ACTION BY OTHERS

[February 27, 2023](#) – TAC recommended approval

SUMMARY

DRCOG's *Policies for TIP Program Development* (often referred to as the TIP Policy) outlines the Board-approved Transportation Improvement Program (TIP) set-aside programs through which a portion of available transportation funding is targeted to particular project types of regional importance.

In the past, an additional proposed policy guideline document was separately developed for each set-aside program for review and approval through the DRCOG committees and Board. The new *Policies for FY 2024-2027 TIP Set-Aside Programs* document will serve as an addendum to the TIP Policy and outline the policies associated with each program, including program goals, eligibility, application process, evaluation criteria, and scoring. This will serve as a standing policy document wherein all information associated with each set-aside program is available. This will improve the efficiency of the calls for projects, provide potential applicants with a single reference for all set-aside programs, and ensure that set-aside programs are operating under consistent formats and processes.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the Board of Directors adoption of the *Policies for FY 2024-2027 TIP Set-Aside Programs*.

ATTACHMENT

1. [Draft Policies for FY 2024-2027 TIP Set-Aside Programs](#)
2. Staff Presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Todd Cottrell, Project and Program Delivery Manager, Transportation Planning and Operations at 303-480-6737 or tcottrell@drcog.org or Josh Schwenk, Planner, Transportation Planning and Operations at 303-480-6771 or jschwenk@drcog.org.

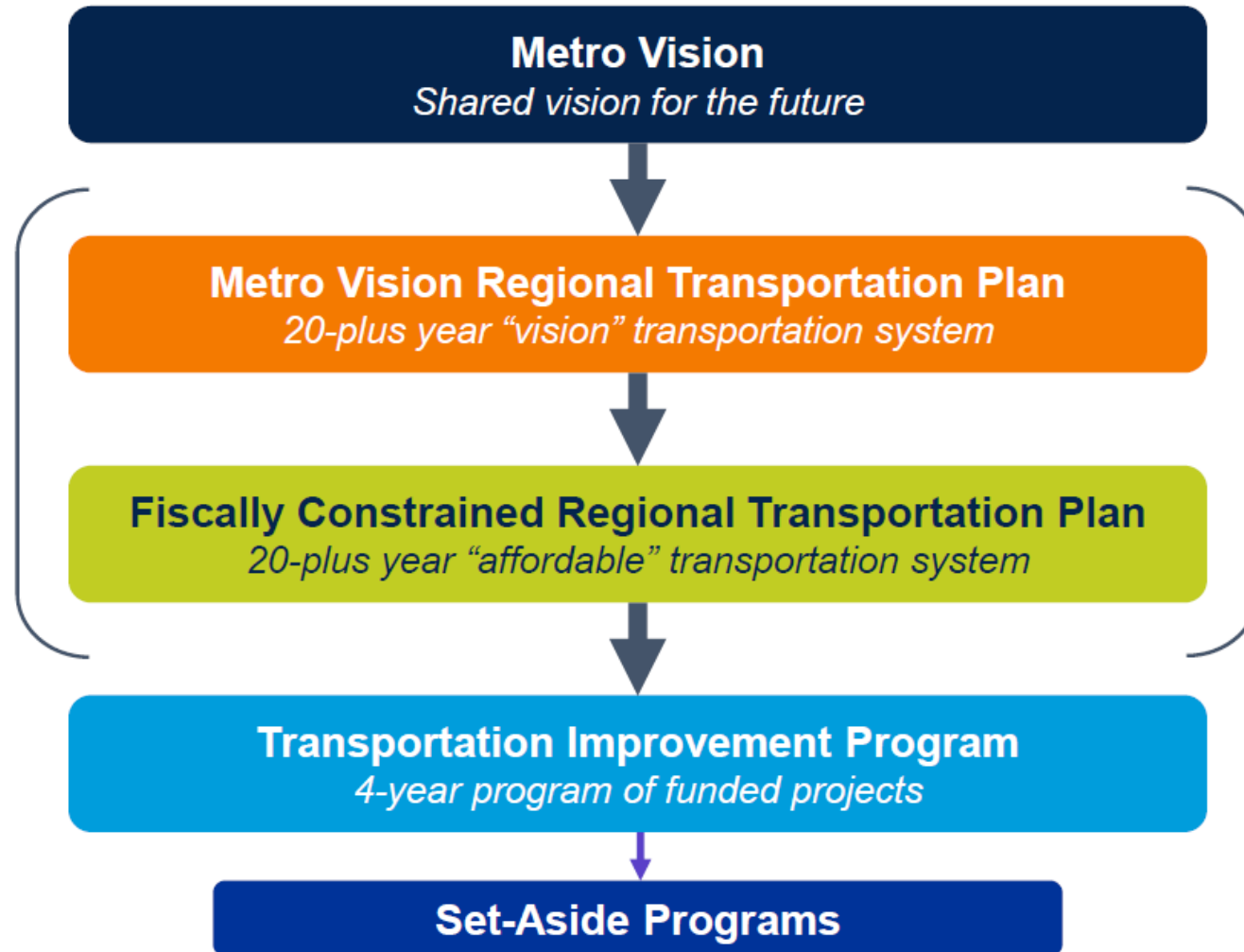
POLICIES FOR FY 2024-2027 TIP SET-ASIDE PROGRAMS

Regional Transportation Committee

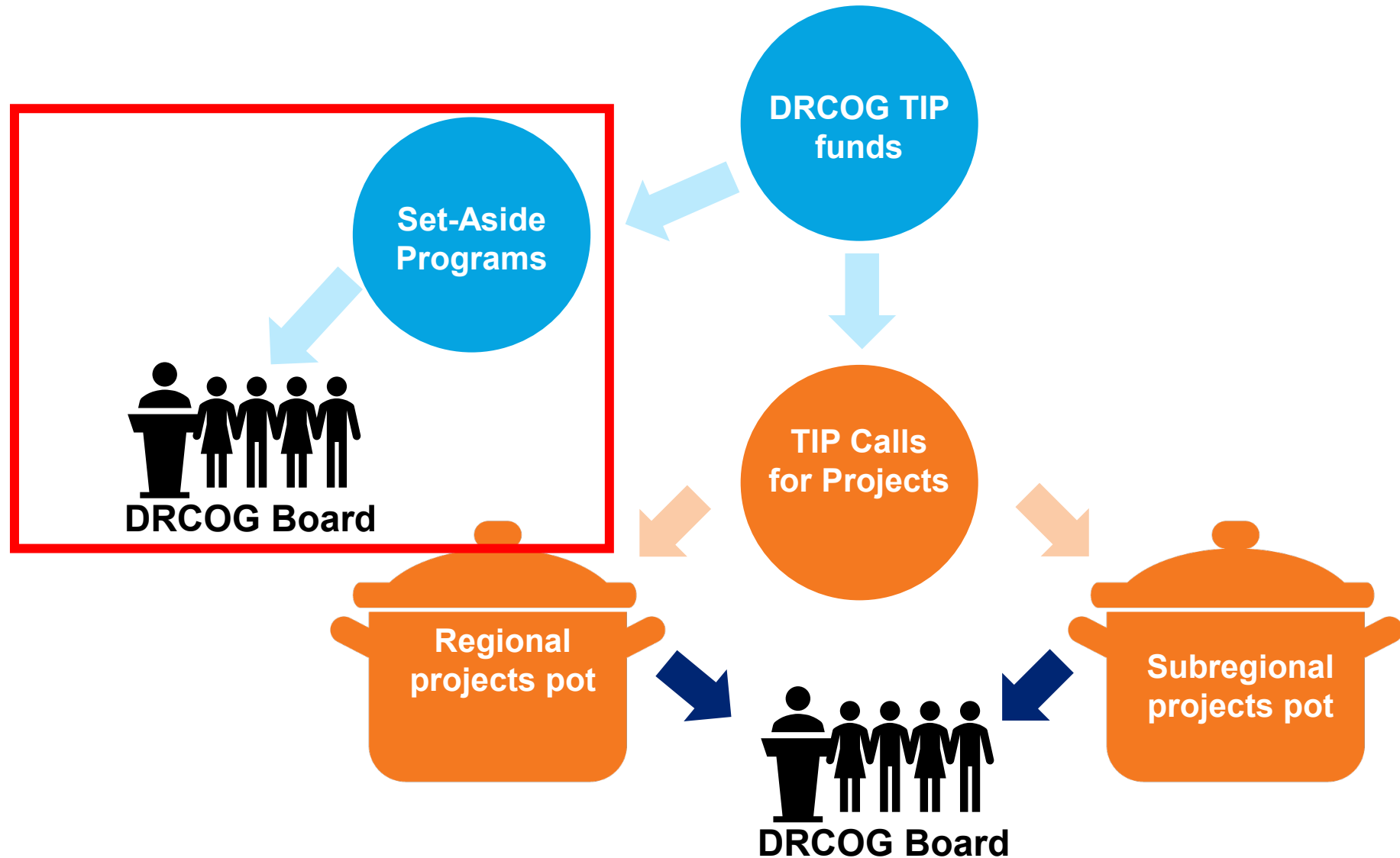
March 14, 2023

Josh Schwenk, Planner, Transportation Planning & Operations

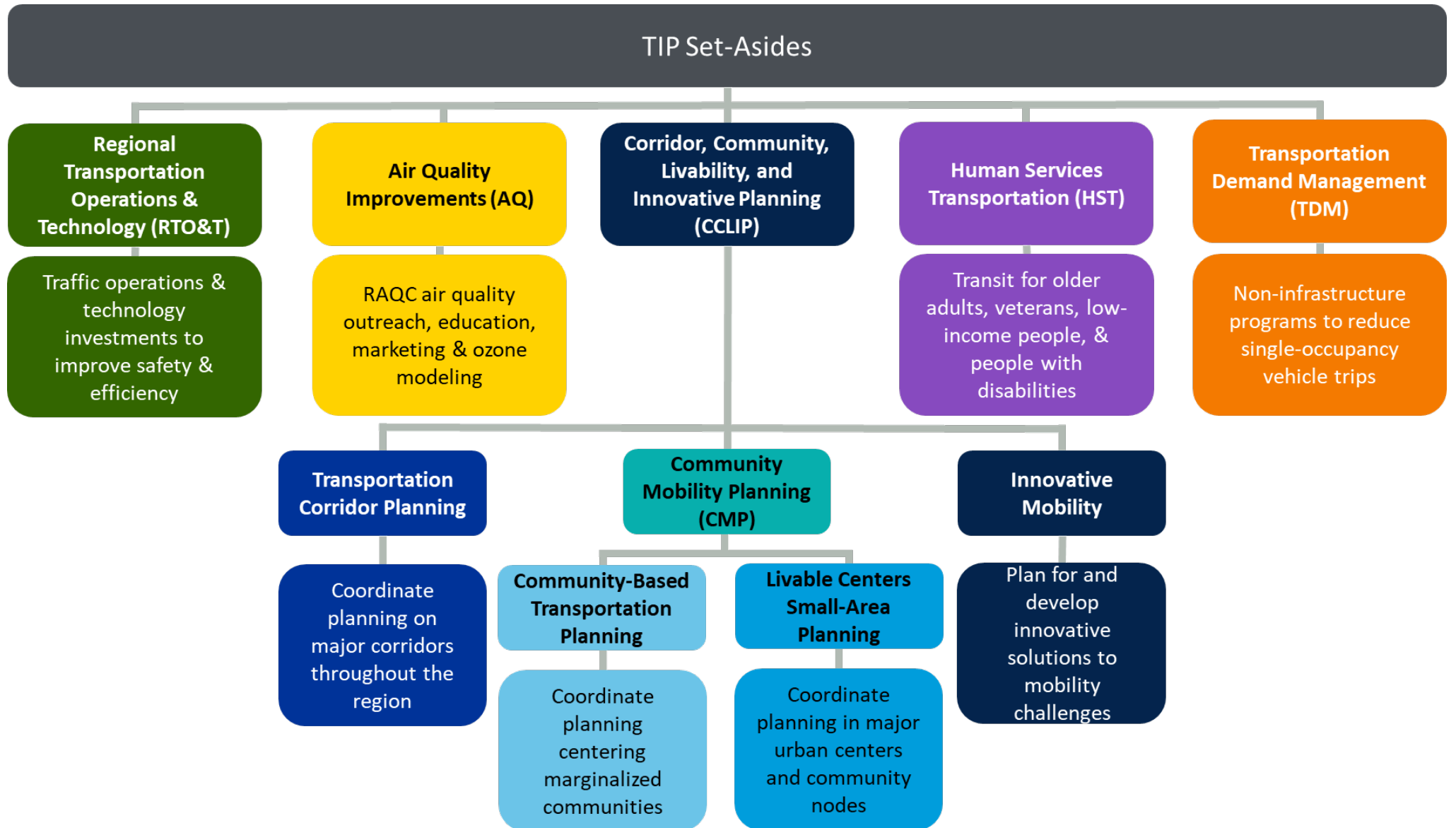
OVERVIEW OF TIP SET-ASIDES



OVERVIEW OF TIP SET-ASIDES (CONTINUED)



OVERVIEW OF TIP SET-ASIDES (CONTINUED)



PREVIOUS SET-ASIDE PROCESS



- Each set-aside managed their own information separately
- Each set-aside brought a policy guideline document through the committees/Board prior to each call for projects
- Inconsistent information available (anticipated schedule, previous awards, etc.)

GOALS FOR CREATING A SINGLE POLICY DOCUMENT



- Bring together information (regulatory requirements, policy guidance, call for projects/proposal solicitation process, evaluation criteria) on all set-asides in one location for both staff and the applicant
- Standardize processes across set-asides
- Streamline process to open a call for projects/proposal solicitation

DOCUMENT STRUCTURE



- The standard structure for each program includes:
 - Program Purpose
 - Program Goals
 - Eligible Applicants
 - Eligible Project Locations
 - Eligible Project Types
 - Funding Requirements
 - Matching Funds
 - Training
 - Letter of Interest
 - Application
 - Scoring Process
 - Evaluation Criteria
 - Approval Process
 - Website Management
 - Post-Award Process
 - Additional Requirements

INTENDED BENEFITS



- Separate sections for each set-aside allow interested parties to move directly to the set-aside program(s) in which they are interested
- Standardized document structure assists with document navigation
- Standardized application processes allow potential sponsors to know what to expect
- Committees and Board will continue to approve project selection, and any amendments to this document, as needed

SET-ASIDE SCHEDULE



Set-Aside		Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec
		2023		2024		2025		2026	
TDM	Non-Infrastructure Projects	FY 24-25	FY 24-25			FY 26-27	FY 26-27		
	\$2,000,000 across 24-27	Call	Approval			Call	Approval		
RTO&T	Operations and Technology Investments	FY 24-27	FY 24-27					FY 28-31	FY 28-31
	\$16,000,000 across 24-27	Call	Approval					Call	Approval
AQ	\$7,920,000 provided to RAQC across 24-27. Funding allocation and calls for projects to be determined by RAQC								
HST	Service, Rolling Stock, and Mobility Management	FY 24	FY 24	FY 25	FY 25	FY 26	FY 26	FY 27	FY 27
	\$8,000,000 across 24-27	Call	Approval	Call	Approval	Call	Approval	Call	Approval
CCLIP	Transportation Corridor Planning		FY 24-25	FY 24-25			FY 26-27	FY 26-27	
	\$3,000,000 across 24-27		Solicitation	Approval			Solicitation	Approval	
	Innovative Mobility		FY 24-25	FY 24-25			FY 26-27	FY 26-27	
	\$4,000,000 across 24-27		Solicitation	Approval			Solicitation	Approval	
CMP	Community-Based Plans		FY 24-25	FY 24-25			FY 26-27	FY 26-27	
	\$5,000,000 across 24-27		Solicitation	Approval			Solicitation	Approval	
across two tracks	Livable Centers		FY 24-25	FY 24-25			FY 26-27	FY 26-27	
			Solicitation	Approval			Solicitation	Approval	

PROPOSED MOTION



Move to recommend to the Board of Directors adoption of the *Policies for FY 2024-2027 TIP Set-Aside Programs*.



