

**AGENDA
REGIONAL TRANSPORTATION COMMITTEE**

Tuesday, May 16, 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. March 14, 2023 RTC Meeting Summary
(Attachment A)

ACTION ITEMS

4. FY 2024-2027 Transportation Improvement Program (TIP) Subregional Share (Call #4) Forum Recommendations
(Attachment B) Todd Cottrell, Project and Program Delivery Manager
5. FY 2022-FY2023 Unified Planning Work Program (UPWP) Amendment
(Attachment C) Jacob Riger, Multimodal Transportation Planning Manager

INFORMATIONAL BRIEFINGS

6. DRCOG Environmental Justice and Equity Project
(Attachment D) Josh Schwenk, Planner
7. CDOT Bustang Update
(Attachment E) Jacob Riger, Multimodal Transportation Planning Manager
8. Regional Bus Rapid Transit (BRT) Partnership
(Attachment F) Jacob Riger, Multimodal Transportation Planning Manager
9. Corridor and Community-Based Transportation Plans Update
(Attachment G) Nora Kern, Senior Mobility Planner

ADMINISTRATIVE ITEMS

10. Member Comment/Other Matters
 - CDOT Report
 - RTD Report
 - RAQC Report
11. Next Meeting – June 20, 2023
12. 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, March 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
Darius Pakbaz (Alternate)	Colorado Department of Transportation
Karen Stuart	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
Brian Welch (Alternate)	Regional Transportation District
Vince Buzek	Regional Transportation District
Mike Silverstein	Regional Air Quality Council

OTHERS (NON-VOTING OR VIRTUAL) PRESENT:

Michael Guzman (Alternate)	Regional Transportation District
Jessica Myklebust (Alternate)	Colorado Department of Transportation
Deborah Mulvey (Alternate)	Denver Regional Council of Governments
Ari Harrison (Alternate)	Denver Regional Council of Governments
Ron Papsdorf (Alternate)	Denver Regional Council of Governments

Public: Nathaniel Minor, Lauren Pulver, Stephen Harry, Tom Magenis, Roy Howard, Allison Cutting, Raffael Hoffmann, Bill Sirois, Matt Williams, Abra Geisler

DRCOG Staff: Robert Spotts, Cam Kennedy, Andy Taylor, Sang Gu Lee, Emily Kleinfelter, Emily Lindsey, Alvan-Bidal Sanchez, Steve Cook, Brad Williams, Travis Noon, Josh Schwenk, Kalie Fallon, Todd Cottrell, Nora Kern, Ala Alhawaiseh

Call to Order

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

Public Comment

Chair Conklin took the opportunity to welcome Austin Ward from the City and County of Broomfield as a new member for DRCOG.

Summary of February 14, 2023 Meeting

The summary was accepted.

ACTION ITEMS

Policies for FY 2024-2027 TIP Set-Aside Programs

Josh Schwenk, Planner, explained that 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.

Ms. Kate Williams asked what percent of the population qualifies as marginalized communities, older adults, veterans, low-income people, and people with disabilities and suggested that might be included in the presentation in the future. Mr. Schwenk replied that while he doesn't have those numbers currently, a marginalized communities dataset exists and that information could be gathered.

Ms. Williams MOVED to recommend to the Board of Directors adoption of the *Policies for FY 2024-2027 TIP Set-Aside Programs*. The motion was seconded and passed unanimously.

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

Travis Noon, Program Manager, AAA Grant Compliance, informed the committee that as part of the FY 2024-2027 TIP Policy DRCOG has set-aside \$2 million per year for Human Services Transportation. This program provides approximately \$2.8 million annually. DRCOG's Area Agency on Aging receives Older Americans Act/Older Coloradans Act funding for services in 8 counties in the Denver metro area. These funding sources can be used to provide transit services and fund transit capital projects for older adults, individuals with disabilities, and other vulnerable populations. 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 RTC.

Mr. Austin Ward MOVED 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. The motion was seconded and passed unanimously.

INFORMATIONAL BRIEFINGS

Taking Action on Regional Vision Zero Action Plan 2023 Update

Emily Kleinfelter, Safety/Regional Vision Zero Planner explained that 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 holistic 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.

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.

Mr. Vince Buzek inquired about the number of traffic fatalities back in 2020 when the RVZ program was initiated. Ms. Kleinfelter responded that while she doesn't know the exact number, she can state that the traffic fatality numbers have been increasing yearly.

Mr. Buzek also inquired that judging from the slides presented that fatality concentration seems to indicate that congestion is a driver in the current fatality count. Ms. Kleinfelter stated that congestion can be a driver in creating safer roadway conditions. Mr. Ron Papsdorf stated there is indeed not a direct correlation between congestion and traffic fatalities, but there is a correlation between speed and traffic fatalities. During the pandemic, fatalities increased, even though traffic congestion was drastically reduced. There is also a correlation between congestion and crashes, but not fatalities.

Ms. Wynne Shaw inquired why it seems that the City and County of Broomfield have much lower fatality concentration levels compared to the rest of the region. Ms. Kleinfelter replied that something can be said about how Broomfield is managing to keep traffic fatalities down and that is worth analyzing more.

Mr. Ward asked about the split between car-to-car crashes and car-to-pedestrian crashes. Ms. Kleinfelter explained that the presentation only shows fatalities comprehensively and does not split up the results based on the type of crash.

Mr. Ward added that from what he heard at the February National Association of Counties Conference, severe and fatal car-to-car crashes are down nationwide but car-to-pedestrian crashes are rising and was curious if that is true in the Denver metro as well. Ms. Kleinfelter replied that the numbers in our region do reflect the national findings.

Ms. Williams inquired if a Vision Zero Program exists at the school level. Ms. Kleinfelter replied that CDOT has a Colorado Safe Routes to School Advisory Committee and an Advancing Transportation Safety Program, both of which focus on creating safer routes to schools and giving education to students and staff regarding traffic safety. Mr. Papsdorf added that several years ago Congress made the Safe Routes to School funding source not eligible to be used for educational purposes and could only be used for infrastructure investment. Which resulted in the system losing ground in terms of educational programs.

North I-25 Corridor Update

Ron Papsdorf, Director, Transportation Planning & Operations, introduced Jessica Myklebust, CDOT Region 1 Director, Abra Geisler, Region 4 Project Director, and Tom Magenis, Region 1 Resident Engineer, who provided an update on the work CDOT has been doing regarding the 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.

Chair Conklin inquired about what exactly is a Diverging Diamond Interchange (DDI). Ms. Geisler explained that a DDI crosses traffic to the left side of the road across a grade-

separated interchange and allows vehicles to have direct access to freeway ramps without having to wait at a traffic signal.

Ms. Williams asked about the mobility hubs and inquired if that includes charging not only for electric cars but also for electric buses and other multimodal options. Ms. Geisler replied that all State built parking lots have to have electric vehicle charging stations, but the problem right now is the State can't collect revenue from those charging stations. Ms. Geisler stated that electric buses or other multimodal options would not be able to use these mobility hubs. Ms. Williams replied that the goal is to encourage the use of multi-passenger vehicles and charging stations exist for vehicles besides cars, such as e-bikes, so CDOT should investigate if they can incorporate those into their mobility hubs. Ms. Geisler replied that would be a DTR Bustang evaluation.

Ms. Karen Stuart thanked the presenters for the work they've been doing and stated that it is remarkable how far this project has gone in the last 20 years.

Mr. Ward inquired if CDOT was considering a mobility hub at 100 and 20th Avenue to make it more accommodating for RTD buses to get to Highway 7. Mr. Magenis replied that a mobility hub will not be going in at that location.

Mr. Ward also asked if there had been any consideration to taking the express lanes into Union Station bidirectional for public transit. Ms. Myklebust answered that CDOT and RTD work together when doing transit analysis throughout I-25 and that buses entering and leaving Union Station are not the focus of the Speer and 23rd Bridge Replacement Project. Mr. Brian Welch added that 10 years ago the Northwest Area Mobility Study did a preliminary look at bidirectional express lanes and there were some issues relating to the shoulders and the width of lanes.

RTD Systemwide Fare Study and Equity Analysis

Ron Papsdorf, Director, Transportation Planning & Operations, introduced Bill Sirois, Senior Manager, Transit Oriented Communities, who reported that 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.

Ms. Stuart acknowledged the work RTD Board and management team have done addressing this critical issue and for making significant progress on this topic.

Ms. Yessica Holguin asked what RTD learned by talking to community-based organizations based on survey results and how the results of the August 2022 Zero Fare month, were utilized and incorporated into this analysis. Mr. Sirois responded that regarding the first question, RTD learned how those communities felt about the complicated nature of the system and their desire for a reduced fare for local passes since the core of people that use RTD use the local pass. Regarding the second question, Mr. Sirois answered that a ridership boost was shown during that month and some of the challenges that RTD had anticipated did not come to pass.

Ms. Holguin stated her enthusiasm for the ongoing Youth Pilot Program since a lot of the individuals she has talked to during this campaign have been young people who have never used RTD before this program was launched and she encouraged continued funding for this effort.

Mr. Randy Weil asked what the impact on ridership will be because of fare changes and how sustainable growth will be going forward. Mr. Sirois replied that the biggest impact on ridership is the Zero Fare for Youth program and that will depend on the permanency of that initiative. Mr. Sirois added that any proposed fare reduction will not affect RTD's ability to provide service.

Mr. Buzek thanked all RTD staff involved in working on this effort and mentioned it is exciting to see what has been proposed. Mr. Buzek also wanted to highlight the semester pass for community colleges since it is a great way to encourage young people to learn how to use the transit system and hopefully will encourage them to continue to use RTD even after graduation.

Mr. Ward commended the simplification of the fare structure but encouraged RTD to go lower in terms of not just the local fare, but fares in general. Furthermore, he encouraged the airport fare to be the same as the local fare, which would be similar to many of RTD's peer transit agencies.

Mr. Ward inquired about the LiVE Program, an income-based fare discount that allows riders to receive a 40% discount on fares throughout the RTD service area, and asked if those individuals must come to district shops to complete the paperwork to sign-up. Mr. Sirois replied that they do not need to go to district shops and social service agencies can assist people with the application process online since they need to visit the Colorado benefits site, PEAK, to apply. Ms. Williams added that many nonprofits in the region are involved in RTD's LiVE and Pass Programs and can assist individuals with completing the application.

Ms. Williams stated that most of RTD's transit peers receive 23% of their funding from their state government while RTD gets less than 1% so any reductions that RTD is unable to make should not be blamed solely on RTD.

Executive Director Doug Rex thanked RTD Board and staff for the comprehensiveness of their review and appreciation of the actions that have been recommended. Mr. Papsdorf echoed that sentiment and inquired about the A Line and the fare to DEN and speculated if a \$10 fare to the airport was feasible. Mr. Sirois replied that regarding the A Line, the only people paying \$10 fares will be those coming to or leaving the airport, the rest of the A Line has a fare of \$2.75.

Mr. Papsdorf also stated his enthusiasm for the reduction of cost for monthly passes and asked if RTD was looking for ways to have a fare-capping system. Mr. Sirois stated that all monthly passes that were outlined today assume fare capping, in fact, RTD already has had a fare capping system in place since Fall 2022. Ms. Williams added that it was worth pointing out that for those who have the discounted rate, it is only \$1.35 for local, regional, and airport fares.

Mr. Ward mentioned that the 104-L is only a \$3 fare, and it goes straight to the airport as well, which is significantly cheaper than using the A Line. Regarding the fare capping, Mr. Ward pointed out that doesn't apply to those that pay their fare in cash, which is many people who use the RTD system. Mr. Ward encouraged RTD to work on a solution so those individuals can also benefit from fare capping.

Mr. Mike Silverstein inquired if there will be a change in projected revenue if these proposed changes go into place. Mr. Sirois stated that if you compare the current fare structure with the proposed fare structure, it is a 20% to 25% drop in fare revenue. However, RTD had anticipated this in the Midterm Financial Plan and fares have become a lower portion of RTD's overall revenue based upon what RTD has experienced the last several years in terms of ridership.

ADMINISTRATIVE ITEMS

Member Comment/Other Matters

- CDOT Report – Mr. Stanton mentioned that CDOT workshops are being held this week focusing on fiber optics, budgeting, auditing, equity, and I-25 Segment 5. This week the Transportation Commission will discuss topics including HB-1101 which focuses on ozone season transit, a potential runaway truck ramp on Mt. Vernon, an amendment to reconfigure TPR and MPO boundaries, and making more road signs in English and Spanish. Mr. Stanton then mentioned that since he is moving this month will be his last RTC and Transportation Commission meetings, Vice Chair Gary Beedy will take over as Chair with Lisa Hickey becoming the Vice Chair. Mr. Stanton expressed his gratitude for serving on RTC. Mr. Darius Pakbaz, Ms. Holguin, Ms. Myklebust, and Chair Conklin thanked Mr. Stanton for his service and wished him well.

Ms. Myklebust added that there is a lot of energy right now regarding buses and rapid transit in Region 1 and Region 4. At the upcoming Transportation Commission, a presentation on upcoming BRT efforts will be shown. A public meeting was held last week over the Floyd Hill project and construction will begin in June. Lastly, with the Eisenhower Tunnel celebrating its 50th anniversary, Region 1 will be celebrating this milestone.

- RTD Report – Mr. Brian Welch stated that the Northwest Peak Hours Study continues and next month ridership numbers and cost estimate updates will be provided. RTD continues to work on building a welcoming transit environment and more information on that will be coming soon. Planning is underway for 2023 Zero Fare for Better Air in conjunction with the State. The 16th Street Mall construction is also underway, so mall shuttles are currently operating on 15th and 17th Street. Lastly, the Colfax Bus Rapid Transit Project received a high rating from FTA in the President's Budget.
- RAQC Report – Mr. Silverstein thanked RTC in general and DRCOG specifically for the approval of the Set-Aside Policy Programs and promised to keep the committee apprised of the progress RAQC makes. Recently RAQC has launched committees to assess new emission control strategies to improve summertime air quality. RAQC is progressing with lawn and garden equipment initiatives since those items are significant contributors to summertime ozone. RAQC is looking at expanding the

incentive program to get electric equipment into the hands of government agencies and commercial operators. RAQC is also looking at regulatory efforts going forward regarding gasoline equipment at the government and commercial levels.

Mr. Stanton inquired if RAQC was working with local landscaping companies and providing incentives to switch from gasoline to electric equipment. Mr. Silverstein explained that RAQC is working to fundraise to get money into the hands of local contractors so they can switch equipment. Right now, RAQC has around \$1 million for the public sector but estimates that \$10 million will be needed to truly incentivize a difference.

Mr. Papsdorf mentioned that the April 18 RTC meeting is potentially going to be canceled, it isn't official yet, but the committee should expect the next meeting to be on May 16. Mr. Papsdorf also stated that DRCOG is working with all principal partners on coordinating the regional BRT program since it will take all partner agencies to implement it.

Next Meeting – April 18, 2023

Adjournment

There were no additional comments from members. The meeting adjourned at 10:21 a.m.

ATTACH B

ATTACHMENT B

To: Chair and Members of the Regional Transportation Committee

From: Todd Cottrell, Project and Program Delivery Manager, tcottrell@drcog.org

Meeting Date	Agenda Category	Agenda Item #
May 16, 2023	Action	4

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approving each Subregional Forum recommendation to be added to the draft FY2024-2027 TIP.

ACTION BY OTHERS

[April 24, 2023](#) – TAC recommended approval

SUMMARY

In late November 2022, DRCOG issued the last of four Calls for Projects (call #4, or the Subregional Share for the draft FY2024-2027 TIP) that together will program \$455 million in available funds from federal fiscal year 2022 through 2027. When the Subregional Share call closed on January 27, a total of 84 applications had been submitted requesting a total of \$307.8 million for the \$193.2 million available to program. The applications submitted in this call can be found [here](#).

This call utilized two tracks; one for Air Quality and Multimodal (AQ/MM) projects using four funding sources (federal Congestion Mitigation/Air Quality, Transportation Alternatives, and Carbon Reduction Program, and state Multimodal Transportation and Mitigation Options Funds) and another track specifically using federal Surface Transportation Block Grant (STBG) funding. For the Subregional Share process, each forum was provided a funding target based on an average of population, employment, and estimated vehicle miles traveled within the subregion as a share of the regional total. Projects were submitted and evaluated and discussed at the subregion level and each subregion developed a recommended slate of projects within their funding target. Forums were also instructed to recommend a wait list of those projects submitted but not recommended for funding.

DRCOG solicited public comment for the project submittals and received 1,073 comments. The public was able to indicate whether they support, have concern, or are opposed to the proposed project and submit specific written comments. The comments were provided to each forum to consider in their deliberations towards developing a funding recommendation. A summary of the comments is outlined [here](#).

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

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the Board of Directors the Subregional Share projects to be included in the draft FY2024-2027 TIP.

ATTACHMENTS

1. FY2024-2027 TIP Subregional Share (Call #4) forum recommendations
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.

2024-2027 TIP Subregional Share Project Submittals (Call #4) - Adams County Subregion
\$30,396,000 Total Target (AQ/MM = \$13,664,000 and STBG = \$16,732,000)

Forum	Track	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation		Project Highlights
Boulder	AQ/MM	Boulder	SH-7 Transit Operations: Boulder to Brighton	\$ 100,000	\$ 9,264,000	N/A	\$ 100,000	Adams Forum Call 4 subregional commitment to Call 3 Regional Share project	Two years of funding for free transit service along SH-7 between Downtown Boulder and Downtown Brighton operating at 30 minute headways.
Adams	AQ/MM	Adams County	High Line Canal Trail Underpass at Colfax Ave. (project also submitted to Arapahoe Forum)	\$ 4,800,000	\$ 6,000,000	3.2	\$ 4,800,000	Fund scopes as submitted	Design and construct 16' wide, 12' tall underpass for the High Line Canal Trail under Colfax Ave. just east of Laredo St.
Adams	AQ/MM	Thornton	124th Ave. Multimodal Improvements: Claude Ct. to Colorado Blvd.	\$ 5,694,000	\$ 6,327,000	2.6	\$ 5,694,000		Design and environmental for bike/ped facilities and roadway traffic calming from Claude Ct. to Colorado Blvd. The project will also fund right-of-way acquisition and construction from York St. to Fillmore St., including the York St. intersection.
Adams	AQ/MM	Thornton	Colorado Blvd. Separated Bike Facility: 88th Ave. to E-470 - Preconstruction	\$ 1,847,000	\$ 2,052,000	2.5	\$ 1,847,000		Design a separated bike facility along 8.25 miles of Colorado Blvd. including determining type of facility along different sections of the roadway.
Adams	AQ/MM	Thornton	Thornton Pkwy. Multiuse Path: I-25 to Grant St.	\$ 1,792,000	\$ 1,991,000	2.4	\$ 1,792,000		Design and construct a multi-use path on the south side of Thornton Pkwy., including lighting, landscaping, and retaining wall.
Adams	AQ/MM	Thornton	Big Dry Creek Trail: 136th Ave. to 144th Ave.	\$ 5,400,000	\$ 6,000,000	2.1	\$ 3,338,000	Funds \$3,338,000 (with STBG). Funds pre-construction only within submitted scope. Remaining \$2,062,000 is placed on the wait list.	Design and construct a multi-use path with gravel shoulders along Big Dry Creek.
Adams	STBG	CDOT	Federal Blvd. BRT- Preconstruction (project also submitted to Denver Forum)	\$ 1,600,000	\$ 40,000,000	4.3	\$ 1,600,000	Fund scopes as submitted	Design, environmental, and right-of-way associated with bus rapid transit from Englewood Station to Wagon Rd. Park-n-Ride.
Adams	STBG	Commerce City	88th Ave. Roadway Capacity Improvements: I-76 to SH-2	\$ 6,000,000	\$ 25,650,000	3.2	\$ 6,000,000		Widen 88th from 2-4 lanes from I-76 to Rosemary St. and 2-3 lanes from Rosemary St. to SH-2, replace bridge over O'Brian Canal, interconnect signals along corridor and replace Rosemary St. signal, construct sidewalk on one side and multi-use path on the other, and install improved storm sewer.
Adams	STBG	Thornton	104th Ave. Capacity Improvements: Colorado Blvd. to South Platte River - Preconstruction	\$ 2,625,000	\$ 3,750,000	3.0	\$ 2,625,000		Preconstruction activities to widen roadway from 2 to 4 lanes with raised median, reconfigure intersections at Riverdale Rd. and McKay Rd., and add 10-12' wide shared use paths along both sides of 104th Ave. At the McKay Rd. intersection, add raised median along McKay, left and right turn lanes onto 104th, and shared use path connection to Thornton Sports Complex.
Adams	STBG	Adams County	Adams County Comprehensive Safety Action Plan	\$ 1,600,000	\$ 2,000,000	2.9	\$ 1,600,000		Develop a comprehensive safety action plan for unincorporated Adams County, as well as each of the municipalities of Arvada, Aurora, Bennett, Brighton, Commerce City, Federal Heights, Lochbuie, Northglenn, Thornton, and Westminster.
Adams	STBG	Adams County	McKay Rd. Operational Improvements: 104th Ave. to 96th Ave. - Preconstruction	\$ 1,000,000	\$ 2,000,000	2.9	\$ 1,000,000		Design and environmental for operational improvements along McKay Rd. including intersection operational improvements and a grade separation of the Front Range Trail crossing.
Totals				AQ/MM \$ 19,633,000	\$ 25,634,000		\$ 13,664,000		
				STBG \$ 12,825,000	\$ 73,400,000		\$ 16,732,000		
				\$ 32,458,000	\$ 99,034,000		\$ 30,396,000		