THANK YOU!
QUESTIONS?

Josh Schwenk
Planner, Transportation Planning & Operations
jschwenk@drcog.org
303-480-6771

ATTACH C

ATTACHMENT C

To: Chair and Members of the Regional Transportation Committee

From: Travis Noon, Program Manager, AAA Grant Compliance, Administration & Finance, tnoon@drcog.org

Meeting Date	Agenda Category	Agenda Item #
March 14, 2023	Action	5

SUBJECT

Transit "Supercall" Project Funding for July 2023 – June 2024

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the project funding for July 2023 - June 2024 Human Service Transportation (HST) Set Aside Program and Federal Transit Administration (FTA) Section 5310 Program as recommended by the Peer Review Panel ("Panel").

ACTION BY OTHERS

[February 27, 2023](#) – TAC recommended approval

SUMMARY

As part of the FY 2024-2027 TIP Policy, DRCOG has set-aside \$2 million per year for Human Services Transportation. DRCOG is also the Designated Recipient for the Federal Transit Administration section 5310 program in the Denver-Aurora Urbanized Area. This program provides approximately \$2.8 million annually. DRCOG's Area Agency on Aging receives Older American's Act/Older Coloradans Act funding for services in 8 counties in the Denver metro area. These three funding sources complement each other and can be used in federal fund braiding situations to provide transit services and fund transit capital projects for older adults, individuals with disabilities, and other vulnerable populations.

DRCOG conducted a combined call for projects for the HST set-aside, Denver-Aurora Urbanized Area FTA 5310, and Area Agency on Aging Older Americans Act Transportation projects. There is approximately \$8 million in funding available combined from the three funding sources. DRCOG received proposals from 16 organizations requesting over \$10.8 million for various transit projects across the DRCOG region.

Applications for all three funding sources were evaluated by a Peer Review Panel made up of staff from Denver Human Services, the Colorado Department of Public Health and the Environment, the Colorado Cross Disability Coalition, and the Denver Department of Transportation and Infrastructure. DRCOG staff participated on the panel in an advisory role and did not score the projects. Projects recommended are to be implemented between July 1, 2023, and June 30, 2024. DRCOG staff conducted an equity analysis to ensure distribution of funds to cover services across the region.

Since the Older Americans Act funding is under the purview of the Area Agency on Aging, approval from the DRCOG Advisory Committee on Aging is conducted separately from the HST and 5310 recommendations presented to TAC.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the Board of Directors approval of HST Set Aside and FTA 5310 projects for the period beginning July 1, 2023 and ending June 30, 2024 as recommended by the Peer Review Panel.

ATTACHMENT

1. Staff Presentation
2. 5310-HST-OAA Transportation RFP Committee Recommendations

ADDITIONAL INFORMATION

If you need additional information, please contact Travis Noon, Program Manager, AAA Grant Compliance, Administration and Finance Division at tnoon@drcog.org.

Project funding for July 2023 - June 2024 HST & FTA 5310 Programs

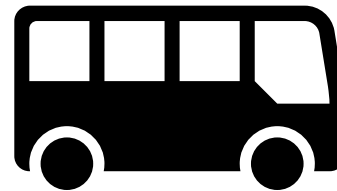
Regional Transportation Committee

March 14, 2023

Travis Noon, Program Manager, AAA Grant Compliance

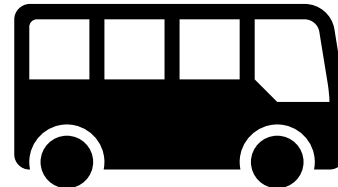
TRANSPORTATION PROJECTS “SUPERCALL”

- Combined call for projects for the HST set-aside, Denver-Aurora Urbanized Area FTA 5310, and Area Agency on Aging Older Americans Act projects
- Implemented between July 1, 2023 & June 30, 2024



TRANSPORTATION PROJECTS “SUPERCALL”

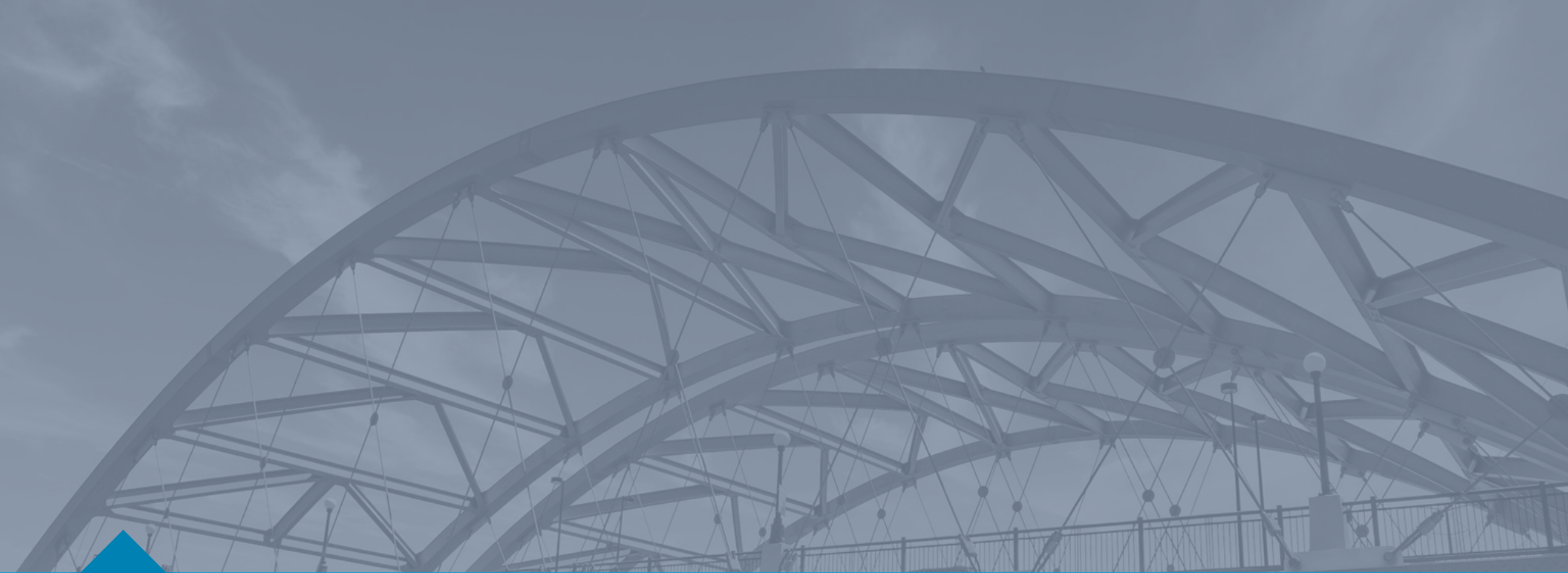
- \$~8 million available
- Proposals from 16 organizations requesting nearly \$11 million for transit capital, operating, and mobility management projects
- Independent review panel
 - Recommendations include a \$900k award to the DRCOG AAA
- TAC, RTC, and Board approve HST & 5310
- Advisory Committee on Aging (ACA) and Board approve Older Americans Act funds



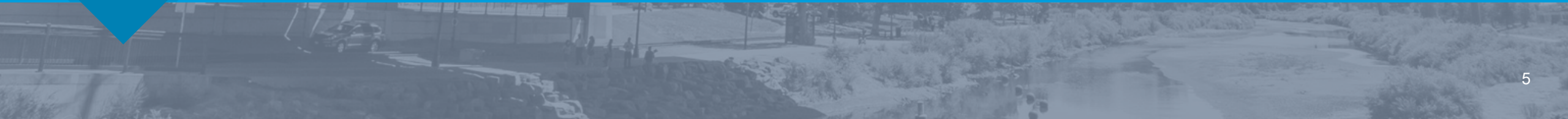
PROPOSED MOTION

Move to recommend to the Board of Directors approval of HST and FTA 5310 projects for July 2023 through June 2024 as recommended by Peer Review Panel including staff recommended carryover projects.





Travis Noon
tnoon@drcog.org



2023-2024 Human Services Transportation TIP, FTA Section 5310, OAA/SFSS Transportation Request for Proposals Recommendations

Agency	Proposal Name	Requested Service/Project	Amount Requested	Recommend to Fund?	Amount Recommended	HST Total	FTA 5310 Total	OAA
A Little Help	A Little Help with Transportation for Older Adults in Metro Denver	Operating Assistance	\$42,000.00	Y	\$42,000.00			\$42,000.00
		Software Upgrades	\$25,000.00	Y	\$25,000.00	\$25,000.00		
		Mobility Management	\$40,000.00	Y	\$40,000.00	\$40,000.00		
AbleLight	Addressing Transportation Needs for Developmentally Disabled - AbleLight ADA Van Replacement	ADA Compliance Vehicle Replacement - 6 Ford Transits	\$560,700.00	2 Vehicles	\$170,238.00		\$170,238.00	
Boulder County	Peak-to-Peak Volunteer Driver Pilot Program	Mobility Management	\$40,000.00	Y	\$40,000.00	\$40,000.00		
City and County of Broomfield	City and County of Broomfield Easyride Transportation	Operating Assistance	\$358,000.00	Y	\$358,000.00			\$358,000.00
City of Golden	Golden RTD Flex-Ride Voucher Program	Operating Assistance	\$6,000.00	N	\$0.00			
City of Lakewood	City of Lakewood - Lakewood Rides 2023-2024	Operating Assistance	\$476,533.50	Y	\$375,000.00		\$60,000.00	\$315,000.00
		ADA Compliant Vehicle Replacement - 2 Class B BOCs, 1 Class D BOC	\$382,177.00	2 Class B	\$246,925.00		\$246,925.00	
Denver Inner City Parish	DICP Transportation Services	Operating Assistance	\$110,904.00	Y	\$100,000.00			\$100,000.00
Denver Regional Mobility & Access Council, DRMAC	Denver Regional Mobility & Access Council -Mobility Assistance Proposal	Mobility Management	\$423,584.78	Y	\$371,250.00	\$74,250.00	\$297,000.00	
Douglas County Government	2023 Douglas County Transportation	Operating Assistance	\$444,000.00	Y	\$299,700.00			\$299,700.00
		ADA Compliant Vehicles Expansion - 1 Ford Transit EV, 1 ADA Minivan	\$182,444.00	EV only	\$123,505.00		\$123,505.00	
		EV Charging Station	\$43,556.00	Y	\$43,556.00		\$43,556.00	
		Mobility Management	\$462,600.00	Y	\$462,600.00	\$161,713.00	\$300,887.00	
DRCOG	DRCOG AAA Choice Services Program Transportation	Mobility Management	\$1,000,000.00	Y	\$900,000.00	\$900,000.00		
Easter Seals Colorado	Easterseals Colorado: Neurological Rehabilitation Adult Day Program Fleet Expansion	ADA Compliant Vehicles Expansion - 1 Ford Transit	\$103,120.00	Y	\$54,077.00		\$54,077.00	
Jewish Family Service of Colorado	Jewish Family Service - Arts and Community Explorations on the Move	ADA Compliant Vehicles Expansion - 1 Ford Transit	\$86,955.00	Y	\$54,077.00		\$54,077.00	

**2023-2024 Human Services Transportation TIP, FTA Section 5310, OAA/SFSS Transportation
Request for Proposals Recommendations**

Agency	Proposal Name	Requested Service/Project	Amount Requested	Recommend to Fund?	Amount Recommended	HST Total	FTA 5310 Total	OAA
Laradon Hall Society for Exceptional Children and Adults	LARADON VEHICLE REPLACEMENT AND OPERATING REQUEST FOR FY 23/24	ADA Compliant Vehicles Replacement - 2 ADA Minivans, 3 Ford Transits	\$484,942.00	2 Minivans	\$153,000.00		\$153,000.00	
		Operating Assistance	\$139,372.26	Y	\$139,372.00		\$139,372.00	
Town of Erie	Flex Ride Starter Service	Operating Assistance	\$200,000.00	Y	\$200,000.00	\$200,000.00		
Via Mobility Services	Via Mobility Services	Operating Assistance	\$3,594,667.00	Y	\$3,268,871.00	\$514,700.00	\$968,871.00	\$1,785,300.00
		Mobility Management	\$515,000.00	Y	\$472,000.00		\$472,000.00	
		ADA Compliant Vehicles Replacement - 4 EV Paratransit Vans	\$618,118.00	N	\$0.00			
		Maintenance Equipment	\$112,500.00	N	\$0.00			
		Facility Driveway Paving	\$225,000.00	N	\$0.00			
		Facility Planning Project	\$22,500.00	N	\$0.00			
Volunteers of America	VOA Transportation Program Gilpin/Clear Creek	Operating Assistance	\$105,464.00	Y	\$100,000.00			\$100,000.00
Totals			\$10,805,137.54		\$8,039,171.00	\$1,955,663.00	\$3,083,508.00	\$3,000,000.00

ATTACH D

ATTACHMENT D

To: Chair and Members of the Regional Transportation Committee

From: Emily Kleinfelter, Safety/Regional Vision Zero Planner

Meeting Date	Agenda Category	Agenda Item #
March 14, 2023	Informational Briefing	6

SUBJECT

Taking Action on Regional Vision Zero strategic update

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

In the Denver region, traffic-related deaths and injuries are a significant and preventable public health and social equity issue. In 2022, Colorado lost 745 lives to traffic fatalities, the most roadway deaths in the state since 1981, according to preliminary data.

In the last few years, traffic safety has received greater national attention, with the Bipartisan Infrastructure Law providing unprecedented funding for safety to achieve the ambitious, long-term goal of reaching zero roadway fatalities. In January 2022, U.S. Transportation Secretary Pete Buttigieg announced the National Roadway Safety Strategy, which includes a collaborative and holistic plan aimed to save lives by focusing on safer people, safer roads, safer vehicles, safer speeds, and post-crash care.

This approach, referred to as the Safe System Approach, works by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur.

When DRCOG adopted Taking Action on Regional Vision Zero in 2020, it committed to a target of zero fatalities and serious injuries. Chapter 6, the Implementation Plan, sets out Action Initiatives, stakeholder responsibility, a timeline and some performance measures that are aimed to track regional progress toward a goal of zero. The plan was guided by public engagement and robust participation from the Regional Vision Zero Working Group.

Three years later, DRCOG staff believe it is an appropriate time for a strategic update to Taking Action on Regional Vision Zero, focused on Chapter 6, to be more in line with emerging best practices in transportation safety.