Adams County Forum Wait List

Wait List Rank	Eligible Funding Source	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation	
1	Both	Thornton	Big Dry Creek Trail: 136th Ave. to 144th Ave.	\$ 5,400,000	\$ 6,000,000	2.1	\$ 2,062,000	Remaining unfunded request

2024-2027 TIP Subregional Share Project Submittals (Call #4) - Arapahoe County Subregion
\$35,793,000 Total Target (AQ/MM = \$15,626,000 and STBG = \$20,167,000)

Forum	Track	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation		Project Highlights	
Arapahoe	AQ/MM	Arapahoe County	High Line Canal Trail Underpass at Colfax Ave. (project also submitted to Adams Forum)	\$ 4,800,000	\$ 6,000,000	3.6	Fund scopes as submitted	\$ 4,800,000	Design and construct 16' wide, 12' tall underpass for the High Line Canal Trail under Colfax Ave. just east of Laredo St.	
Arapahoe	AQ/MM	Aurora	13th Ave. Multimodal Improvements: Yosemite St. to High Line Canal Trail - Preconstruction	\$ 900,000	\$ 1,500,000	3.6			\$ 900,000	Design improvements along the corridor including: 8-10' wide shared-use path, 5-6' wide sidewalks, curb extensions, crosswalk and sharrow markings, roadway and pedestrian-scale lighting, 2 raised intersections, 6 raised crosswalks, and a mid-block crossing with an RRFB.
Arapahoe	AQ/MM	Arapahoe County	High Line Canal Trail Underpass at Quebec St. - Preconstruction (project also submitted to Denver Forum)	\$ 1,720,000	\$ 2,150,000	3.5	Fund scopes as submitted	\$ 1,720,000	Design and acquire right-of-way for a 16' wide, 12' tall underpass for the High Line Canal Trail under Quebec St. just south of Iliff Ave.	
Arapahoe	AQ/MM	Arapahoe County	Easter Trail Study	\$ 160,000	\$ 200,000	3.1			\$ 160,000	Study the proposed Easter Trail to connect the Cherry Creek Trail with neighborhoods east of Parker Rd.
Arapahoe	AQ/MM	Centennial	Colorado Blvd. Multimodal Improvements: Arapahoe Rd. to Dry Creek Rd.	\$ 8,411,000	\$ 9,361,000	3.0			\$ 8,411,000	Reduce roadway from 5-3 lanes, and construct a separated bike/ped facility.
Arapahoe	STBG	Littleton	Santa Fe Dr. & Mineral Ave. Operational Improvements	\$ 3,500,000	\$ 12,600,000	3.7	Fund scopes as submitted	\$ 3,500,000	Construct operational improvements and upgrade signals at the intersection of Santa Fe & Mineral and Mineral and Platte River Pkwy. Expand bike/ped facilities near Mineral LRT Station.	
Arapahoe	STBG	Aurora	I-225 & Alameda Ave. Bridge Replacement - Preconstruction	\$ 1,800,000	\$ 3,000,000	3.6			\$ 1,800,000	Environmental and design to replace the Alameda Ave. bridge over I-255 to include intersection operational improvements, 10-14' wide separated multi-use paths on both sides, and lighting.
Arapahoe	STBG	Arapahoe County	High Line Canal Trail Underpass at Broadway	\$ 12,944,000	\$ 16,200,000	3.4	Fund scopes as submitted	\$ 2,683,000	\$2,683,000 funded (\$1,355,000 AQ/MM and \$1,328,000 STBG). Funds pre-construction only. Remaining \$10,261,000 is placed on the wait list.	
Arapahoe	STBG	Aurora	Gun Club Rd. Multimodal Capacity Improvements: Quincy Ave. to Aurora Pkwy. - Preconstruction	\$ 1,500,000	\$ 2,500,000	3.4			\$ 1,500,000	Preconstruction activities for capacity, operational, and multimodal improvements on Gun Club Rd. between Quincy Ave. and Aurora Pkwy.
Arapahoe	STBG	Littleton	Bowles Ave. Corridor Study: Sheridan Blvd. to Santa Fe Dr.	\$ 599,000	\$ 750,000	3.1			\$ 599,000	Multimodal corridor study evaluating safety, transit access, bike/ped, congestion, intersection operations, and land use and economic development.
Arapahoe	STBG	Centennial	Havana St. and Easter Ave. Intersection Operational Improvements	\$ 11,440,000	\$ 16,344,000	3.0	\$ 11,440,000	\$ 11,440,000	Multimodal intersection operational improvements to improve traffic operations and multimodal travel.	
Totals				AQ/MM \$ 15,991,000	\$ 19,211,000			\$ 15,626,000		
				STBG \$ 31,783,000	\$ 51,394,000			\$ 20,167,000		
				\$ 47,774,000	\$ 70,605,000			\$ 35,793,000		

Arapahoe County Forum Wait List

Wait List Rank	Eligible Funding Source	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation	
1	STBG	Arapahoe County	High Line Canal Trail Underpass at Broadway	\$ 12,944,000	\$ 16,200,000	3.4	\$ 10,261,000	Remaining unfunded request
2	Both	Arapahoe County	High Line Canal Trail Underpass at Quebec St. - Preconstruction (project also submitted to Denver Forum)	\$ 1,720,000	\$ 2,150,000	3.5	\$ 1,720,000	

2024-2027 TIP Subregional Share Project Submittals (Call #4) - Boulder County Subregion

\$19,079,000 Total Target (AQ/MM = \$8,329,000 and STBG = \$10,750,000)

Forum	Track	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation		Project Highlights
Boulder	AQ/MM	Boulder	SH-7 Transit Operations: Boulder to Brighton	\$ 100,000	\$ 9,264,000	N/A	\$ 100,000	Boulder Forum Call 4 subregional commitment to Call 3 Regional Share project	Two years of funding for free transit service along SH-7 between Downtown Boulder and Downtown Brighton operating at 30 minute headways.
Boulder	AQ/MM	Boulder	30th St. Multimodal Improvements - Colorado Ave. to Baseline Rd.	\$ 5,840,000	\$ 7,300,000	3.7	\$ 3,000,000	Fund \$3,000,000 (\$2,758,000 STBG and \$242,000 AQ/MM). Remaining \$2,840,000 is placed on the wait list. Scope is adjusted to be design only from Aurora and Baseline Rd.	Construct multimodal improvements, including raised protected bicycle lanes, wider sidewalks, protected intersections, transit enhancements, and enhanced crossings.
Boulder	AQ/MM	Longmont	SH-119 BAT Lanes: Nelson Rd. to Pratt Pkwy. - Preconstruction	\$ 3,113,000	\$ 3,891,000	3.6			Design Business Access and Transit Lanes including transit signal priority, upgrade to railroad crossing to Quiet Zone compliance, and upgraded 8' minimum width multi-use paths along both sides.
Boulder	AQ/MM	Boulder	Folsom St. Multimodal Study: Pine St. to Colorado Ave.	\$ 1,200,000	\$ 1,500,000	3.5	\$ 1,000,000	Fund \$1,000,000. Remaining \$200,000 is placed on the wait list. Fund full scope as submitted	Corridor study to evaluate multimodal and safety improvements.
Boulder	AQ/MM	Boulder	Colorado Ave. Complete Streets Improvements: Folsom St. to Regent Dr.	\$ 2,160,000	\$ 3,600,000	3.4			Design and construct Complete Streets improvements along corridor including dedicated transit lanes, bike/ped separation, and transit stop amenities.
Boulder	AQ/MM	Longmont	SH-66 Multi-use Path: Hover St. to Main St./US-287	\$ 2,240,000	\$ 2,800,000	3.3	\$ 2,240,000	Fund scopes as submitted.	Construct a multi-use path on the south side of SH-66 between Hover St. and Main St., including multimodal crossing improvements at four intersections.
Boulder	AQ/MM	Boulder County	Lafayette-Louisville-Boulder Protected Bikeway Feasibility Study	\$ 382,000	\$ 425,000	3.1	\$ 382,000		Feasibility study to determine the preferred alignment for a low-stress bikeway between Lafayette, Louisville, and Boulder.
Boulder	AQ/MM	Longmont	US-287 & 21st Ave. Bike/Ped Underpass	\$ 9,558,000	\$ 11,948,000	2.9			Construct intersection improvements, including a bike/ped underpass connecting to neighborhood trails.
Boulder	AQ/MM	Boulder County	Southeast Boulder County SuperFlex Demand Response Transit Service	\$ 3,434,000	\$ 3,820,000	2.8	\$ 3,325,000	Fund \$3,325,000. Remaining \$109,000 is placed on the wait list. Fund scope as submitted	Pilot 1-2 vehicle demand-response service in southeast Boulder County to supplement RTD FlexRide and Ride Free Lafayette.
Boulder	AQ/MM	Louisville	Via Appia Way Multimodal Improvements: South Boulder Rd. to McCaslin Blvd.	\$ 2,480,000	\$ 3,100,000	2.8			Reduce roadway from 4-2 lanes, design and construct buffered bike lanes and crossing improvements including pedestrian refuge islands.
Boulder	AQ/MM	Boulder County	SH-93 Bikeway Feasibility Study: SH-170 to Jefferson County Line	\$ 314,000	\$ 350,000	2.7			Feasibility study to determine the preferred alignment for a protected shoulder/multi-use path and develop a preliminary cost estimate.
Boulder	AQ/MM	Superior	McCaslin Multi-Use Underpass north of Rock Creek Pkwy	\$ 4,794,000	\$ 6,000,000	2.6	\$ 500,000	Funds \$500,000. Remaining \$4,294,000 placed on the wait list. Scope adjusted to design only.	Construct a multi-use underpass at McCaslin Blvd. north of Rock Creek Pkwy.
Boulder	AQ/MM	Erie	Erie FlexRide Service	\$ 540,000	\$ 600,000	2.3	\$ 540,000	Fund scopes as submitted	Two years of Flex ride services within the Town of Erie. The service will also provide connections to RTD services located outside the town boundaries.
Boulder	STBG	Boulder County	South Boulder Rd. BRT Study: SH-7 & 119th St. to Broadway & Table Mesa Dr.	\$ 399,000	\$ 500,000	3.6	\$ 399,000	Fund scopes as submitted	Study potential bus rapid transit enhancements and related bike/ped and safety measures for the corridor.
Boulder	STBG	Boulder County	Boulder County Vision Zero Safe Routes to School Action Plan	\$ 359,000	\$ 450,000	3.4	\$ 359,000		Vulnerable road user (school and youth) study to develop a vision zero safe routes to school 5 year action plan and school safety plans at 5-10 of the highest need schools.
Boulder	STBG	Boulder County	Boulder Countywide Strategic Transit Plan	\$ 1,198,000	\$ 1,500,000	3.4	\$ 1,198,000		Develop a countywide transit plan guiding transit funding and implementation strategies.
Boulder	STBG	Boulder County	SH-119 Bikeway: Niwot Rd. to Airport Rd.	\$ 3,036,000	\$ 3,800,000	3.4	\$ 3,036,000		Construct 2 miles of 12' wide bikeway in the median of SH-119.
Boulder	STBG	Boulder County	SH-119 Bikeway: Foothills Pkwy. to Jay Rd.	\$ 5,992,000	\$ 7,500,000	3.4			Construct 0.85 miles of 12' wide bikeway in the median of SH-119, including a bike/ped bridge over Fourmile Canyon Creek and an underpass south of Jay Rd.
Boulder	STBG	Boulder County	Longmont to Boulder (LOBO) Trail - Jay Road Connection Multimodal Improvements	\$ 1,353,000	\$ 1,700,000	3.3			New trail to connect the Cottonwood and LoBo Trails along Jay Rd. and Spine Rd. Project also includes transit stop enhancements, bike/ped safety improvements, and a new left turn at Jay Rd. and 57th. St.
Boulder	STBG	Boulder County	SH-119 Bikeway: Airport Rd. to Hover St.	\$ 7,191,000	\$ 9,000,000	3.3			Construct 1.44 miles of 12' wide bikeway in the median of SH-119, including a bike/ped bridge over Left Hand Creek and an underpass of SH-119 south of Hover St.
Boulder	STBG	Louisville	SH-42 & South St. Bike/Ped Underpass	\$ 7,190,000	\$ 9,000,000	2.9	\$ 3,000,000	Funds \$3,000,000. Remaining \$4,190,000 placed on wait list. Funds scope as submitted.	Design and construct a bike/ped underpass of SH-42 at South St.
Totals				AQ/MM \$ 35,515,000	\$ 44,734,000		\$ 8,329,000		
				STBG \$ 26,718,000	\$ 33,450,000		\$ 10,750,000		
				\$ 62,233,000	\$ 78,184,000		\$ 19,079,000		