The objectives for this strategic update are to:

- Consider focused changes to the adopted Taking Action on Regional Vision Zero, including updates to key chapters and a commitment from the Board to Vision Zero
- Take a wholistic approach to updating the Implementation Plan Action Initiatives to create a valuable and sustainable approach to addressing multiple aspects of safety across the region, with the goal of achieving zero serious injuries.
- Develop an accompanying story map as a resource for staff, local government members, regional partners, safety stakeholders and the public.

The Regional Vision Zero Working Group will play a crucial role in updating the Implementation Plan. The standing monthly meetings moving forward this year are intended to be conducted as workshop meetings to solicit thoughts and feedback on the best strategies and actions that will help the DRCOG region reach its ultimate goal of zero traffic deaths and serious injuries.

This update to Taking Action on Regional Vision Zero is expected to be completed and published at the end of 2023, with the accompanying storymap to be published in early 2024.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Emily Kleinfelter, Safety/Regional Vision Zero Planner, at (303) 480-5647 or ekleinfelter@drcoq.org

DRCOG VISION ZERO IMPLEMENTATION PLAN UPDATE

Regional Transportation Committee

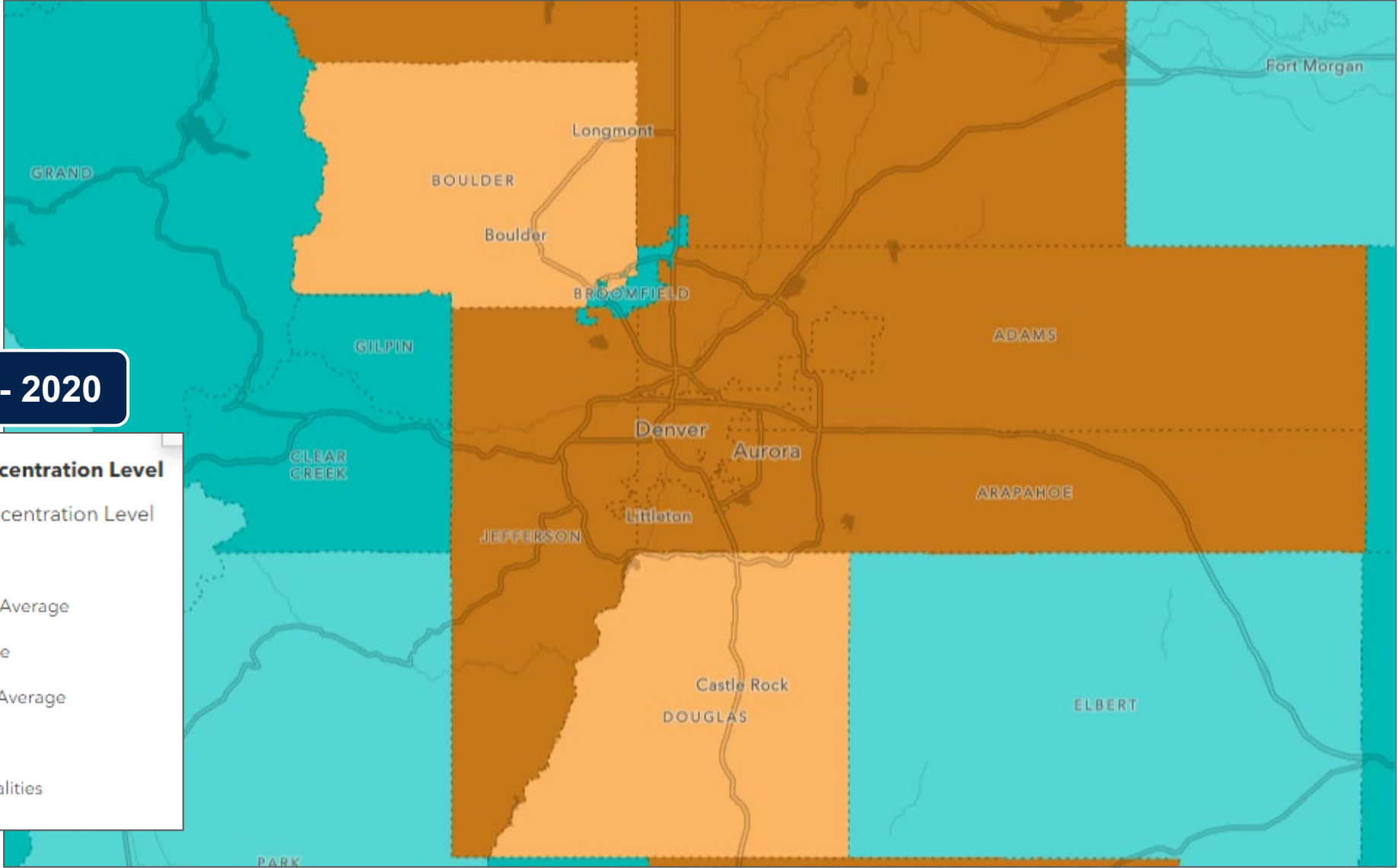
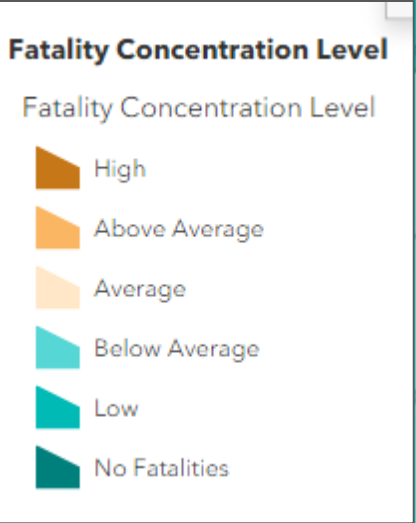
March 14, 2023

**Emily Kleinfelter, Safety/Vision Zero
Planner, Transportation Planning &
Operations**

FATALITY CONCENTRATION BY COUNTY



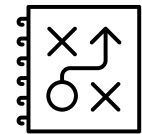
2016 - 2020



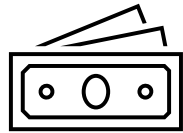
WHY UPDATE NOW?



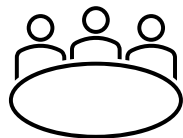
Progress is stalled; fatalities are moving in the wrong direction



New national approach to safety (Safe Systems)

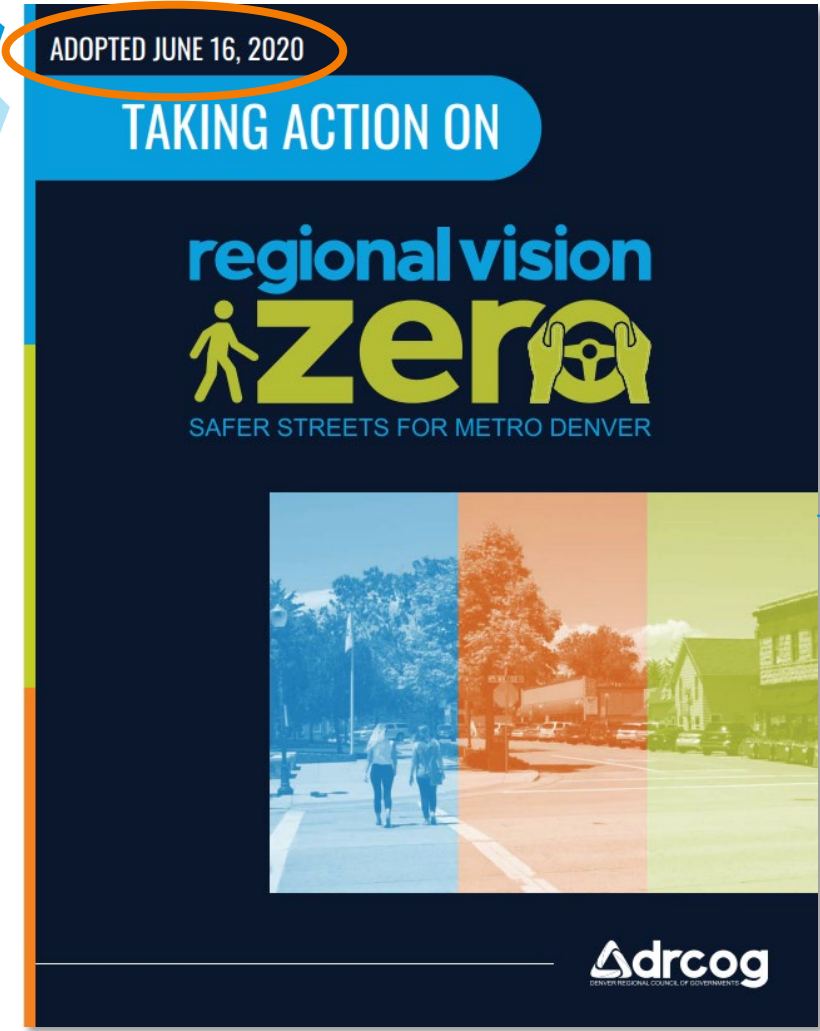


More funding opportunities through the IJA



Increased feedback and collaboration from member governments

TAKING ACTION ON REGIONAL VISION ZERO



- Chapters 1: Background on Vision Zero
 - Chapter 2: Why the Region Needs Vision Zero
 - Chapter 3: DRCOG Vision Zero Principles
 - Chapter 4: Community Engagement
 - Chapter 5: Regional Vision Zero Toolkit
 - Chapter 6: Implementation Plan ←
 - Chapter 7: Additional Efforts
 - Chapter 7: How to Stay Engaged
- New! Vision Zero Story Map

TAKING ACTION ON REGIONAL VISION ZERO



Objective

OBJECTIVE 1

IMPROVE COLLABORATION BETWEEN ALLIED AGENCIES

Action Initiatives

Performance Measures

TRACKING PROGRESS:

1. number of local governments and allied agencies participating in the Regional Vision Zero working group
2. number of police department working sessions
3. number of support events for victims of traffic violence

ACTION INITIATIVES	SUB-ACTIONS	RESPONSIBILITY	ACTION YEAR
1. Convene Vision Zero working groups that will share updates on crash data, resources, current activities, policy evolution, funding opportunities, equity data, traffic safety performance, enforcement, emerging issues, vehicle fleet safety and other relevant safety information. Invite allied organizations to participate in the Vision Zero working groups, including organizations from: public health, social services, economic development, homelessness, religious and spiritual communities, and other community-based organizations.	1.1 Organize a regional Vision Zero working group to convene regular meetings of safety stakeholders. Use the working group as a place to share and expand on Vision Zero updates in regard to data, resources, policy evolution and emerging issues. This group will also further develop details of future action initiatives.	DRCOG CDOT Colorado State Patrol Local Governments Advocacy Organizations	2020
	1.2 Facilitate working sessions among police departments to focus on the regional High-Injury Network, crash profiles, contributing violations and behaviors, and equity and empathy. Use these sessions to help promote prioritizing enforcement with empathy on the regional High-Injury Network.	DRCOG CDOT Colorado State Patrol Local Governments Local Police	2021
	1.4 Share and discuss funding opportunities within the working groups.	DRCOG CDOT	2020
	1.5 Collaborate with the Advanced Mobility Partnership to support transportation technology efforts that support Regional Vision Zero through data collection, planning, programming and decision-making.	DRCOG Advanced Mobility Partnership partners	2020
2. Working with allied organizations, create support systems for victims of traffic violence such as counseling, memorializing and storytelling.		DRCOG Local Governments	2021

Sub-Actions

Timeline

Stakeholder Responsibility

VISION ZERO STORY MAP



- DRCOG staff will develop a story map to serve as a companion resource to Taking Action on Regional Vision Zero.
- The story map will explore expanding upon the Vision Zero toolkit, which includes the High-Injury Network & Critical Corridors analysis, Crash Behaviors & Profiles in the Region, and Countermeasures.
- Scoping to begin in March

EXAMPLE STORY MAP



Defining street types

Downtown commercial street



Downtown commercial streets are generally located in central business districts or larger urban cores, support a relatively continuous row of street-facing buildings that encourage street activity, facilitate high user volumes and include short blocks.

adrcog Street Types

Legend

Street Type

- Downtown commercial street
- Downtown mixed use street
- Neighborhood main street
- Mixed use street
- Regional connector street
- Neighborhood connector street
- Industrial street
- Rural road
- Mountain road

Filter Street Typologies

Street Type is
- All -

City is
- All -

Apply Cancel

REGIONAL VISION ZERO WORKING GROUP

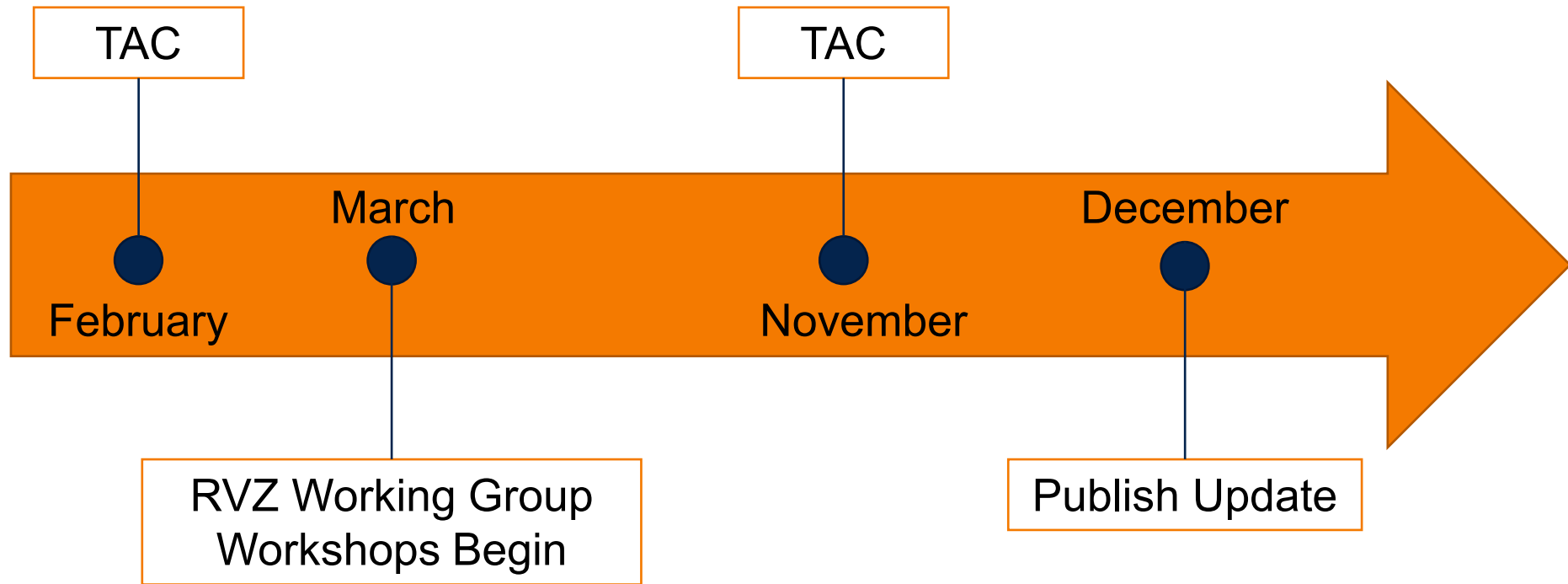


- **Transportation Safety Professionals:**
 - Member government staff
 - State and federal partners
 - Local advocacy organizations
- **Monthly meetings**
 - Second Tuesday of the month, 10:00AM – 11:00AM
- **Collaboration is critical – we need the input from our local agencies!**