Boulder County Forum Wait List

Wait List Rank	Eligible Funding Source	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation	
1	Both	Boulder	30th St. Multimodal Improvements - Colorado Ave. to Baseline Rd.	\$ 5,840,000	\$ 7,300,000	3.7	\$ 2,840,000	
2	Both	Longmont	SH-119 BAT Lanes: Nelson Rd. to Pratt Pkwy. - Design	\$ 3,113,000	\$ 3,891,000	3.6	\$ 3,113,000	
3	Both	Boulder	Folsom St. Multimodal Study: Pine St. to Colorado Ave.	\$ 1,200,000	\$ 1,500,000	3.5	\$ 200,000	

4	Both	Boulder	Colorado Ave. Complete Streets Improvements: Folsom St. to Regent Dr.	\$ 2,160,000	\$ 3,600,000	3.4	\$ 2,160,000	Unfunded projects (whole or partial) placed in score order
5	Both	Boulder County	SH-119 Bikeway: Foothills Pkwy. to Jay Rd.	\$ 5,992,000	\$ 7,500,000	3.4	\$ 5,992,000	
6	Both	Boulder County	SH-119 Bikeway: Airport Rd. to Hover St.	\$ 7,191,000	\$ 9,000,000	3.3	\$ 7,191,000	
7	Both	Boulder County	Longmont to Boulder (LOBO) Trail - Jay Road Connection Multimodal Improvements	\$ 1,353,000	\$ 1,700,000	3.3	\$ 1,353,000	
8	Both	Longmont	US-287 & 21st Ave. Bike/Ped Underpass	\$ 9,558,000	\$ 11,948,000	2.9	\$ 9,558,000	
9	Both	Louisville	SH-42 & South St. Bike/Ped Underpass	\$ 7,190,000	\$ 9,000,000	2.9	\$ 4,190,000	
10	Both	Louisville	Via Appia Way Multimodal Improvements: South Boulder Rd. to McCaslin Blvd.	\$ 2,480,000	\$ 3,100,000	2.8	\$ 2,480,000	
11	AQ/MM	Boulder County	Southeast Boulder County SuperFlex Demand Response Transit Service	\$ 3,434,000	\$ 3,820,000	2.8	\$ 109,000	
12	Both	Boulder County	SH-93 Bikeway Feasibility Study: SH-170 to Jefferson County Line	\$ 314,000	\$ 350,000	2.7	\$ 314,000	
13	Both	Superior	McCaslin Multi-Use Underpass north of Rock Creek Pkwy	\$ 4,794,000	\$ 6,000,000	2.6	\$ 4,294,000	

2024-2027 TIP Subregional Share Project Submittals (Call #4) - Broomfield City/County Subregion
\$4,693,000 Total Target (AQ/MM = \$2,049,000 and STBG = \$2,644,000)

Forum	Track	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation	Project Highlights
Boulder	AQ/MM	Boulder	SH-7 Transit Operations: Boulder to Brighton	\$ 100,000	\$ 9,264,000	N/A	\$ 100,000	Broomfield Forum Call 4 subregional commitment to Call 3 Regional Share project Two years of funding for free transit service along SH-7 between Downtown Boulder and Downtown Brighton operating at 30 minute headways.
Broomfield	AQ/MM	Broomfield	Midway Blvd. Multimodal Improvements: Lake Link Trail to Zuni St. - Preconstruction	\$ 3,600,000	\$ 4,500,000	3.4	\$ 3,600,000	Fund full scope request (\$1,949,000 AQ/MM and \$1,651,000 STBG). Design and right-of-way acquisition for Complete Streets bike/ped improvements along the corridor.
Broomfield	STBG	Broomfield	SH-7 Roadway Improvements: County Line Rd. to Sheridan Pkwy. - Preconstruction	\$ 1,523,000	\$ 2,176,000	3.9	\$ 420,000	Funds County Line Rd. to Sheridan Pkwy. only. Remaining \$1,103,000 is placed on the wait list for Sheridan intersection. Roadway multimodal improvements for safety, accessibility, operations, and capacity for all modes. Project will advance design to 15% for the entire segment, and 90% design for the Sheridan Pkwy intersection.
Totals				AQ/MM \$ 3,600,000	\$ 4,500,000		\$ 2,049,000	
				STBG \$ 1,523,000	\$ 2,176,000		\$ 2,071,000	
				\$ 5,123,000	\$ 6,676,000		\$ 4,120,000	

Broomfield Forum Wait List

Wait List Rank	Eligible Funding Source	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation
1	STBG	Broomfield	SH-7 Roadway Improvements: County Line Rd. to Sheridan Pkwy. - Preconstruction	\$ 1,523,000	\$ 2,176,000		\$ 1,103,000 Sheridan Pkwy. Intersection only

2024-2027 TIP Subregional Share Project Submittals (Call #4) - <u>City/County Denver Subregion</u> \$46,584,000 Total Target (AQ/MM = \$20,337,000 and STBG = \$26,247,000)									
Forum	Funding Eligibility	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation		Project Highlights
Denver	AQ/MM	Denver	High Line Canal Underpass at Yale Ave.	\$ 11,000,000	\$ 15,700,000	3.5	\$ 11,000,000	Fund scope as submitted	Design, acquire right-of-way and construct an underpass for the High Line Canal Trail under Yale Ave. just west of Holly St.
Denver	AQ/MM	Denver	Northeast Denver Trails	\$ 3,840,000	\$ 4,800,000	3.3			Design and construct 1.8 miles of 10' trail with 3' crusher fines shoulder for three segments: Peña Trail, First Creek Trail Connection, and Derby Lateral Trail, following the Peña Blvd. corridor from Green Valley Ranch Blvd. to Richfield St. and 60th Ave.
Denver	AQ/MM	Denver	South Platte River Trail Improvements: Mississippi Ave. to Florida Ave.	\$ 8,000,000	\$ 10,000,000	3.2	\$ 4,800,000	Fund \$4,800,000. Fund scope as submitted, minus the bridge upgrade/replacement. Remaining \$3,200,000 is placed on the wait list.	Replace existing 8' trail with 12' wide trail with 4' crusher fines and 3' shoulders on both sides and reconstructed 16' wide bike/ped bridge in Overland Park.
Denver	AQ/MM	Denver	High Line Canal Trail Underpass at Quebec St. - Preconstruction (project also submitted to Arapahoe Forum)	\$ 1,720,000	\$ 2,150,000	3.1			Design and acquire right-of-way for a 16' wide, 12' tall underpass for the High Line Canal Trail under Quebec St. just south of Iliff Ave. The same application was submitted to the Arapahoe forum.
Denver	AQ/MM	Denver	North Central Community Transportation Network Multimodal Improvements	\$ 10,000,000	\$ 12,500,000	3.1	\$ 4,537,000	Fund \$4,537,000. Funds partial scope based on upcoming study outcomes. Remaining \$5,463,000 is placed on the wait list.	Construct multimodal improvements in the Globeville and Elyria-Swansea neighborhoods including high-comfort bike facilities and crosswalk safety enhancements.
Denver	AQ/MM	Denver	Sheridan Blvd. Sidewalk: 48th Ave. to 52nd Ave.	\$ 5,600,000	\$ 7,600,000	3.1			Design and construct an 8-10' wide sidewalk on the west side including retaining walls, lighting, and a protected pedestrian crossing at 49th Ave. bus stops.
Denver	AQ/MM	Denver	Broadway Multimodal Improvements: 7th Ave. to 16th Ave. - Preconstruction	\$ 2,430,000	\$ 2,700,000	2.7			Design and acquire right-of-way for a two-way protected bike lane on the east side of Broadway and enhancements to the dedicated bus lane including enhanced markings, bus stop ADA upgrades, signal reconstruction, intersection improvements, and parking/loading zone enhancements.
Denver	STBG	CDOT	Federal Blvd. BRT- Preconstruction (project also submitted to Adams Forum)	\$ 1,600,000	\$ 40,000,000	4.1			Design, environmental, and right-of-way associated with bus rapid transit from Englewood Station to Wagon Rd. Park-n-Ride.
Denver	STBG	Denver	Peña Blvd. Managed Lane: I-70 to E-470 - Preconstruction	\$ 5,000,000	\$ 18,500,000	3.8	\$ 5,000,000	Fund scope as submitted	Design and environmental for the addition of one managed lane in each direction between I-70 and E-470 and the addition of multi-use trails alongside Peña. Also partially funds implementation of a TDM plan to promote active transportation and shared connections to the airport.
Denver	STBG	Denver	Alameda Ave. Underpass Improvements: Kalamath St. to Cherokee St. - Preconstruction	\$ 7,800,000	\$ 9,750,000	3.3	\$ 7,800,000		Design and environmental for the reconstruction of the Alameda Ave. underpass, including new sidewalks, a multi-use path, and expanded capacity for rail transit.
Denver	STBG	Denver	E. Colfax Ave. BRT	\$ 20,000,000	\$ 25,000,000	3.3	\$ 13,447,000	Fund \$13,447,000. Fund scope as submitted. Remaining \$6,553,000 is placed on the wait list.	Construct a center-running bus rapid transit from Civic Center Station to Yosemite St. and station improvements between Union Station and Civic Center Station and between Yosemite St. and I-225
Denver	STBG	Denver	15th St. Multimodal Improvements: Larimer St. to Central St.	\$ 1,040,000	\$ 1,300,000	3.1			Design, environmental and construction for the striping of a new separated bi-directional bike lane and extended bus-only lane from Downtown to the Highlands. Project includes bicycle signalization and wayfinding signage.
Totals				AQ/MM \$ 42,590,000	\$ 55,450,000		\$ 20,337,000		
				STBG \$ 35,440,000	\$ 94,550,000		\$ 26,247,000		
				\$ 78,030,000	\$ 150,000,000		\$ 46,584,000		

Denver City/County Forum Wait List

Wait List Rank	Eligible Funding Track	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation	
1	Both	Denver	South Platte River Trail Improvements: Mississippi Ave. to Florida Ave. (Remaining)	\$ 8,000,000	\$ 10,000,000	3.2	\$ 3,200,000	Remaining unfunded requests
2	Both	Denver	North Central Community Transportation Network Multimodal Improvements (Remaining)	\$ 10,000,000	\$ 12,500,000	3.1	\$ 5,463,000	
3	Both	Denver	E. Colfax Ave. BRT (Remaining)	\$ 20,000,000	\$ 25,000,000	3.3	\$ 6,553,000	
4	Both	CDOT	Federal Blvd. BRT- Preconstruction	\$ 1,600,000	\$ 40,000,000	4.1	\$ 1,600,000	After projects with remaining requests, priority is based on score order
5	Both	Denver	Northeast Denver Trails	\$ 3,840,000	\$ 4,800,000	3.3	\$ 3,840,000	
6	Both	Denver	Sheridan Blvd. Sidewalk: 48th Ave. to 52nd Ave.	\$ 5,600,000	\$ 7,600,000	3.1	\$ 5,600,000	
7	Both	Denver	15th St. Multimodal Improvements: Larimer St. to Central St.	\$ 1,040,000	\$ 1,300,000	3.1	\$ 1,040,000	
8	Both	Denver	High Line Canal Trail Underpass at Quebec St. - Preconstruction	\$ 1,720,000	\$ 2,150,000	3.1	\$ 1,720,000	
9	Both	Denver	Broadway Multimodal Improvements: 7th Ave. to 16th Ave. - Preconstruction	\$ 2,430,000	\$ 2,700,000	2.7	\$ 2,430,000	

2024-2027 TIP Subregional Share Project Submittals (Call #4) - Douglas County Subregion
\$19,945,000 Total Target (AQ/MM = \$8,707,000 and STBG = \$11,238,000)

Forum	Track	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation		Project Highlights
Douglas	AQ/MM	Douglas County	Douglas County Transit Pilot	\$ 2,250,000	\$ 2,500,000	3.3	\$ 2,250,000	Fund scope as submitted	Project will initiate pilot projects identified in the Douglas County Transit & Multimodal Feasibility Study, by determining service details, operator, vehicle types, acquisition, solicit providers, and develop public information.
Douglas	AQ/MM	Lone Tree	I-25 and Lincoln Bike/Ped Infrastructure Connections	\$ 6,000,000	\$ 10,000,000	3.3	\$ 5,907,000	Fund \$5,907,000. Fund full scope. Remaining \$93,000 placed on the wait list	Bicycle and pedestrian improvements in the vicinity of the I-25 and Lincoln interchange based on study outcomes.
Douglas	AQ/MM	Douglas County	Colorado Blvd. Bike/Ped Bridge over C-470 - Preconstruction	\$ 550,000	\$ 700,000	3.0	\$ 550,000	Fund scope as submitted	Design and construct a bike/pedestrian bridge over C-470 at Colorado Blvd.
Douglas	STBG	Castle Rock	I-25 and Crystal Valley Pkwy Interchange	\$ 9,000,000	\$ 86,000,000	4.0	\$ 8,500,000	Fund \$8,500,000. Fund scope as submitted. Remaining \$500,000 placed on the wait list.	Construct a new interchange at Crystal Valley Pkwy., realign frontage roads, construct new roundabout at Crystal Valley Pkwy, east frontage road, and northbound on-ramp, and add bike and pedestrian facilities along roadways connecting to Front Range Trail.
Douglas	STBG	Castle Pines	I-25 and Happy Canyon Interchange - Preconstruction	\$ 3,000,000	\$ 4,000,000	2.9	\$ 2,238,000	Fund \$2,238,000. Fund scope as submitted. Remaining \$762,000 placed on the wait list	Design and environmental to replace and modernize the deficient interchange and nearby infrastructure.
Douglas	STBG	Parker	SH 83 and Main Street Roadway Operation Improvements - Preconstruction	\$ 500,000	\$ 750,000	2.8	\$ 500,000	Fund scope as submitted	SH-83 (Parker Rd.) and Main St. conceptual-level design (10%) for displaced left turn continuous flow intersection (CFI) improvements based on the completed Parker Road Corridor Plan.
Douglas	STBG	Castle Pines	Monarch Blvd Bike Lanes: Winter Berry Place to City Limits	\$ 2,100,000	\$ 3,000,000	2.8			Design, environmental and construction for new 6' wide buffered bike lanes, intersection operational improvements, and crosswalk markings.
Douglas	STBG	Parker	SH 83 and Hilltop Road Intersection Operational Improvements	\$ 1,500,000	\$ 2,500,000	2.2			Roadway and multimodal operational improvements at the intersection of SH-83 (Parker Rd.) and Hilltop Rd. in Parker.
Douglas	STBG	Parker	Lincoln Ave. and Pine Ave. Intersection Operational Improvements	\$ 2,000,000	\$ 3,500,000	2.2			Roadway and multimodal operational improvements at the intersection of Lincoln Ave. and Pine Ave. in Parker.
Totals				AQ/MM \$ 8,800,000	\$ 13,200,000		\$ 8,707,000		
				STBG \$ 18,100,000	\$ 99,750,000		\$ 11,238,000		
				\$ 26,900,000	\$ 112,950,000		\$ 19,945,000		

Douglas County Forum Wait List

Wait List Rank	Eligible Funding Source	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation	
1	STBG	Castle Rock	I-25 and Crystal Valley Pkwy Interchange	\$ 9,000,000	\$ 86,000,000	4.0	\$ 500,000	Remaining unfunded requests
2	STBG	Castle Pines	I-25 and Happy Canyon Interchange - Preconstruction	\$ 3,000,000	\$ 4,000,000	2.9	\$ 762,000	
3	Both	Lone Tree	I-25 and Lincoln Bike/Ped Infrastructure Connections	\$ 6,000,000	\$ 10,000,000	3.3	\$ 93,000	
4	Both	Castle Pines	Monarch Blvd Bike Lanes: Winter Berry Place to City Limits	\$ 2,100,000	\$ 3,000,000	2.8	\$ 2,100,000	After projects with remaining requests, priority is based on score order
5	Both	Parker	SH 83 and Hilltop Road Intersection Operational Improvements	\$ 1,500,000	\$ 2,500,000	2.2	\$ 1,500,000	
6	Both	Parker	Lincoln Ave. and Pine Ave. Intersection Operational Improvements	\$ 2,000,000	\$ 3,500,000	2.2	\$ 2,000,000	

2024-2027 TIP Subregional Share Project Submittals (Call #4) - Jefferson County Subregion
\$31,735,000 Total Target (AQ/MM = \$13,854,000 and STBG = \$17,881,000)

Forum	Track	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation		Project Highlights
Jefferson	AQ/MM	Golden	Golden Free Transit Program	\$ 1,000,000	\$ 1,300,000	2.5	Fund scope as submitted	\$ 1,000,000	Provide four routes of free transit service in the City of Golden connecting Downtown Golden, Colorado School of Mines, RTD Jeffco Government Center Station, and RTD Wheat Ridge-Ward Station.
Jefferson	AQ/MM	Wheat Ridge	35th Ave. Multimodal Improvements: Sheridan Blvd. to Wadsworth Blvd.	\$ 4,450,000	\$ 4,950,000	2.3		\$ 4,450,000	Multimodal improvements along 35th Ave. from Sheridan Blvd. to Wadsworth Blvd. Improvements will vary depending on location and existing conditions, and may include traffic calming elements, Bike and ped facilities, sidewalks, sharrows, and advisory shoulders.
Jefferson	AQ/MM	Wheat Ridge	Tabor St. Multimodal Improvements: Clear Creek to I-70 Frontage Rd. North - Preconstruction	\$ 3,596,000	\$ 4,000,000	2.3		\$ 3,596,000	Preconstruction activities for bike lanes and a pedestrian bridge that will extend the Tabor St. bike lanes starting at the I-70 Frontage Rd. North south over I-70 to the Clear Creek Trail.
Jefferson	AQ/MM	Lakewood	Sheridan Blvd. Path: Jewell Ave. to Iowa Ave.	\$ 1,936,000	\$ 2,420,000	2.2		\$ 1,936,000	Construct a path on the west side of Sheridan Blvd.
Jefferson	AQ/MM	Lakewood	Wadsworth Blvd. Path Improvements	\$ 2,168,000	\$ 2,710,000	2.0		\$ 2,168,000	Construct a multi-use path along Wadsworth Blvd. on both sides: east side between Mansfield Ave. and Jefferson Ave. and west side between Eastman Pl. and Bear Creek
Jefferson	AQ/MM	Wheat Ridge	Youngfield St. Multimodal Improvements: 38th Ave. to 44th Ave.	\$ 7,190,000	\$ 8,000,000	2.0			Construct a multi-use path on the east side of Youngfield St., with possible bike lanes, between 38th Ave. and 44th Ave. A pedestrian bridge will also be constructed over Clear Creek.
Jefferson	AQ/MM	Lakewood	Morrison Rd. Path	\$ 2,872,000	\$ 3,590,000	1.9			Design and construct a multi-use path along the north side of Morrison Rd. west of Kipling.
Jefferson	AQ/MM	Arvada	64th Pkwy Multimodal Improvements - East of SH-93 to Virgil Way	\$ 1,424,000	\$ 1,780,000	1.9	\$ 1,000,000	\$1,000,000 funded (\$704,000 AQ/MM and \$296,000 STBG). Remaining \$424,000 placed on the wait list	Multimodal improvements along 64th Pkwy.
Jefferson	STBG	Jefferson County	Peaks to Plains Trail - Central Canyon Segment: Big Easy Recreation Area to Rigor Mortis Rapids	\$ 10,000,000	\$ 103,000,000	2.8	\$ 9,000,000	\$9,000,000 funded. Fund scope as submitted. Remaining \$1,000,000 placed on the wait list.	Design, environmental, and construction of 5 miles of 10' wide trail along US-6 to fill in the final gap of the Peaks to Plains Trail, including 10 bridges and two trailhead/parking areas.
Jefferson	STBG	Golden	US-6 & Heritage Rd. Multimodal Grade Separation - Preconstruction	\$ 4,400,000	\$ 5,500,000	2.7	\$ 4,400,000	Fund scope as submitted	Design, utility relocation, and right-of-way acquisition for three grade separations: roadway, bike/ped, and wildlife.
Jefferson	STBG	Lakewood	West Colfax Ave. Safety Improvements: Teller St. to Sheridan Blvd.	\$ 4,522,000	\$ 5,653,000	2.2	\$ 4,185,000	\$4,185,000 funded. Fund scope as submitted. Remaining \$337,000 placed on the wait list.	Lighting, landscaping, and right-of-way to improve pedestrian safety along the corridor.
Jefferson	STBG	Golden	44th Ave. Reconstruction: BNSF/RTD Rail Crossing to Salvia St. - Preconstruction	\$ 1,200,000	\$ 1,500,000	1.4			Design and environmental for roadway reconstruction.
Totals				AQ/MM \$ 23,212,000	\$ 26,970,000		\$ 13,854,000		
				STBG \$ 20,122,000	\$ 115,653,000		\$ 17,881,000		
				\$ 43,334,000	\$ 142,623,000		\$ 31,735,000		