TIMELINES



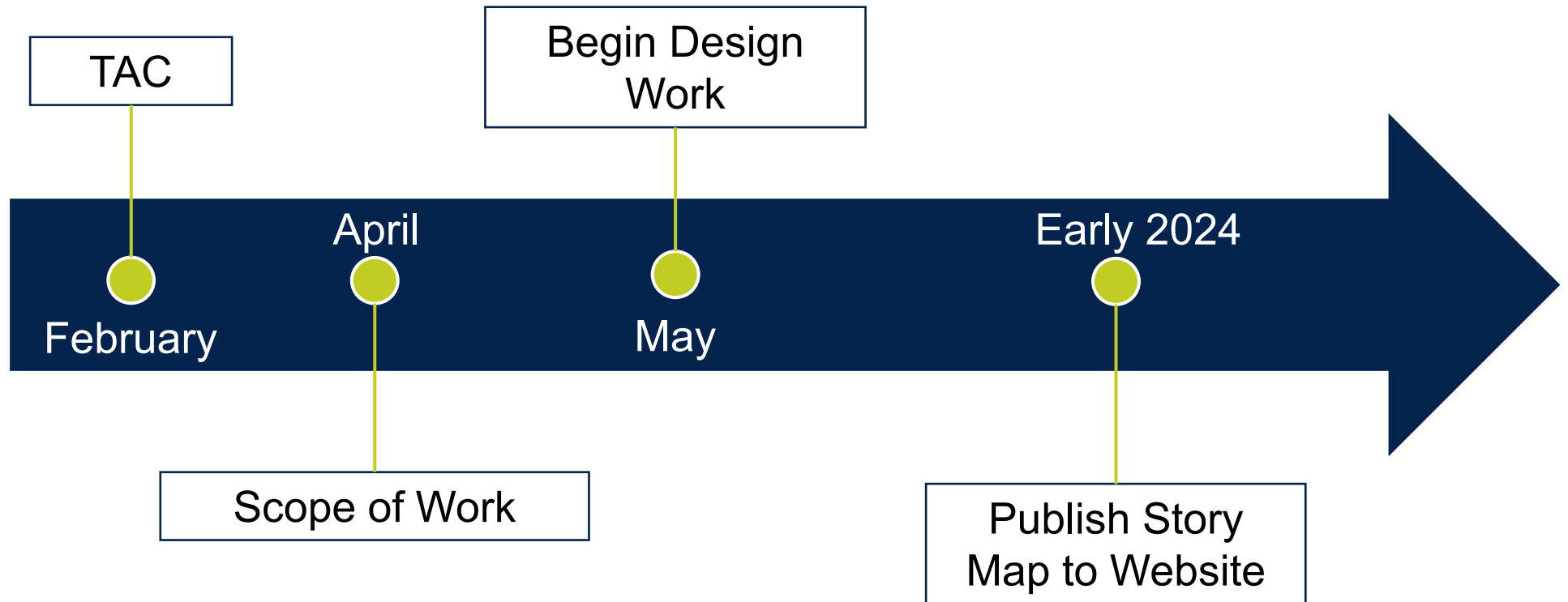
Strategic Plan Update



TIMELINES



Vision Zero Story Map





Vision Zero is Possible

**We know how to save
31,500 lives a year.**

***What are we
waiting for?***

Improved Emergency Response
2,500 lives per year

Modal Shift
3,000 lives per year

Roadway Design
3,000 lives per year

Lowering Speeds
4,000 lives per year



Driver Assistance Systems
10,000 lives per year

Alcohol Detection Systems
9,000 lives per year

VISION ZERO NETWORK



THANK YOU!
QUESTIONS?

Emily Kleinfelter

Safety/Vision Zero Planner, Transportation Planning & Operations

ekleinfelter@drcog.org

303-480-5647

ATTACHE

ATTACHMENT E

To: Chair and Members of the Regional Transportation Committee

From: Jacob Riger, Manager, Multimodal Transportation Planning

Meeting Date	Agenda Category	Agenda Item #
March 14, 2023	Informational Briefing	7

SUBJECT

North I-25 Corridor Update

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

CDOT has been planning, developing, and constructing multimodal investments on Interstate 25 between Denver Union Station (DUS) and Fort Collins for many years to implement the [North I-25 Environmental Impact Statement](#). There are also significant future multimodal investments planned for [North I-25](#), including managed lanes, Bus Rapid Transit, and mobility hubs. The corridor is so lengthy that projects and investments have been organized into eight segments between DUS and Fort Collins, a span that covers two CDOT Regions (1 and 4), two MPOs (DRCOG and North Front Range MPO), and multiple jurisdictions and stakeholders.

Staff from CDOT Regions 1 and 4 will provide an overview of recent, ongoing, and planned investments on the North I-25 corridor.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. CDOT Presentation

ADDITIONAL INFORMATION

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



COLORADO

Department of Transportation

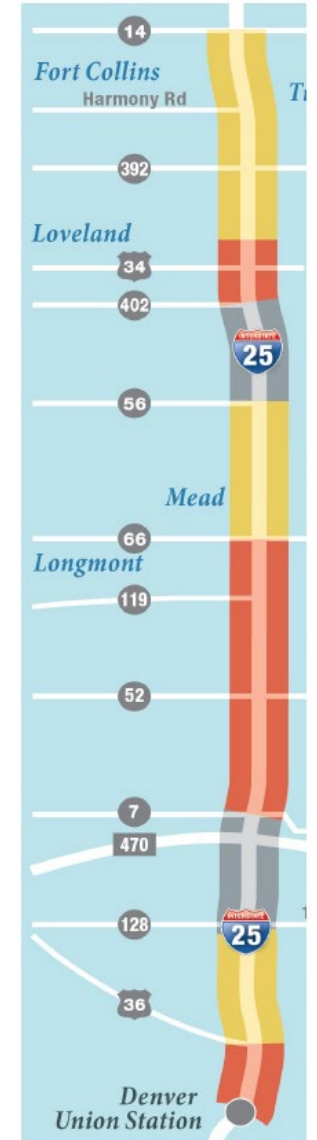
DRCOG RTC I-25 Project Update



Objective & Agenda

Update of completed, ongoing, and planned projects along I-25 from Fort Collins to Union Station, focusing on multimodal investments such as managed lane, GP/aux lanes, BRT, and mobility hubs.

- Segment 6, 7, & 8
- Segment 5
- Segment 4
- Northern Colorado Mobility Hub Network
- CO 7 Mobility Hub
- US 36 to 104th
- Speer Blvd & 23rd Ave





Region 4 Corridor Scope

I-25 North: Denver to Ft. Collins

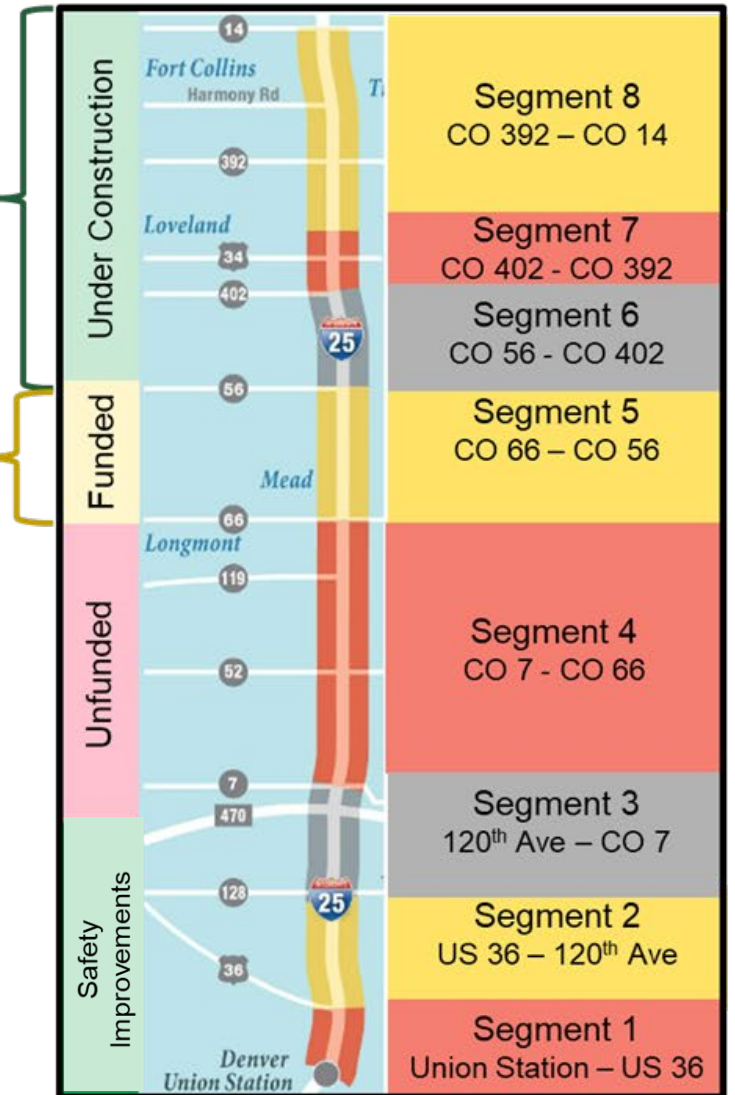
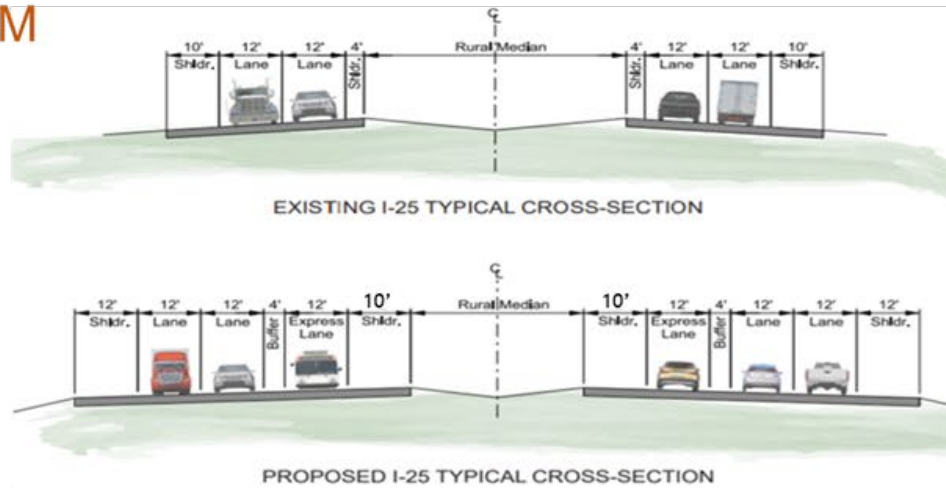
Active Construction:

- Segments 7&8 - DB Delivery
 - 14 miles of widening
 - ~\$600M
- Segment 6 - CM/GC Delivery
 - 5.5 miles
 - ~\$300M

Upcoming Project:

- Segment 5 – CM/GC Delivery
 - 6 miles
 - ~\$350-400M

Strong focus on safety, multi-modal options, operations, and updating aging infrastructure

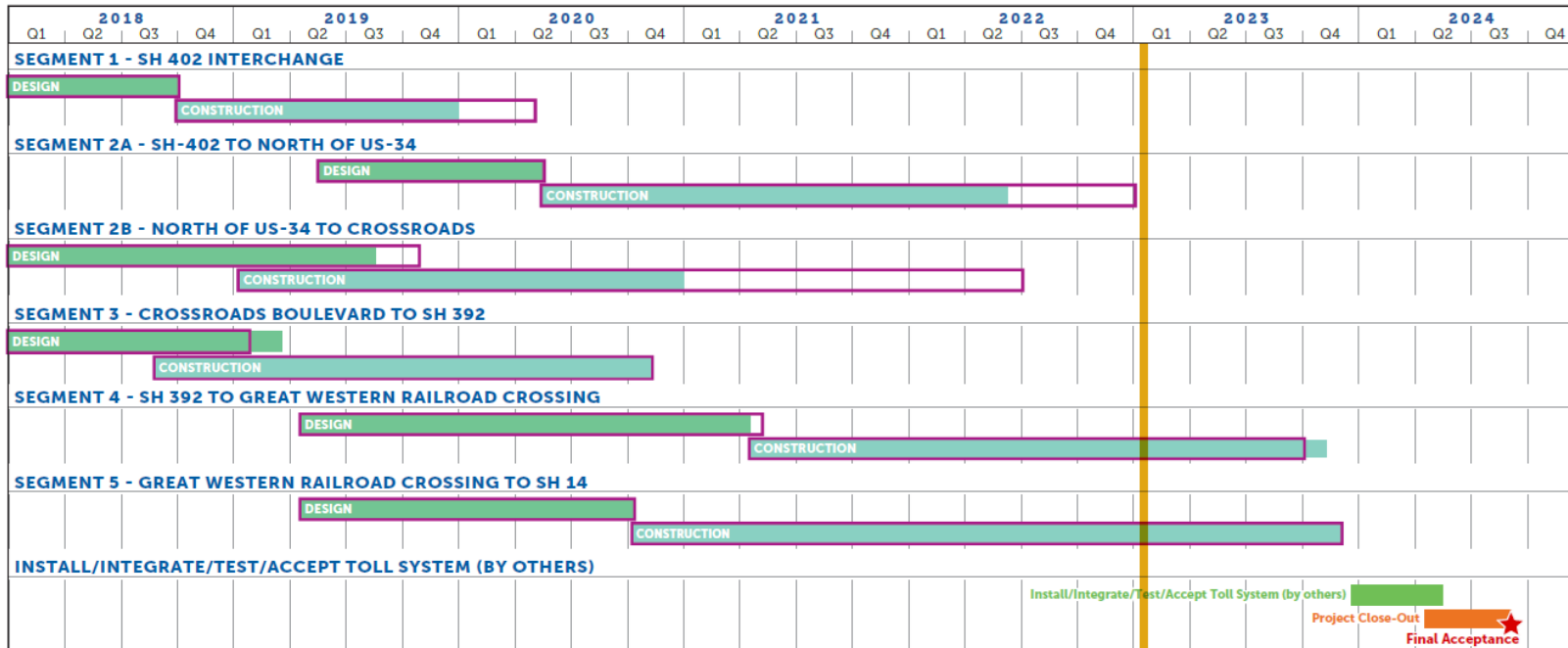
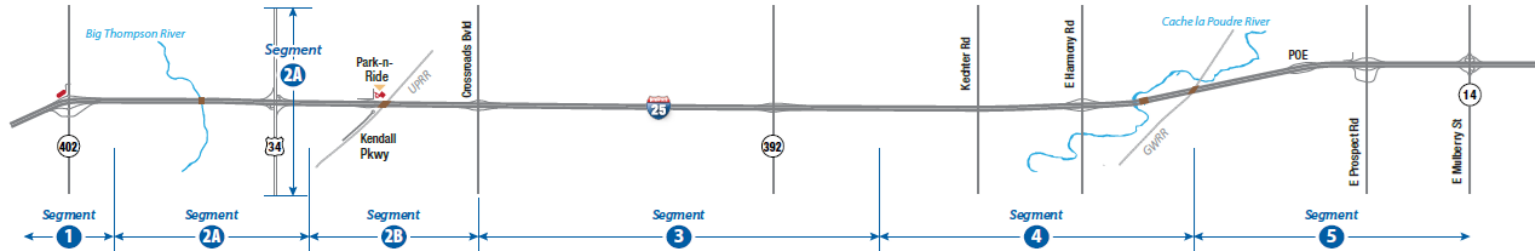




Segment 7&8 | Johnstown to Ft. Collins Project Update

EXPRESS LINES NORTH I-25

SEGMENT 7 AND 8 – DESIGN BUILD PROJECT SCHEDULE



- Started: April 2018
- Completion: May 2024
- Currently 87% Expended
- 14 Miles Long
- 3 Reconstructed Interchanges
- 21 Bridges/Structures
- 2 New Port of Entry Buildings
- 2 Park and Rides
- Mobility Hub



Segments 7 & 8 Project Highlights

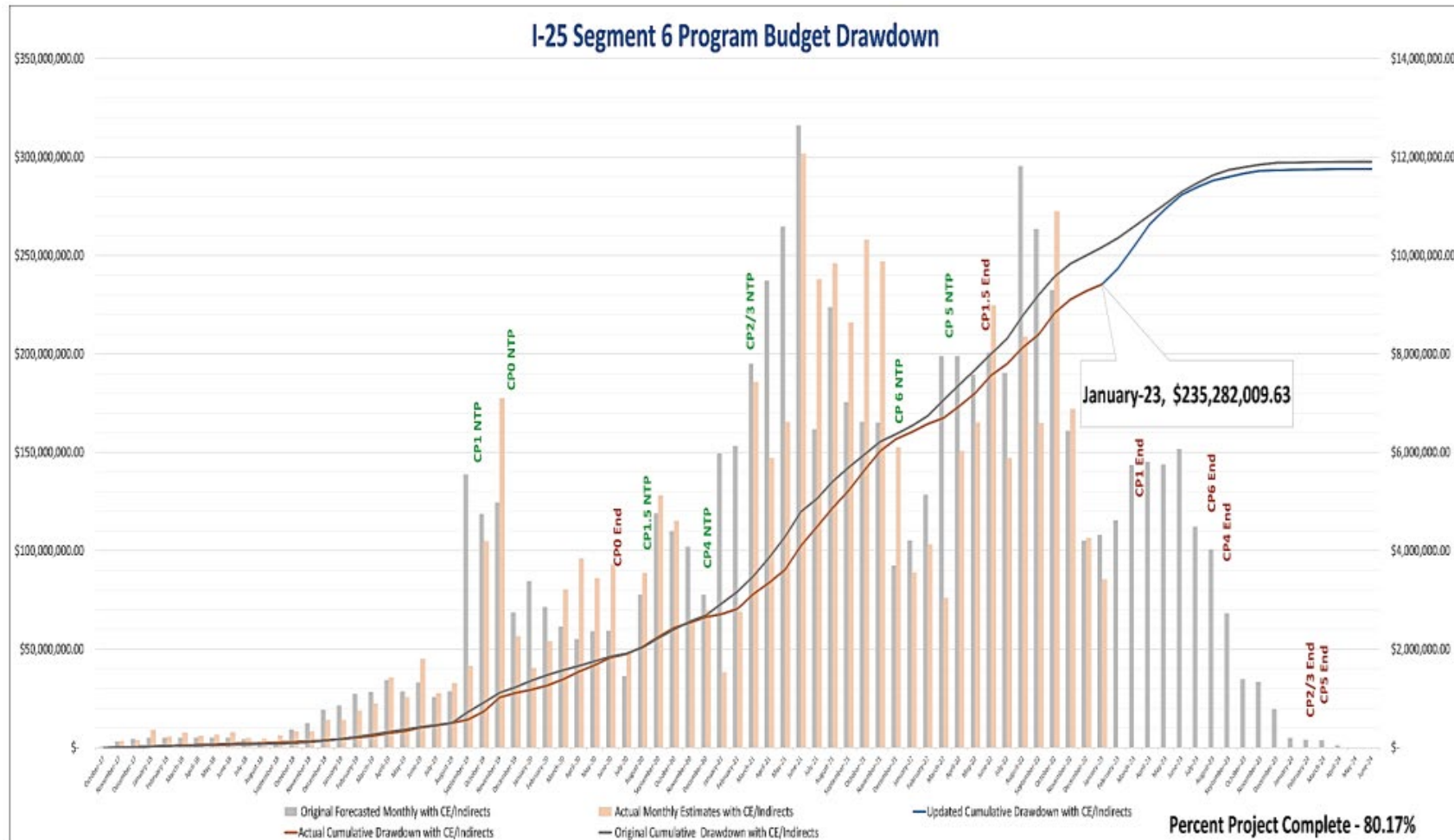




Segment 6 | Berthoud to Johnstown General Scope

- CM/GC Delivery
- Started: August 2019
- Completion: May 2024
- Currently 81% Expended
- 5.5 Miles Long
- 2 Reconstructed Interchanges (First DDI in Northern CO)
- 12 Bridges
- Mobility Hub
- ~\$305M Program cost (design, ROW, utilities, construction)

I-25 Segment 6 Program Budget Drawdown





Segment 6 | Berthoud to Johnstown Project Progress

Roadway Work

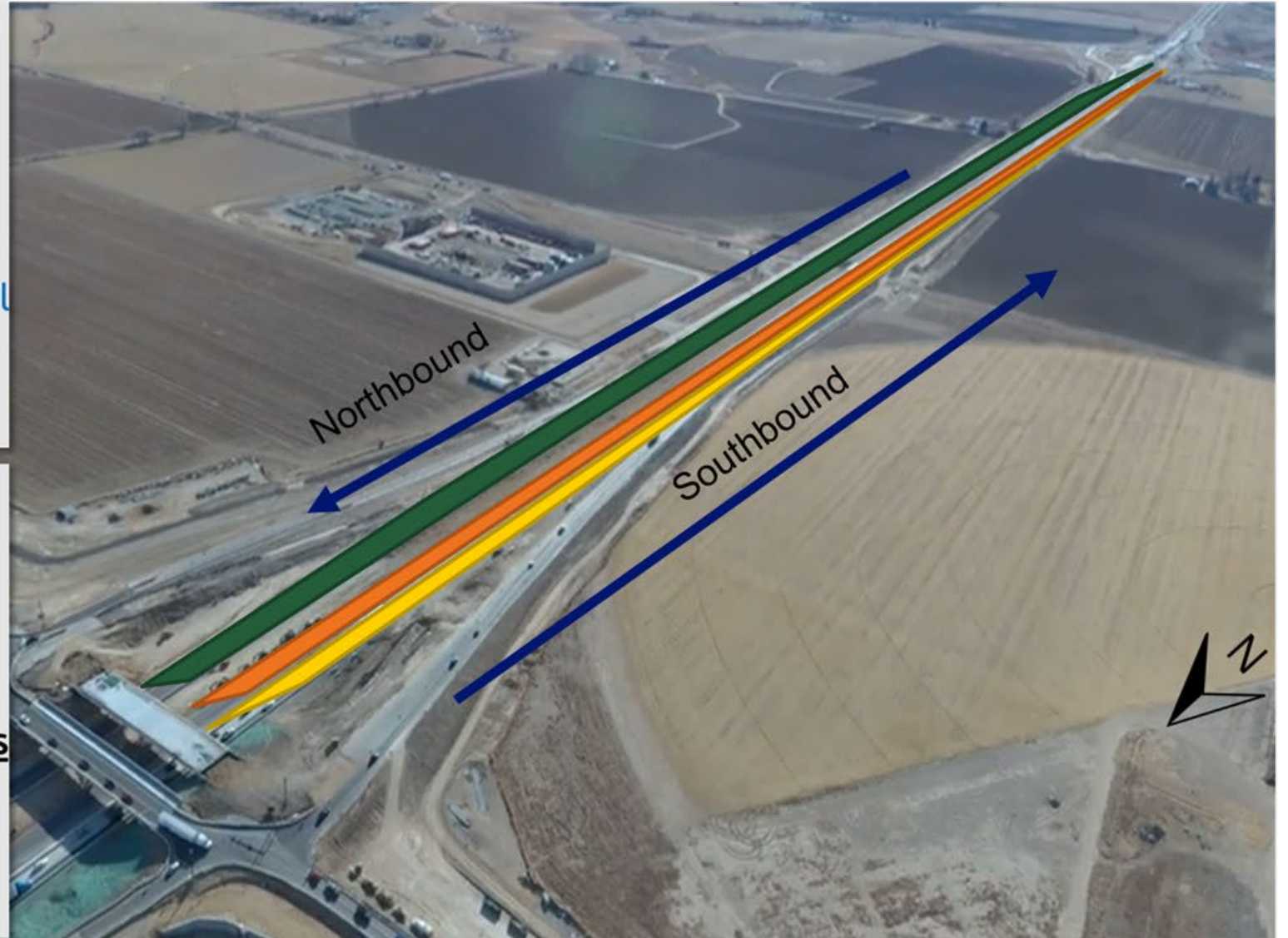
- Phase 1 - Complete
- Phase 2 - Complete
- Traffic has been shifted to a barrier-separated, head-to-head alignment on the southbound barrel
- Phase 3 - 2023-construct bridges, widen roadway, and pave

Other Work

- Design-100% complete
- Utility Relocations-95% complete
- ROW-99% complete

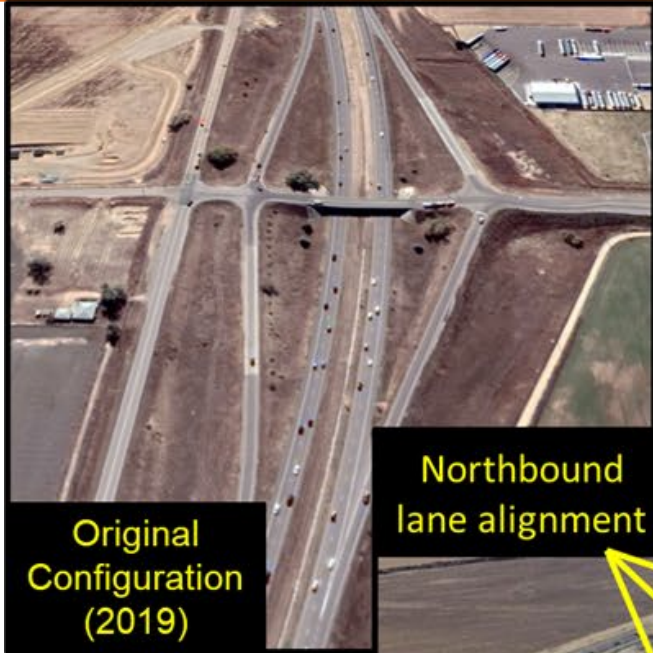
Successful Construction Negotiations

- CP5 CO 60 Bridge Aesthetics
- CP6 Mobility Hub Buildout
- CP 7 LCR 16 roundabout





Segment 6 | Berthoud to Johnstown CO 56 (Berthoud exit) Project Progress



Original Configuration (2019)



Right Before Opening (November 2021)



Final Rendering



Northbound lane alignment

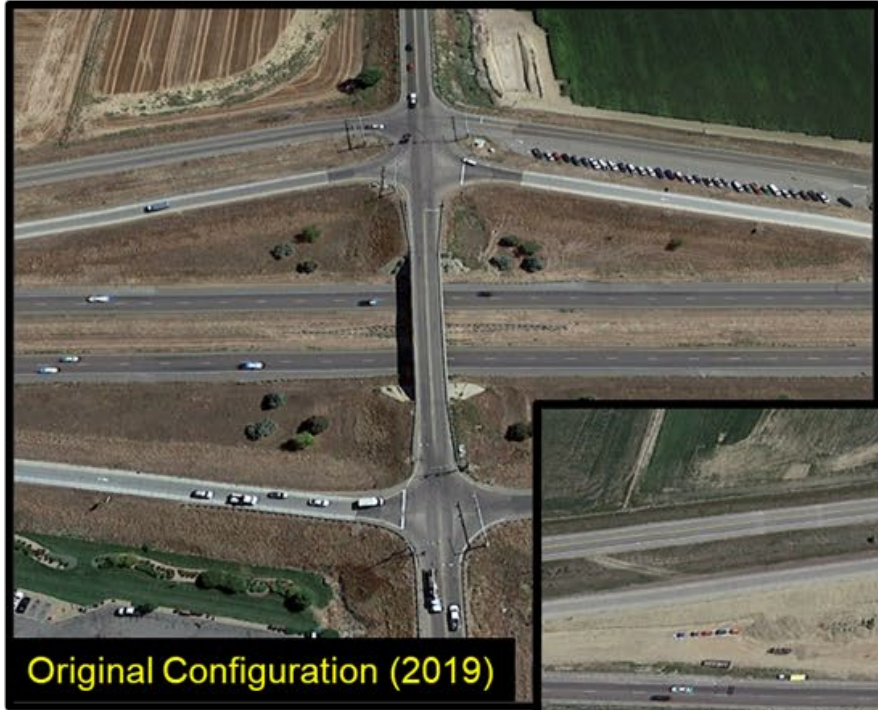
Right Before Closing 114 days (July 2021)



Current Configuration (August 2022)



Segment 6 | Berthoud to Johnstown CO 60 (Johnstown exit) Project Progress



Original Configuration (2019)



Current Configuration (September 2022)



June 2021





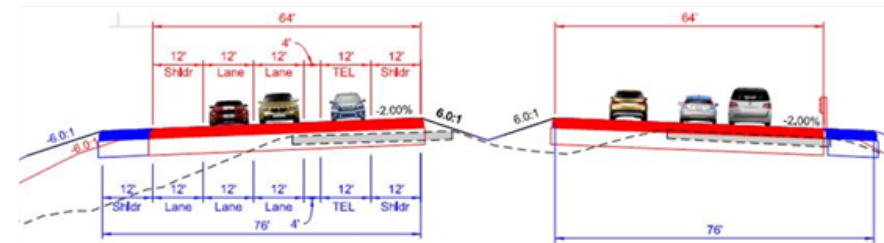
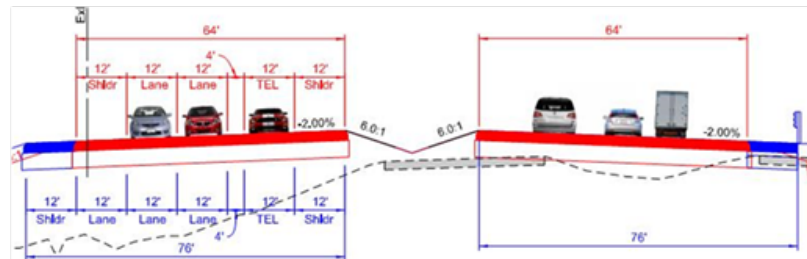
Segment 6 CMGC Project CO 60 (Johnstown exit) Project Progress