Jefferson County Forum Wait List

Wait List Rank	Eligible Funding Source	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation	
1	Both	Jefferson County	Peaks to Plains Trail - Central Canyon Segment: Big Easy Recreation Area to Rigor Mortis Rapids	\$ 10,000,000	\$ 103,000,000	2.8	\$ 1,000,000	Remaining unfunded requests
2	Both	Lakewood	West Colfax Ave. Safety Improvements: Teller St. to Sheridan Blvd.	\$ 4,522,000	\$ 5,653,000	2.2	\$ 337,000	
3	Both	Arvada	64th Pkwy Multimodal Improvements - East of SH-93 to Virgil Way	\$ 1,424,000	\$ 1,780,000	1.9	\$ 424,000	
4	Both	Wheat Ridge	Youngfield St. Multimodal Improvements: 38th Ave. to 44th Ave.	\$ 7,190,000	\$ 8,000,000	2.0	\$ 7,190,000	After projects with remaining requests, priority is based on score order
5	Both	Lakewood	Morrison Rd. Path	\$ 2,872,000	\$ 3,590,000	1.9	\$ 2,872,000	
6	STBG	Golden	44th Ave. Reconstruction: BNSF/RTD Rail Crossing to Salvia St. - Preconstruction	\$ 1,200,000	\$ 1,500,000	1.4	\$ 1,200,000	

2024-2027 TIP Subregional Share Project Submittals (Call #4) - SW Weld County Subregion
\$5,508,000 Total Target (AQ/MM = \$2,799,000 and STBG = \$2,709,000)

Forum	Track	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation		Project Highlights
Boulder	AQ/MM	Boulder	SH-7 Transit Operations: Boulder to Brighton	\$ 100,000	\$ 9,264,000	N/A	\$ 70,000	SW Weld Forum Call 4 subregional commitment to Call 3 Regional Share project	Two years of funding for free transit service along SH-7 between Downtown Boulder and Downtown Brighton operating at 30 minute headways.
SW Weld	AQ/MM	Erie	Erie FlexRide Service	\$ 540,000	\$ 600,000	3.1	\$ 540,000	Fund scope as submitted	Two years of Flex ride services within the Town of Erie. The service will also provide connections to RTD services located outside the town boundaries.
SW Weld	AQ/MM	Mead	Town of Mead Trails and Open Space Master Plan	\$ 225,000	\$ 325,000	2.7	\$ 225,000		Update the Trails and Open Space Master Plan to analyze current trail conditions, identify missing gaps, and prioritize trail connections within the Town of Mead and to adjacent communities.
SW Weld	AQ/MM	Longmont	WCR 26 Multiuse Trail	\$ 6,480,000	\$ 7,200,000	2.5	\$ 1,964,000	Fund \$1,964,000 for crusher fine trail and some underpass work. Remaining \$4,516,000 placed on the wait list.	Construction of a multi-use trail connecting Union Reservoir and St. Vrain State Park.
SW Weld	STBG	Broomfield	SH-7 Roadway Improvements: County Line Rd. to Sheridan Pkwy. - Preconstruction Activities	\$ 647,000	\$ 924,000	3.2			Roadway multimodal improvements for safety, accessibility, operations, and capacity for all modes. Project will advance design to 15% for the entire segment, and 90% design for the Sheridan Pkwy intersection.
SW Weld	STBG	Erie	SH-52 Intersection Safety Improvements: WCR 3, WCR 5, WCR 7, and I-25 - Preconstruction	\$ 280,000	\$ 351,000	2.8	\$ 280,000	Fund scope as submitted	10% design for safety and multimodal features at the intersections of SH-52 and WCR 3, WCR 5, WCR 7, and I-25.
SW Weld	STBG	Erie	I-25 Interchange Study: SH-52 to Erie Pkwy.	\$ 400,000	\$ 500,000	2.6	\$ 370,000	\$370,000 funded. Fund scope as submitted. Remaining \$30,000 placed on the wait list.	Analyze travel patterns at SH-52, Erie Pkwy., and anticipated WCR 10 interchanges, and evaluate multimodal connectivity options to future RTD, Bustang, and Front Range Passenger Rail stations.
SW Weld	STBG	Frederick	WCR 13 and WCR 20 Intersection Operational Improvements	\$ 2,059,000	\$ 2,575,000	2.5	\$ 2,059,000	Fund scope as submitted	Roadway and multimodal operational improvements at WCR 13 (Colorado Blvd.) and WCR 20 (Bella Rosa Pkwy/Pine Cone Ave.).
SW Weld	STBG	Thornton	168th Ave. and Colorado Blvd. Roundabout - Preconstruction	\$ 1,360,000	\$ 1,700,000	1.9			Design a roundabout at 168th Ave. (WCR 2) and Colorado Blvd. (WCR 13).
Totals				AQ/MM \$ 7,245,000	\$ 8,125,000		\$ 2,799,000		
				STBG \$ 4,746,000	\$ 6,050,000		\$ 2,709,000		
				\$ 11,991,000	\$ 14,175,000		\$ 5,508,000		

SW Weld County Forum Wait List

Wait List Rank	Eligible Funding Source	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation	
1	Both	Erie	I-25 Interchange Study: SH-52 to Erie Pkwy.	\$ 400,000	\$ 500,000	2.6	\$ 30,000	Remaining unfunded request
2	Both	Broomfield	SH-7 Roadway Improvements: County Line Rd. to Sheridan Pkwy. - Preconstruction Activities	\$ 647,000	\$ 924,000	3.2	\$ 647,000	
3	Both	Longmont	WCR 26 Multiuse Trail	\$ 6,480,000	\$ 7,200,000	2.5	\$ 4,516,000	Remaining unfunded request
4	Both	Thornton	168th Ave. and Colorado Blvd. Roundabout - Design	\$ 1,360,000	\$ 1,700,000	1.9	\$ 1,360,000	

DRCOG FY 2022-2027 TIP Process

Call #4 – FY2024-2027 TIP Subregional Share Recommendation

Regional Transportation Committee

May 16, 2023

FY 2022 – 2027 Programming Estimates



Total anticipated DRCOG allocations: \$455 million

Does not include matching funds

FY 2022-2025 TIP (AQ/MM projects only)

1. Regional Call #1: **\$40 Million** (May 2022)
2. Subregional Call #2: **\$173 Million** (September 2022)

FY 2024-2027 TIP (all types)

3. Regional Call #3: **\$49 Million** (November 2022)
4. **Subregional Call #4: \$193 Million**

Call #4 Subregional Share Details



- Call from November 28 – January 27; both AQ/MM and STBG Tracks
- Applications submitted to each forum, then each technical committee/forum scored, deliberated, and recommended projects within funding target for each track. Wait lists also developed
- Action to submit in this call – sponsors also considered actions in previous three calls

Forum	Submitted		Recommendation			
	Projects	DRCOG funding	Projects	Funding	Wait List Projects	Wait List Funding
Adams	10	\$32,458,000	10	\$30,396,000	1	\$2,062,000
Arapahoe	11	\$47,774,000	10	\$35,793,000	2	\$11,981,000
Boulder	20	\$62,233,000	12	\$19,079,000	13	\$43,794,000
Broomfield	2	\$5,123,000	2	\$4,120,000	1	\$1,103,000
Denver	12	\$78,030,000	6	\$46,584,000	9	\$31,446,000
Douglas	9	\$26,900,000	6	\$19,945,000	6	\$6,955,000
Jefferson	12	\$43,334,000	9	\$31,735,000	6	\$13,023,000
SW Weld	8	\$11,991,000	7	\$5,508,000	4	\$6,553,000
Totals	84	\$307,843,000	62	\$193,160,000	42	\$116,917,000

Public Comments Process



- Continuation of new process to seek public comments before award recommendations by forums
- Call 4 comment period from February 1-22
- Public able to comment directly on webmap, or through email or phone, via eblast, and website and social media postings
- Webmap ability:
 - Indicate support, concern, or oppose
 - Add specific written comments
- 1,073 comments received; forums able to use in their deliberations and recommendations

Next Steps and Action



Next Steps:

- May Board: Action
- Mid-June to Mid-July: Public Comment Period for draft 2024-27 TIP
 - July 19: Public Hearing (includes high-level summary of calls 3 and 4)
- July TAC and August RTC/Board: Recommendation and action on the draft 24-27 TIP
 - includes high-level summary of calls 3 and 4 and calls 1-4

Proposed Motion

Move to recommend to the Board of Directors the Subregional Share projects to be included in the draft FY2024-2027 TIP.

ATTACH C

ATTACHMENT C

To: Chair and Members of the Regional Transportation Committee

From: Jacob Riger, Multimodal Transportation Planning Manager, 303-480-6751 or jriger@drcoq.org

Meeting Date	Agenda Category	Agenda Item #
May 16, 2023	Action	5

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed amendment to the FY 2022-FY 2023 Unified Planning Work Program.