Segment 5 | Mead to Berthoud General Scope

- Length is six miles between SH 66 and SH 56 (~MP 243.5 to ~MP 249.5)
- Eight bridges
 - Four road crossings (6 bridges)
 - One GWRR crossing (2 bridges)
- Two box culverts - **North Creek floodplain**
- One tolling location - **~2 miles north of WCR 34**
- ~25 ROW parcels needing right of way (out of possible 61 properties)
- Utilities - **LTWD, gas, irrigation, ditches, fiber, power, etc.**
- Environmental - **11 historic properties, wetlands, water quality ponds**
- SB Climbing lane
 - ~14,000 ft (2.56 miles)
 - Conversion is funding dependent
- Look at closing portions of the East frontage road from Valley Road to SH 66
- Template
 - Standard with 10' inside shoulder
 - Optimized shift
- Within:
 - Two different planning boundaries (DRCOG & NFRMPO)
 - Town of Mead, Town of Berthoud, and Weld County boundaries





Segment 5 | Mead to Berthoud Estimated Project Schedule

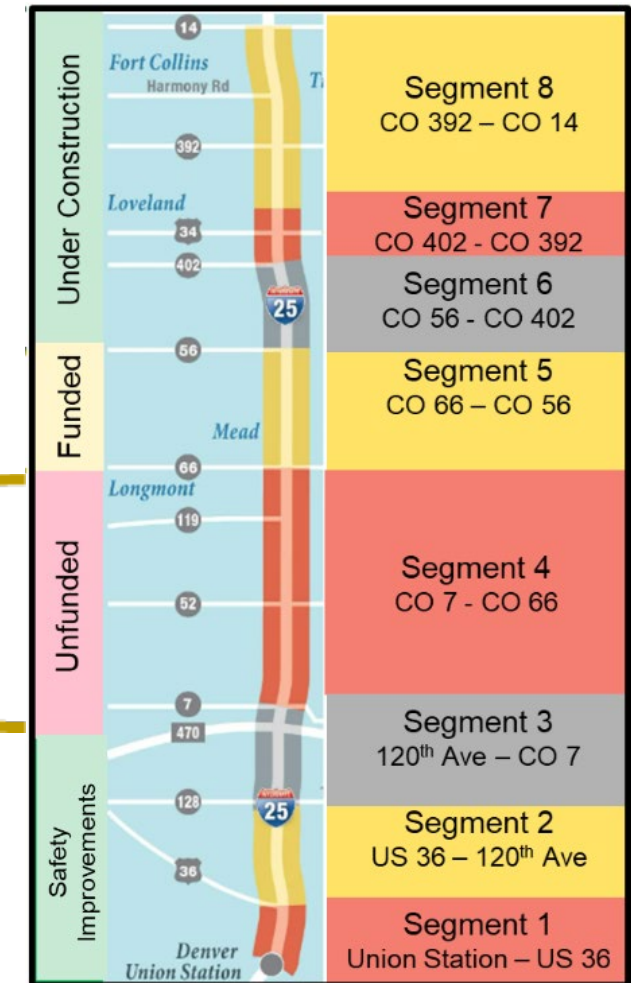
Segment 5 Delivery																									
Year		2023				2024				2025				2026				2027				2028			Total Project Duration
Quarter		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	
Monthly Duration		3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48	51	54	57	60	63	66	69	
CMGC Delivery	Designer Procurement	3	6																						
	CM Procurement	3																							
	Preconstruction			3	6	9	12	15	18	21	24														
	Construction						3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48			

- CDOT is progressing utilities and ROW as much as possible during design procurement phase
- Anticipating needing three full paving seasons
- Time is money (estimating \$1M-\$2M/month add in escalation cost)!
- Determine an aggressive and strategic balance of delivering a **quality** design in a **timely** manner



Segment 4 | Thornton to Mead General Scope

- Add Express Lane to existing template from CO7 to CO66 (14 miles)
- Widen towards the median
- Plans are complete to a 30% design level
- Awaiting funding, estimated construction cost of \$139M (in 2022 dollars)
- Has three GP lanes and highest level safety in corridor








North I-25 Mobility Hub Network

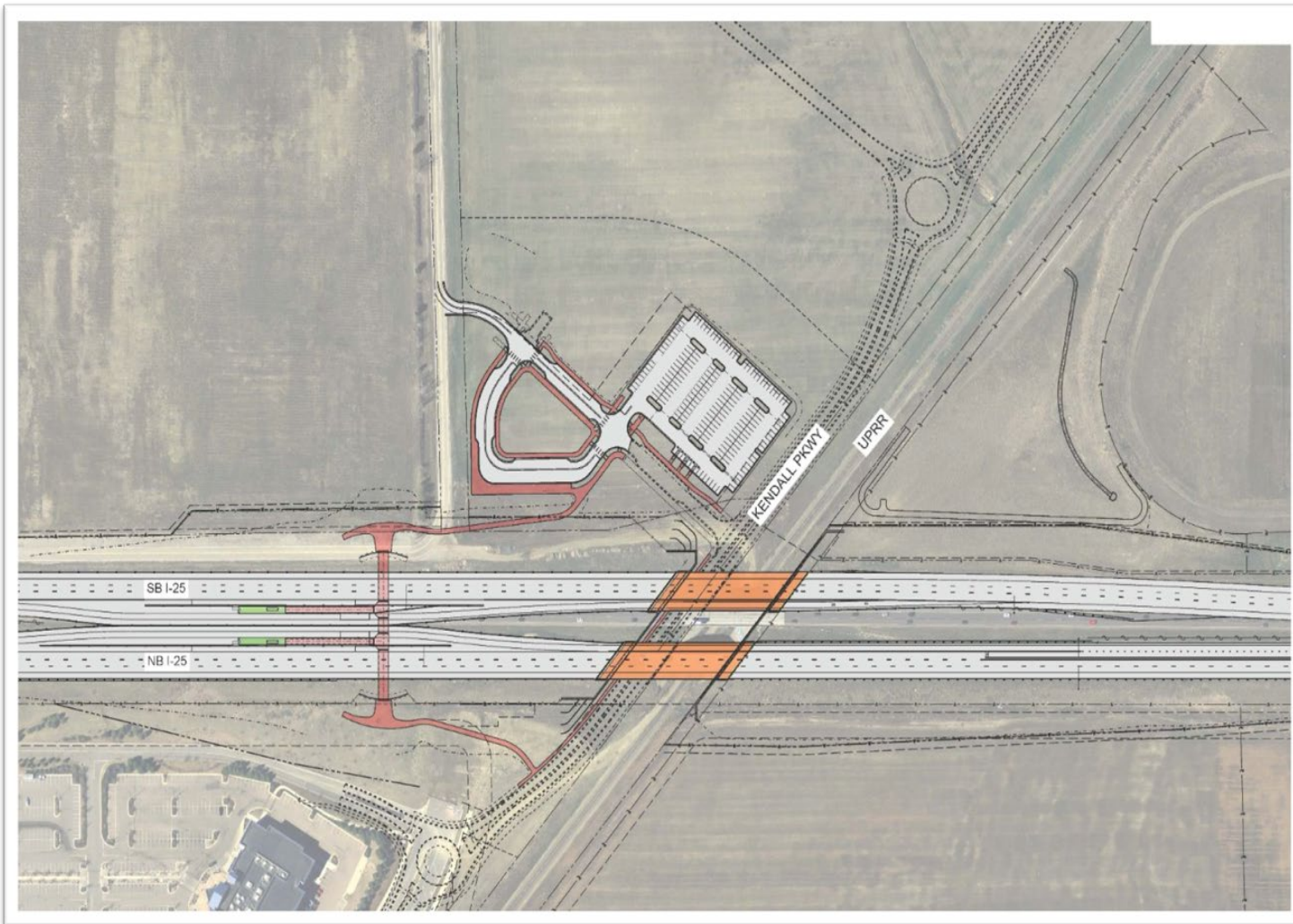


Goal: Bustang Mobility Hub every 7-10 miles, with a phased implementation, as funding allows

-  - Operational
-  - In Construction, operational in 2024
-  - In Planning



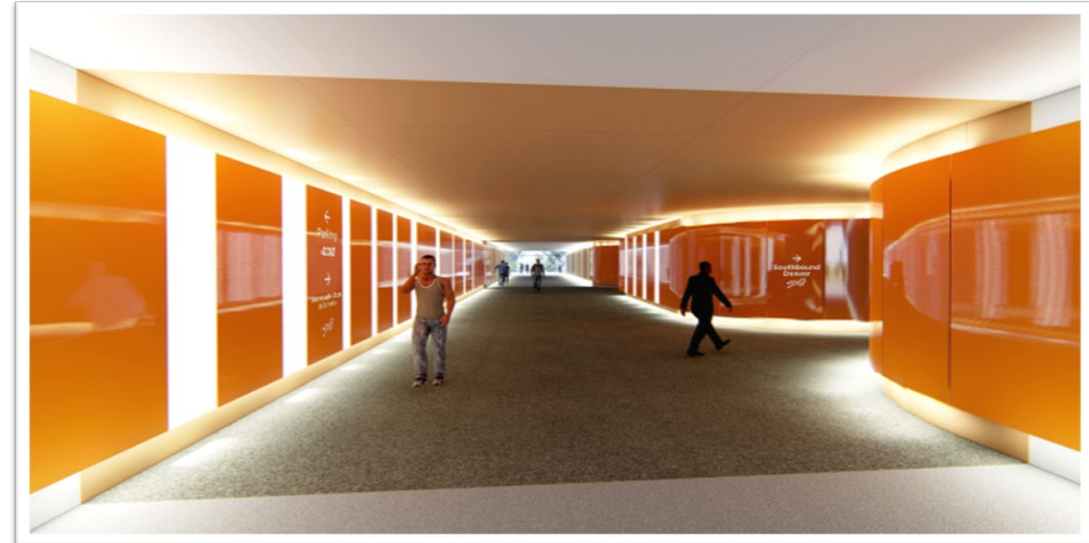
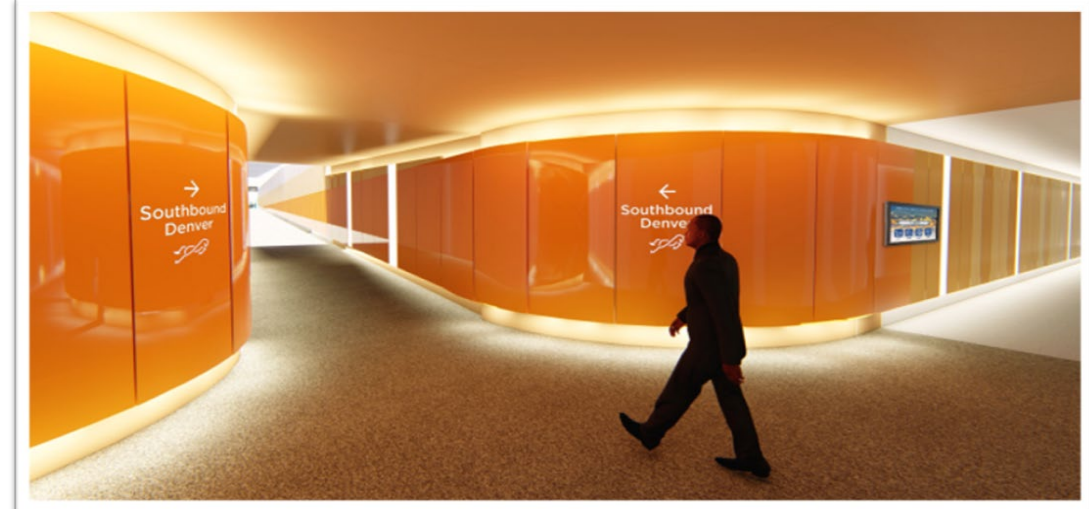
Centerra-Loveland Mobility Hub



- Opening March 11, 2024
- 200 Parking Spaces
- Accommodates both Bustang and Local Bus Services



Centerra-Loveland Mobility Hub





Berthoud Mobility Hub

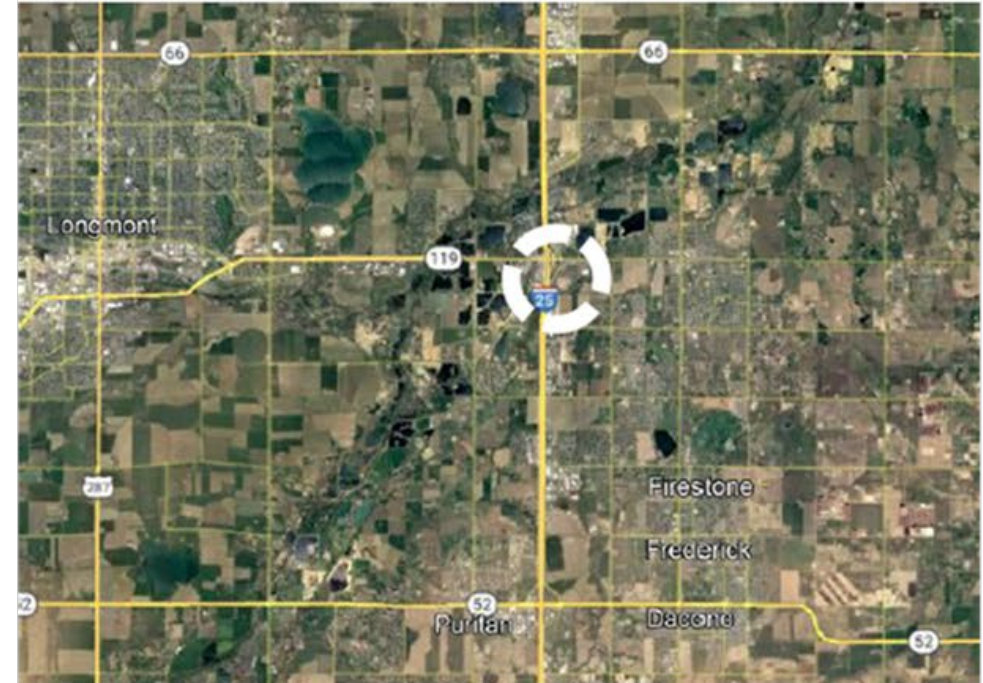
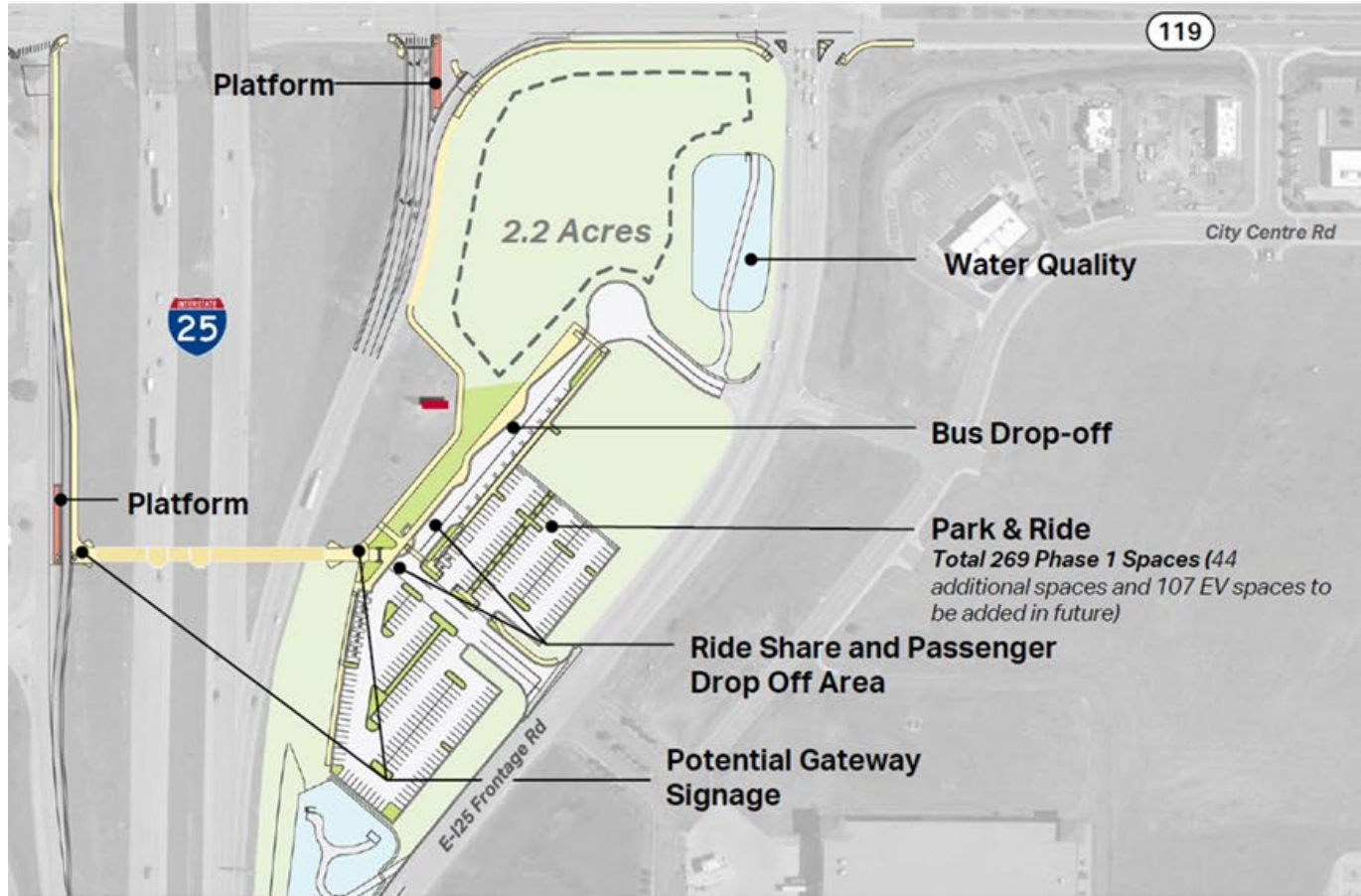
Opening Q1 2024

- 200 total parking spaces
 - 6 Electric Vehicle (EV) charging stations (accommodating 12 spaces)
 - 30 wired spaces to allow for future EV charging stations
 - 450- 900 feet walking distance
- Multimodal design
 - 2 sawtooth bus bays for local connecting transit
 - Short-term parking for car share services
- Infrastructure
 - 2 bus shelters
 - 2 Bike racks
 - Port-a-pottys
 - Trash





Firestone-Longmont Mobility Hub

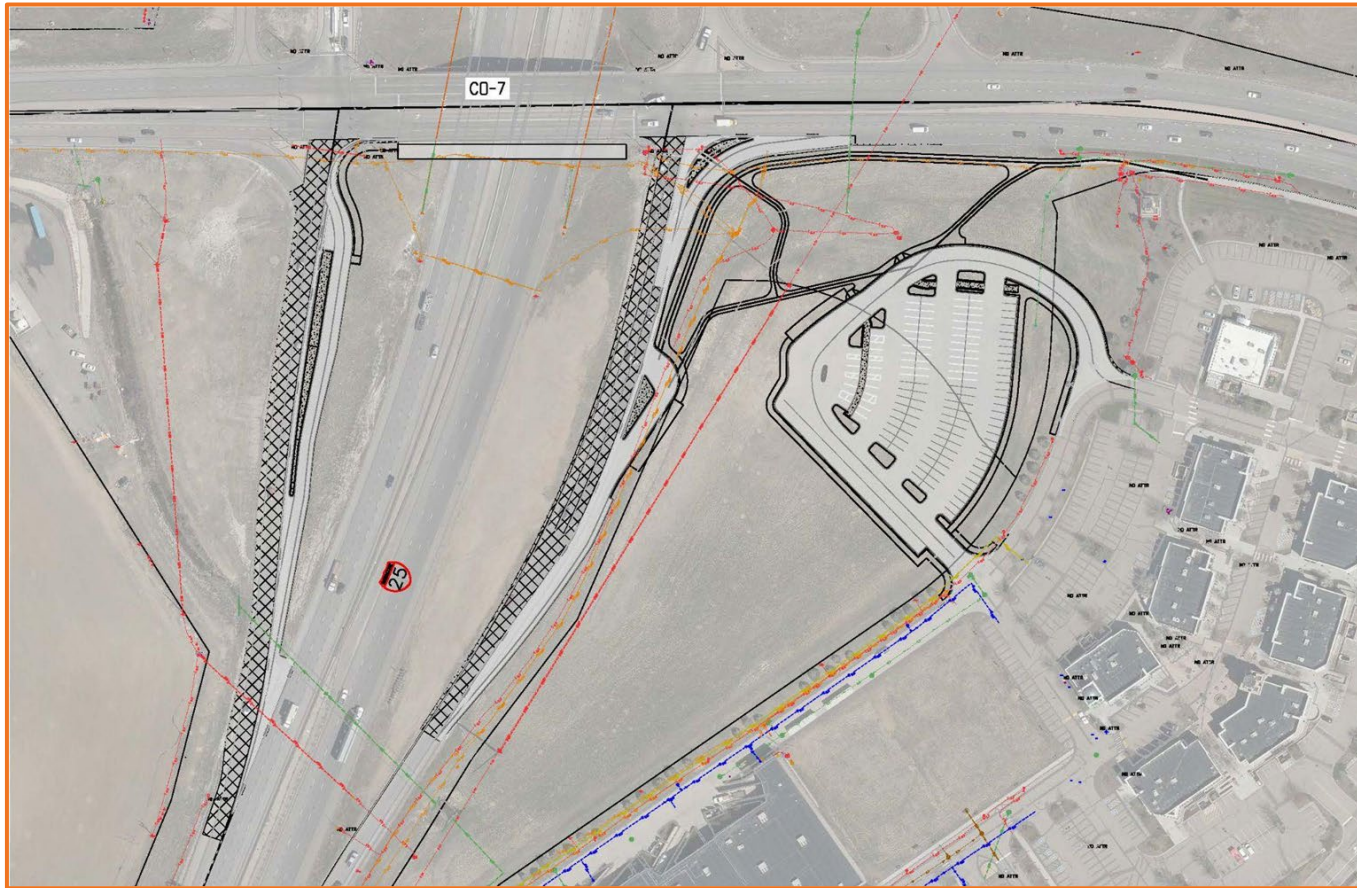


- CO119 and I-25
- Construction Ongoing
- Opening 2024



Region 1

CO 7 Interim Mobility Hub



\$16M Budget:

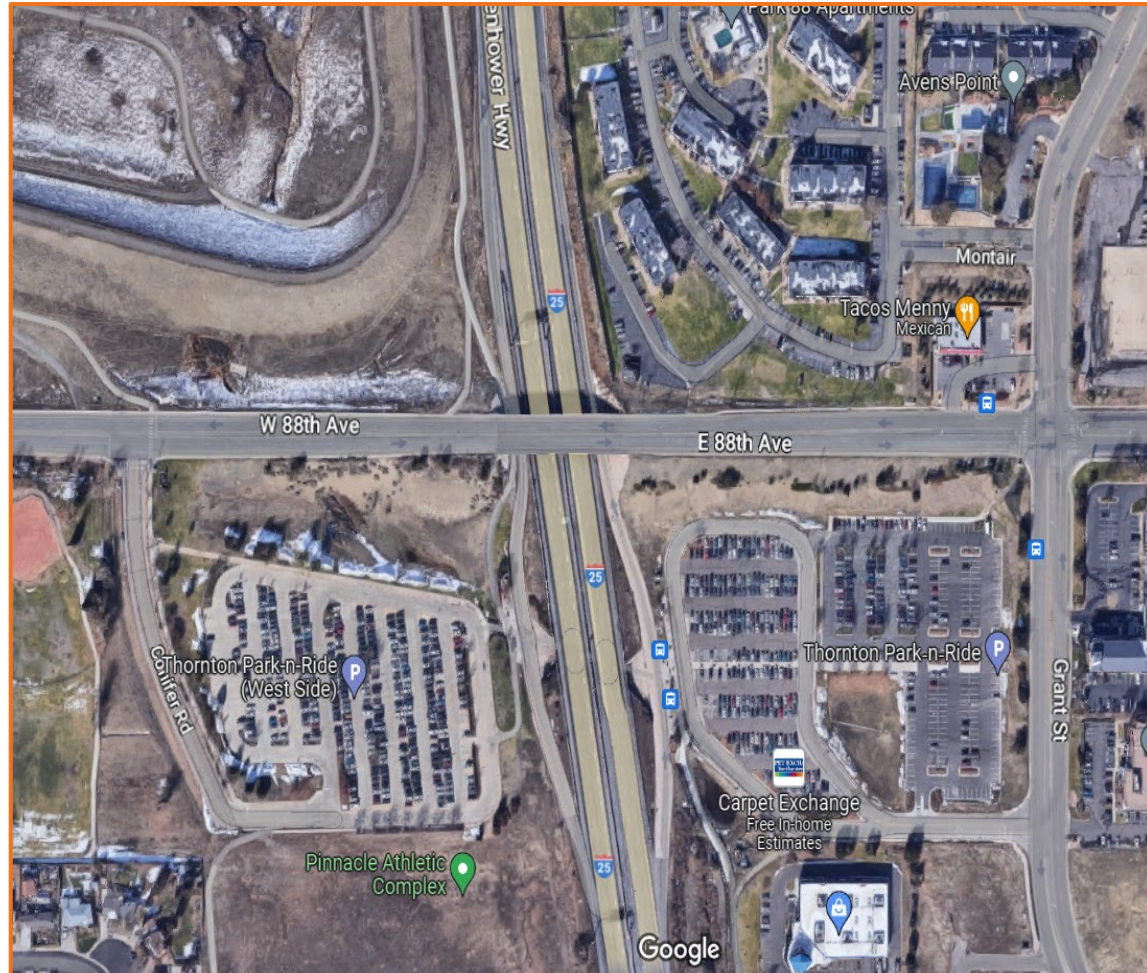
- Design: \$2.0M (\$1.5M SB267 YR3 + \$500K SB260) Ad December 2023
- Construction: \$12M (SB260) + \$2M (FASTER Safety) Anticipating Mid 2024 construction

What's included:

- Bustang slip ramps (NB off-ramp & SB on-ramp)
- Bus shelters
- Pedestrian Bridge
- Park-n-Ride (Partial build-out of ultimate)
- Sidewalk connectivity
- Signal upgrade
- Other potential items (TBD):
 - Driver Relief Station, bus shelters in Park-n-Ride, etc



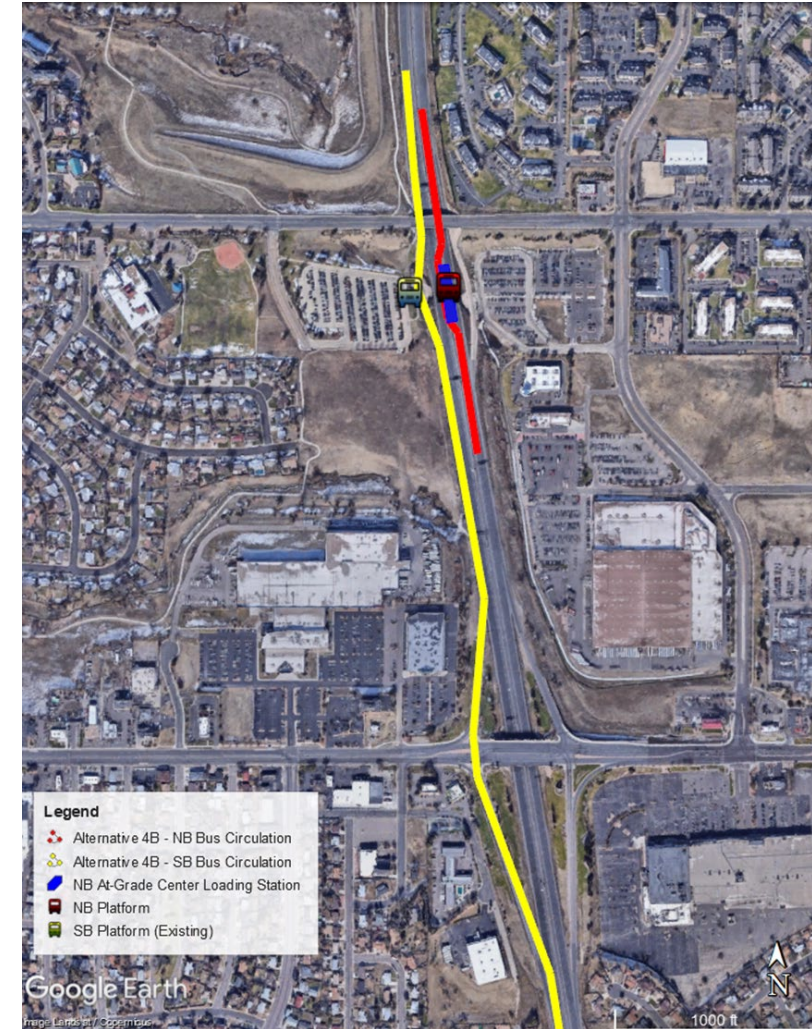
Transit & Safety Analysis (US 36 to 104th Ave)



- Analysis:
 - To identify and prioritize transit and safety improvements based upon stakeholder input and benefit-cost analysis
- Assembling RFP for NEPA and Design for release after conclusion of the analysis (first week of April)
- 10-Year Plan funding
 - \$20M available now for PE/NEPA/Final Design
 - \$90M available in FY27 for Construction
 - Looking for potential toll revenue contributions, grants, and partnerships



US 36 to 104th Ave: Transit Analysis Alternatives





US 36 to 104th Ave Interim Transit Analysis Schedule

CDOT I-25/88th Transit Analysis		2022												2023							
2/15/2023		September			October			November			December			January		February		March		April	
TASK																					
1 PROJECT MANAGEMENT																					
2 EXISTING CONDITIONS - Data Gathering and Review																					
3 SAFETY/TRANSPORTATION ANALYSIS																					
4 TRANSIT ALTERNATIVES DEVELOPMENT & SCREENING																					
4.1 Develop Transit Needs and Preliminary Evaluation Criteria																					
4.2 LEVEL 1 Analysis - Develop up to 5 Transit Alternatives																					
4.3 LEVEL 2 Analysis - Refine Transit Alternatives																					
4.4 LEVEL 3 Analysis - 10% Conceptual Design & Cost Benefit Analysis																					
5 CONCEPTUAL TRANSIT DESIGN OF RECOMMENDED ALTERNATIVE																					
6 CONCEPTUAL COST ESTIMATE																					
7 FINAL WHITE PAPER REPORT																					

Next Steps:

- Issue RFP for PE/NEPA/FINAL Design
 - April 2023
- Construction is expected to begin FY27



Speer Blvd & 23rd Ave

- Scope: Replacement of bridges and possible improvements to safety on I-25 and for bike/ped crossings over I-25. New bridge spans will be long enough to accommodate future flex lanes.
- Status: Needs beyond just bridge replacement and options for possible phases have been detailed in concepts for internal discussions, to determine next steps.
- Cost: \$80-\$200M

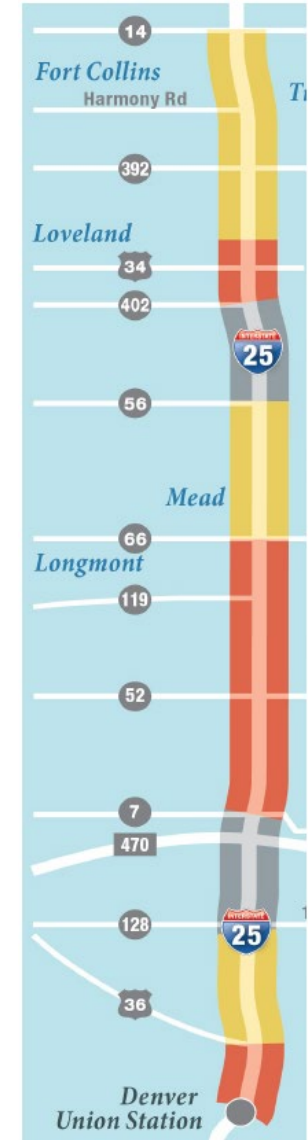




Questions

A brief north to south update of completed, ongoing, and planned projects along I-25 from Fort Collins to Union Station.