ACTION BY OTHERS

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

SUMMARY

The Unified Planning Work Program is the two-year work program for the Denver Metropolitan Planning Organization and serves as the management tool for scheduling, budgeting, and monitoring the metropolitan planning activities of participating entities. The *FY 2022-FY 2023 Unified Planning Work Program* was adopted in July 2021, and most recently amended in August 2022.

Amendments to the UPWP are periodically necessary to adjust work to be performed or to comply with changes in federal law. This amendment includes the addition of a task (page 26) related to DRCOG applying for federal grant funding opportunities related to DRCOG's planning activities. The proposed amendment to the document is shown in the track changes version of the FY 2022-FY 2023 UPWP.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the Board of Directors the amendment to the *FY 2022-FY 2023 Unified Planning Work Program*.

ATTACHMENT

[Amended FY 2022-FY 2023 Unified Planning Work Program](#) (in track-changes)

ADDITIONAL INFORMATION

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

ATTACH D

ATTACHMENT D

To: Chair and Members of the Regional Transportation Committee

From: Josh Schwenk, Planner
303-480-6771 or jschwenk@drcog.org

Meeting Date	Agenda Category	Agenda Item #
May 16, 2023	Informational Briefing	6

SUBJECT

DRCOG Environmental Justice and Equity Project

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

As a recipient of federal funds, DRCOG is required to comply with various nondiscrimination laws and regulations, including Title VI of the Civil Rights Act of 1964 which forbids discrimination against anyone in the U.S. because of race, color or national origin by any agency receiving federal funds. Further, DRCOG adheres to other federal nondiscrimination statutes that afford legal protection.

DRCOG must also evaluate the benefits and consider the impacts of its transportation plans and programs on marginalized communities. DRCOG staff have been engaged in a cross-division project for the past year to improve the data that informs this work and expand analysis options.

Since the last update to TAC, 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.

Equity Index

Staff began Phase 3 conducting a scan of existing indices/tools developed and used at the state or national level to understand what improvements could be made in the development of DRCOG's own equity index or what features to bring into the design. Staff also researched a select-list of MPOs to understand their use of equity

indices/tools. This included reaching out for one-on-one interviews to ask about how they developed their tools, their use in work products, and key engagement themes as DRCOG began development of its own equity index. Following the national/state equity index comparisons, phase 3 staff identified a few methods to explore further by applying them to the demographic indicators previously chosen for the marginalized communities dataset.

Benefits-Burdens

Recognizing that “scores” and “points” derived from equity indices don’t provide qualitative understanding of projects’ potential impacts on surrounding communities, staff committed resources in Phase 3 to research, engage, and propose a comprehensive list of benefits and burdens to associate with project investments. An important consideration during this sub-phase was the acknowledgment of the role of DRCOG in project development and the recognition that project sponsors conduct NEPA studies for projects and determine the likely impacts and needed mitigation measures.

The main actions conducted to develop a comprehensive list of benefits-burdens included research on existing frameworks or organizing principles, community-based organization outreach, and internal staff engagement. Findings from the community-based organization outreach included:

- Transportation options with free or reduced fares are desired and perceived to be necessary.
- Freedom related to transportation is important for breaking individual and community isolation. Similarly, transportation freedom allows for more opportunities to better one's quality of life.
- There is a desire for better safety in the following areas:
 - Physical safety when commuting by public transit, bike, foot, and car.
 - Perceived safety when waiting at transit stops and riding public transit.
 - Perceived inequity of traffic laws when commuting by transit, bike, foot, and car.
- Current infrastructure in many low-income neighborhoods doesn’t match up with where people want and need to go.
- Fear and frustration exist around existing and potential displacement.
- There is distrust and lack of communication with developers, planners, and government officials
 - When new development comes into communities.
 - With changes to existing infrastructure and services.
- Current transit systems are overly complicated.
- Apps may make things more complicated because:
 - There are too many apps.
 - Existing apps are not user friendly.
- There is an overwhelming reliance on carpool and rideshare in many low-income neighborhoods.
- Sidewalk implementation and repairs are extremely desirable.
- Communities create their own solutions to transportation issues and offer one another direct support.
- There is a lack of awareness of the services that are already being offered.

In addition to stakeholder outreach conducted with representatives of community-based organizations, planning staff from the Transportation Planning and Operations Division and Regional Planning Development Division were asked to provide their expertise on representative project types through a Mentimeter survey.

Results from the staff Menti indicate that all project types are likely to provide benefit to surrounding communities based on the list of benefits developed by staff. Notable potential benefits include increasing access to essential opportunities and services, increasing access to mobility choices, and reducing injuries, fatalities, and crashes. Results from the staff Menti also indicate that roadway project types are likely to result in burdens to surrounding communities compared to transit, active transportation, and safety/operational projects. A notable burden is the potential to increase exposure to environmental risk factors or negative health outcomes. However, while transit, active transportation, and safety/operations projects were noted as less likely to result in burdens overall, results indicated some notable potential burdens like increasing the risk of displacement or increasing traffic congestion.

The equity index, proximity analyses, and benefits-burdens developed in this phase will be used in Phase 4 of the project to draft the Transportation Improvement Program Environmental Justice Report. Staff are committed to reviewing the results of Phase 4 and making changes that will be reflected in the agency's next required Nondiscrimination Plans update in 2024.

DRCOG staff will provide a reminder of equity requirements as they pertain to DRCOG and run through the project's deliverables to date.

PREVIOUS DISCUSSIONS/ACTIONS

[October 18, 2022](#) – RTC Informational Briefing

PROPOSED MOTION

N/A

ATTACHMENT

Staff presentation

ADDITIONAL INFORMATION

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

Environmental Justice and Equity Project

Regional Transportation Committee
May 16, 2023

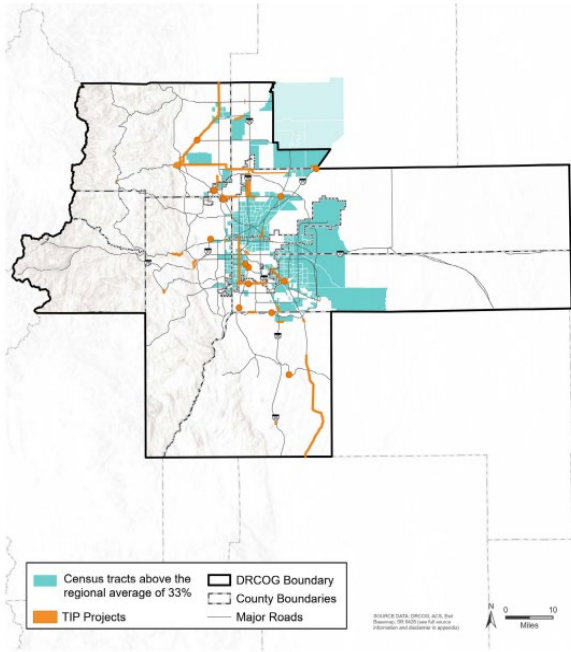
Josh Schwenk, AICP

- Previous DRCOG analyses
- Project overview (phases and timeline)
- Deliverables
 - Equity index
 - Benefits-burdens
- Next steps



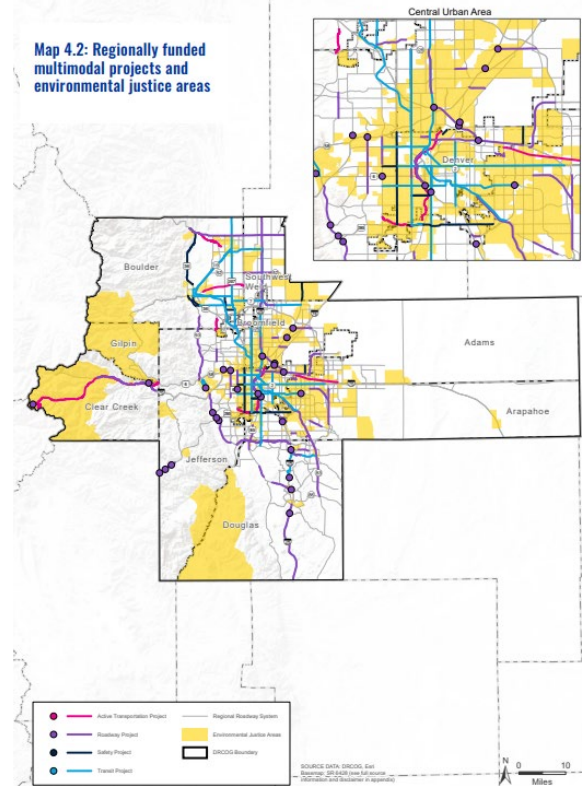
Equity analysis in DRCOG's plans and programs

Map 4.1 Transportation investments compared with concentrations of individuals of color



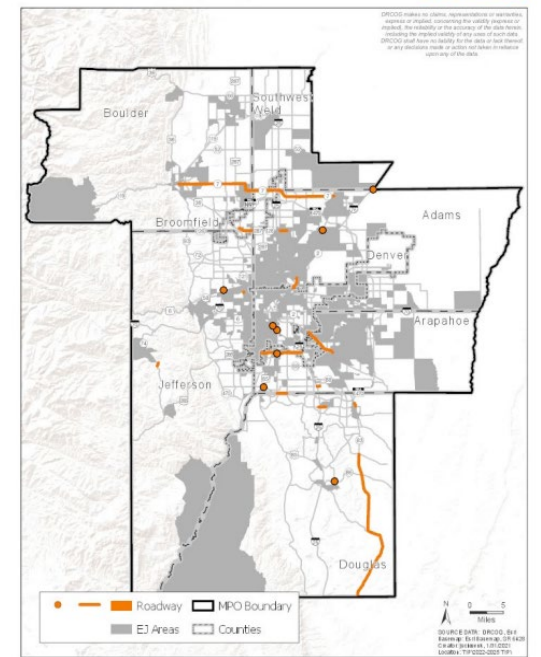
Title VI Implementation Plan 67

Map 4.2: Regionally funded multimodal projects and environmental justice areas



184 2050 Metro Vision Regional Transportation Plan

Figure 3: 2022-2025 DRCOG-Selected Roadway TIP Projects
 2022-2025 Roadway Projects