Questions?



ATTACH F

ATTACHMENT F

To: Chair and Members of the Regional Transportation Committee

From: Jacob Riger, Manager, Multimodal Transportation Planning

Meeting Date	Agenda Category	Agenda Item #
March 14, 2023	Informational Briefing	8

SUBJECT

RTD Systemwide Fare Study and Equity Analysis

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

Over the past year, RTD has been engaged in a comprehensive [Systemwide Fare Study and Equity Analysis](#). The purpose of this effort is to holistically examine the RTD fare system, taking into consideration equity, affordability, and simplicity, and to respond to customer feedback that existing fares are expensive and difficult to understand.

During the first two phases of the study, RTD engaged with customers and other stakeholders to hear what they think of RTD's fares, identify challenges with the current fare system and receive input on fare structure preferences. As part of the study's third phase, RTD developed two fare structure alternatives that consider customer and community feedback, financial and operational feasibility, and impacts on minority and financially burdened customers. Alternative A lowers fares for customers overall while retaining local, regional, and airport fare levels. Alternative B simplifies the fare structure by combining local and regional fares while maintaining an airport fare.

The study team moved forward with the Alternative B design because customers expressed a strong preference for simplifying the existing fare structure. The design was also modified to include lower local fares in response to customer feedback and to align with equity goals. The RTD Board of Directors will consider the final recommendations later this year.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. RTD presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Jacob Riger, Manager, Multimodal Transportation Planning, at 303-480-6751 or jriger@drcog.org, or Bill Sirois, Senior Manager, Transit Oriented Communities, RTD at 303-588-6404 or William.Sirois@RTD-Denver.com.



**We Make Lives Better
Through Connections.**

Systemwide Fare Study and Equity Analysis

DRCOG Regional Transportation Committee (RTC)

March 14, 2023

**RTD FARE STUDY
& EQUITY ANALYSIS**

Overview

Systemwide Fare Study Goals



Equity

- Support transit reliant/financially burdened customers
- Provide equitable and fair access to fares, products, and discounts
 - Regardless of race, color, national origin, income status, and for other marginalized communities



Affordability

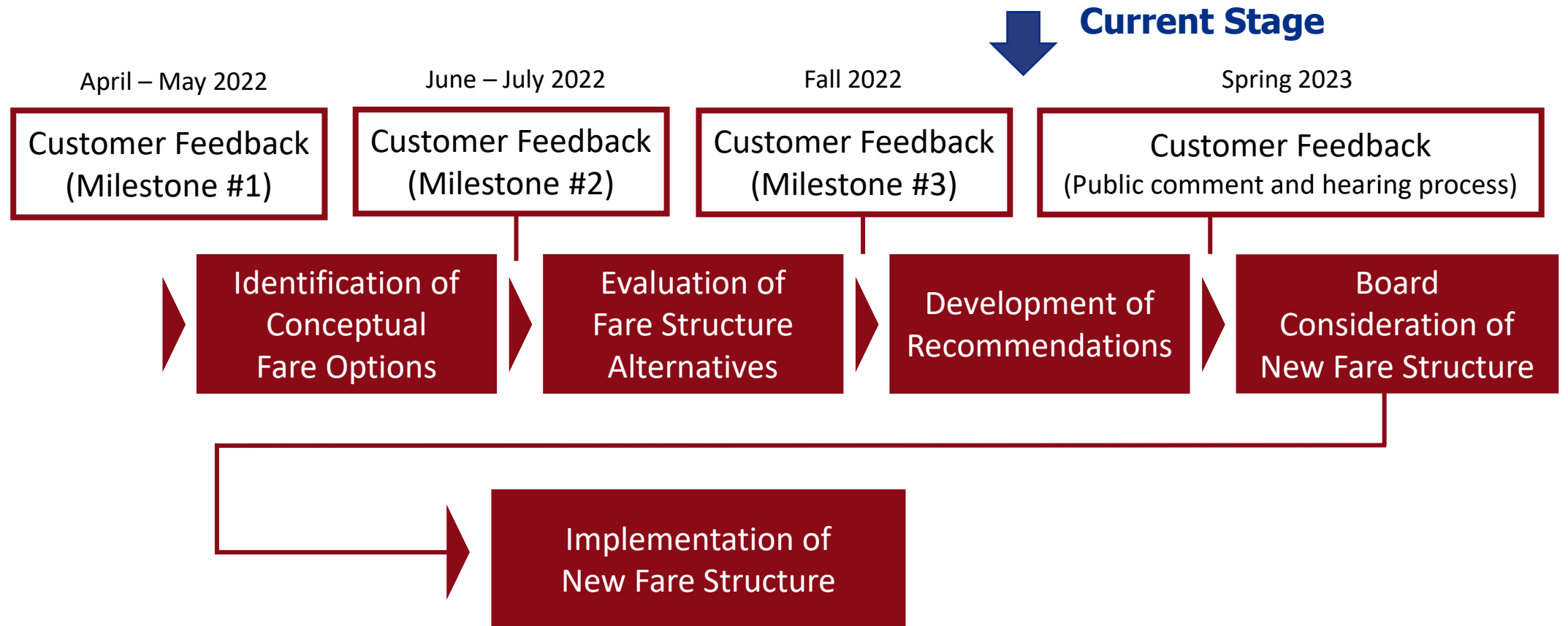
- Align fares with service value



Simplicity

- Make fares easy to understand
 - Standardized discounts and streamlined fare payment options

Study Timeline



Timing TBD

Activities and Feedback - Milestone #3

Activities and Feedback - Milestone #3



Website*, Study Materials, and Social Media

- 4,600+ unique website views
- 63,000+ social media impressions in targeted ad campaign
- New website (English/Spanish) with detailed fare structure alternatives overview
- Fact sheets (English/Spanish)



Customer and Community Meetings

- Virtual Zoom webinars/meetings
- 87 attendees
- English/Spanish



Community Partner Focus Groups

- Led by six community partners
- 84 participants
- English/Spanish



Stakeholder Groups

- Targeted Focus Groups
- Feedback Panels (3): Equity, Pass Programs, and Jurisdiction



Online Survey*

- 3,900+ respondents
- In-person surveys conducted by community partners
- English/Spanish



Community-Based Organization Survey*

- 53 respondents
- English/Spanish

**Language assistance and communications tools were implemented*

Alternatives

Current Fare Structure

	LOCAL	REGIONAL	AIRPORT
3-Hour	\$3	\$5.25	\$10.50
DAY	\$6	\$10.50	
MONTHLY	\$114	\$200	

Alternative A*

	LOCAL	REGIONAL	AIRPORT
3-Hour	\$2.75	\$5	\$10
DAY	\$5.50	\$10	
MONTHLY	\$88	\$160	

** Preliminary prices and structure subject to change*

Alternative B*

	LOCAL	REGIONAL	AIRPORT
3-Hour	\$3	\$10	
DAY	\$6		
MONTHLY	\$96		

** Preliminary prices and structure subject to change*

Alternative B Modifications

- Lower Local fares/Monthly Pass prices for all
- Incorporate features supported by Alternative A respondents

Alternative B

Full Fare	LOCAL	REGIONAL	AIRPORT
3-Hour	\$3		\$10
DAY PASS	\$6		
MONTHLY	\$96		



Modified Alternative B

Full Fare	LOCAL	REGIONAL	AIRPORT
3-Hour	\$2.75		\$10
DAY PASS	\$5.50		
MONTHLY	\$88		

Proposed Draft Fare Structure

Proposed Draft Fare Structure

Based on Alternative B modifications

	Current			Proposed Draft					
	Full Fare			Full Fare			Discount Fare*		
	Local	Regional	Airport	Local	Regional	Airport	Local	Regional	Airport
3-Hour Pass	\$3	\$5.25	\$10	\$2.75		\$10	\$1.35		
Day Pass	\$6	\$10.50	\$10.50	\$5.50		\$10	\$2.70		
Monthly Pass <i>(Multiple of 3-Hour Pass)</i>	\$114 <i>(38x)</i>	\$200 <i>(38x)</i>	\$200 <i>(19x)</i>	\$88 <i>(32x Local / Regional)</i>			\$27 <i>(20x)</i>		

**Discount Fare includes seniors 65+, people with disabilities, Medicare recipients and customers enrolled in LiVE*

Proposed Draft Airport Fare

	Current	Proposed Draft Full Fare	Current Discount Fare	Proposed Draft Discount Fare*
3-Hour Pass	\$10.50	\$10	\$5.25	\$1.35
Day Pass	\$10.50	\$10	\$5.25	\$2.70
Monthly Pass (Multiple of 3-Hour / Day Pass)	\$200 (~19x)	\$88 (~9x)	\$99 (~19x)	\$27 (~20x 3-Hour Pass; ~10x Day Pass)

**Discount Fare includes seniors 65+, people with disabilities, Medicare recipients and customers enrolled in LiVE*

Proposed Draft Access-A-Ride Fares

	Current			Proposed Draft					
	Full Fare			Full Fare			LiVE Enrolled		
	Local	Regional	Airport	Local	Regional	Airport	Local	Regional	Airport
One-way Fare	\$5	\$9	\$20	\$4.50		\$19	\$2.25		\$9.50
6-Ride Tickets	\$30			\$27			\$13.50		

**Existing Program Changes
Under Consideration**

LiVE Program Expansion

- Increase discount from 40% to 50% to align with other Discount fares
- Increase income threshold from 185 to 250% of the Federal Poverty Level (FPL)
- Conduct comprehensive outreach and engagement action plan
- Explore expanding means testing beyond current system

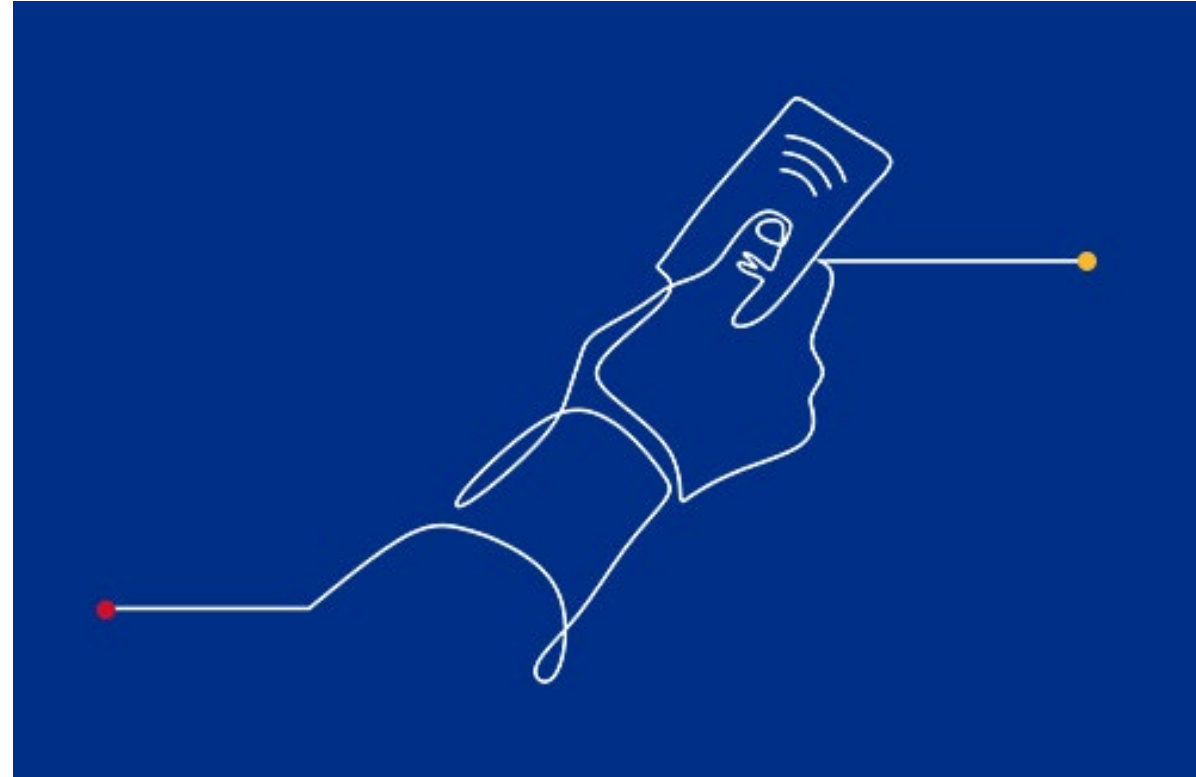
Current Pass Programs

- Proposal for all pass programs (EcoPass, CollegePass, NECO Pass)
 - Contracts will have two-year, utilization-based, fixed pricing
 - Contract minimums reduced to lower participation barriers
 - No bulk customer
 - New pricing for 2024
- EcoPass Proposal
 - Simplify EcoPass pricing matrix



Draft Programs Under Consideration

- Zero fare for youth pilot program
- Bulk purchase program
 - Introduce 10% discount for bulk purchases
 - Purchase threshold: \$1,500
- Transit assistance grant
- Semester pass for community colleges



Next Steps

Timeline/Next Steps

- **April 2023:** Board authorization to release proposed fare structure/draft fare equity analysis
- **May 2023:** Public review and comment on proposed fare structure
- **July 2023:** Board consideration of final recommended fare structure and associated fare equity analysis
- **1st Quarter 2024:** Implementation

We Make Lives Better Through Connections.