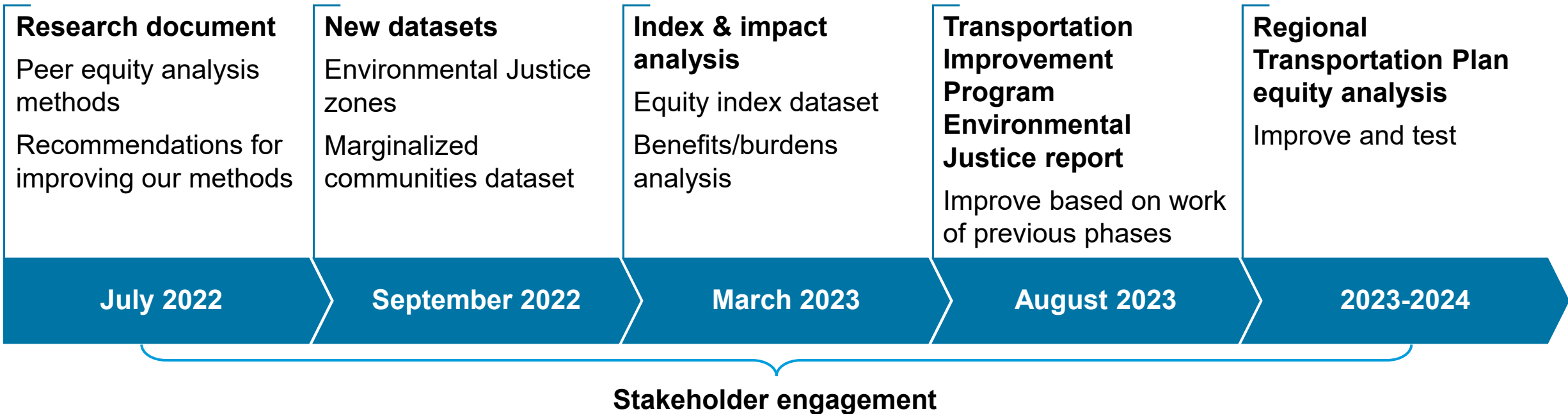
271

Project objectives

- Create ways to make **equity analysis more meaningful** in DRCOG's various planning processes, products, and decisions.
- Continue to **evolve our stakeholder & public engagement** methods to increase input from traditionally underserved communities & populations that meaningfully shape our planning processes and outcomes.
- Use equity analysis as part of **future project funding & investment decisions** for the Transportation Improvement Program & Regional Transportation Plan.
- Tie improved equity approaches to **other applicable DRCOG planning processes & products**.



Environmental Justice and Equity Project



Equity datasets

Past vulnerable populations dataset

(Block group & tract)

Households with low income

People of color

People with limited English proficiency

People with a disability

Households without a vehicle

Older adults (65+)

Children & youth 5 to 17

New equity index dataset

(Tracts)

People with low income

People of color

People with limited English proficiency

People with a disability

Households without a vehicle

Older adults (60+)

Children & youth under 18

Housing cost-burdened households

People born outside the U.S.

Single-parent households

Revised environmental justice zones dataset

(Block groups)

People with low income

People of color

 Definition change

 New variable

National and State Index Comparisons

- Colorado EnviroScreen
- EPA EJ Screen
- SS4A Underserved Communities
- CDC Environmental Justice Index
- CEQ Climate and Economic Justice Screening Tool

Peer MPO Comparisons

- Delaware Valley Regional Planning Commission (Philadelphia, PA)
- Corpus Christi MPO (Corpus Christi, TX)
- Metropolitan Transportation Commission (Bay Area)
- Forward Pinellas (Pinellas, FL)

Piloted Options

Equity index – domains method

Rationale:

- Easy to add more indicators in the future
- Easier to explain domains than the 10 census demographics
- Avoids overemphasizing one domain over another

Economic Status

- % People with low income
- % Housing cost-burdened households
- % Single-parent households

Economic Status Score

Mobility Barriers

- % People with a disability
- % Households without a vehicle
- % Older adults (60+)
- % Children & youth under 18
- % People with limited English proficiency

Mobility Barriers Score

Race & National Origin

- % People of color
- % People born outside the U.S.

Race and National Origin Score

Final Index Score

Defining benefits and burdens

- A transportation project can provide both **benefits and burdens**.
- DRCOG is striving to take both into account in its equity analyses.

Benefits:

Positive impacts of projects.

For example: Safer roads, greater accessibility, and reduced air pollution.

Burdens:

Negative impacts of projects.

For example: Displacement, noise, or increased pollution.

Organizing Principles Research

Metro Vision Themes/Outcomes

2050 RTP's 6 Priorities

USDOT's Justice 40 5 Impacts

Community-Based Organization Outreach

Virtual Listening Session

Jan 24: 10:30am-12pm

In-Person Listening Session

Jan 25: 6-7:30pm

DRCOG Staff Outreach

Roadway

Transit

Active Transportation

Safety/Operational

- Transportation options with **free or reduced fares** are desired and perceived to be necessary.
- **Freedom** related to transportation is important for breaking individual and community isolation. Similarly, transportation freedom allows for more opportunities to better one's quality of life.
- There is a desire for **better safety**.
- **Current infrastructure** in many low-income neighborhoods doesn't match up with where people want and need to go.
- Fear and frustration exist around existing and potential **displacement**.
- Communities **create their own solutions** to transportation issues and offer one another direct support.
- There is a **lack of awareness** of the services that are already being offered.

Transit projects

- Rapid transit (rail or bus rapid transit)
- Bus service
- Transit facilities (passenger, maintenance)
- Transit vehicles

Active transportation projects

- Bicycle facilities
- Pedestrian facilities
- Complete Streets improvements

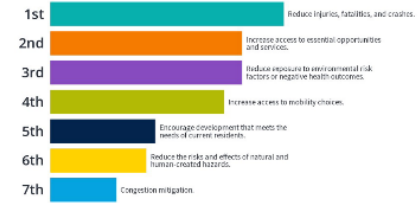
Roadway projects

- New roads
- Road widenings
- Road reconstructions
- New interchanges
- Interchange reconstructions
- New bridges
- Bridge reconstructions

Safety/operational projects

- Vision Zero improvements
- Operational improvements

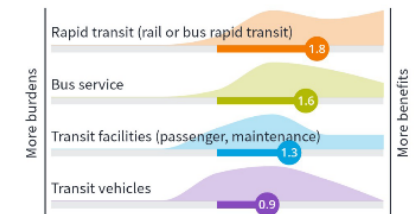
Rank the following in terms of most important to achieve.



Likelihood that roadway projects will...



People walking or rolling will experience...



Staff menti responses

Likelihood that [...] projects will...	Roadway	Transit	AT	Safety/Ops
Increase access to essential opportunities and services	Green	Green	Green	Light Green
Increase access to mobility choices	Light Green	Green	Green	Light Green
Provide congestion mitigation	Green	Light Green	White	Light Green
Reduce exposure to environmental risk factors or negative health outcomes	White	Light Green	Light Green	Light Green
Reduce injuries, fatalities, and crashes	Green	Light Green	Green	Green
Reduce the risk and effects of natural and human-created hazards	Light Green	White	White	Light Green
Encourage development that meets the needs of current residents	Light Green	Light Green	White	White

Likelihood that [...] projects will...	Roadway	Transit	AT	Safety/Ops
Reduce access to essential opportunities and services.	White	Light Red	White	White
Reduce access to mobility choices.	Light Red	White	Light Red	White
Increase traffic congestion.	Red	Light Red	Red	Red
Increase exposure to environmental risk factors or negative health outcomes.	Red	Light Red	Red	Light Red
Increase injuries, fatalities, and crashes.	Light Red	Light Red	Red	White
Increase the risk and effects of natural and human-created hazards	Light Red	White	Light Red	White
Increase the risk of displacement.	Light Red	Red	Red	Red

Proposed list of benefits-burdens

Benefits	Burdens
Access	
Increased access to opportunities and services for the communities that allow the community to thrive , often through improved connectivity or the lowering of barriers or expanding service areas; education.	Reduced access to opportunities and services through reductions in accessibility, including through the construction of facilities that may divide or disconnect a community.
Mobility	
Increased access to high-quality mobility choices through the expansion or improved reliability of transit service, active transportation facilities, or travel options; reduced costs ; improved education ; ease/comfort of use .	Creation of physical, technological, or financial barriers that limit or remove access to mobility choices.
Congestion	
Congestion mitigation (often through increased reliability and optimized capacity).	Traffic congestion.
Environment and Health	
Reduce exposure to environmental risk factors or negative health outcomes in communities benefiting from the investment.	Increased probability of exposure to environmental risk factors and negative health impacts (often as a result of increased greenhouse gases, noise, air toxins, particulate matter , or other harmful pollutants).
Safety	
Reduce injuries, fatalities, and crashes in communities benefitting from the investment.	Increase risk or frequency of injuries, fatalities and crashes due to the project (often the result of higher speeds or traffic volumes).
Resilience	
Reduce the risks and effects of natural and human-created hazards on lives, property, equipment, and infrastructure.	Increase the risk or frequency of loss of life, trauma, or damage to property, equipment, or infrastructure by building in a way that does not account for natural and human-created hazards.
Development	
Encourages development that meets the needs of current residents and people of all ages, incomes, and abilities.	Increases the risk of displacement of residents or businesses, prioritizes the needs of future/new residents , and may result in further concentration of poverty.



- **Roadway** projects – Likely to provide **proportional benefits and burdens** to nearby communities
- **Transit** projects – Likely to provide **more benefits than burdens** to nearby communities
- **Active transportation** projects – Likely to provide **more benefits than burdens** to nearby communities
- **Safety/operational** projects – Likely to provide **more benefits than burdens** to nearby communities

- The approach developed for the TIP will **need to be revised to be tested for the RTP.**
- Greater community engagement will need to be conducted to provide **more robust and comprehensive results related to benefits and burdens.**
- Projects included in the TIP are often **funded with support from multiple agencies** or are from agencies that follow their own processes (CDOT, RTD).
- Projects included in the TIP may only be for **one phase of the project development.**
- Equity evaluations at the regional scale are inherently limited due to the **large variation in types of communities throughout the region.** This limited analysis is only intended as one step in the consideration of equity during project development.

Next steps

- Test recommended equity index with recommended TIP projects.
- Evaluate and revise as necessary during the next required update to our nondiscrimination plans.
- Determine future work to further incorporate equity into future Regional Transportation Plans and Transportation Improvement Programs.
- Pilot accommodation strategies to improve and enhance equitable engagement in the Corridor Planning Program and Community Based Transportation Planning Program.





Thank you!

Questions?

Josh Schwenk, AICP
Planner

direct: (303) 480-6771

email: jschwenk@drcog.org

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 #
May 16, 2023	Information	7

SUBJECT

Colorado Department of Transportation (CDOT) Bustang Program Update

PROPOSED ACTION/RECOMMENDATIONS

NA

ACTION BY OTHERS

N/A

SUMMARY

[Bustang](#) is CDOT's intercity bus program. The Bustang family of services includes Bustang, Outrider, Pegasus, Snowstang, and other seasonal services (Bustang to Broncos, Elkstang to Estes). 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.

Staff from CDOT's Division of Transit and Rail will provide an update on the Bustang program, including ridership trends and upcoming efforts.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

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; or Jennifer Phillips, Interim Director, CDOT Division of Transit and Rail, at jennifer.f.phillips@state.co.us.



COLORADO

Department of Transportation

Bustang Family of Services Update

Jennifer Phillips, Interim Director Transit & Rail

May 16, 2023 DRCOG Meeting

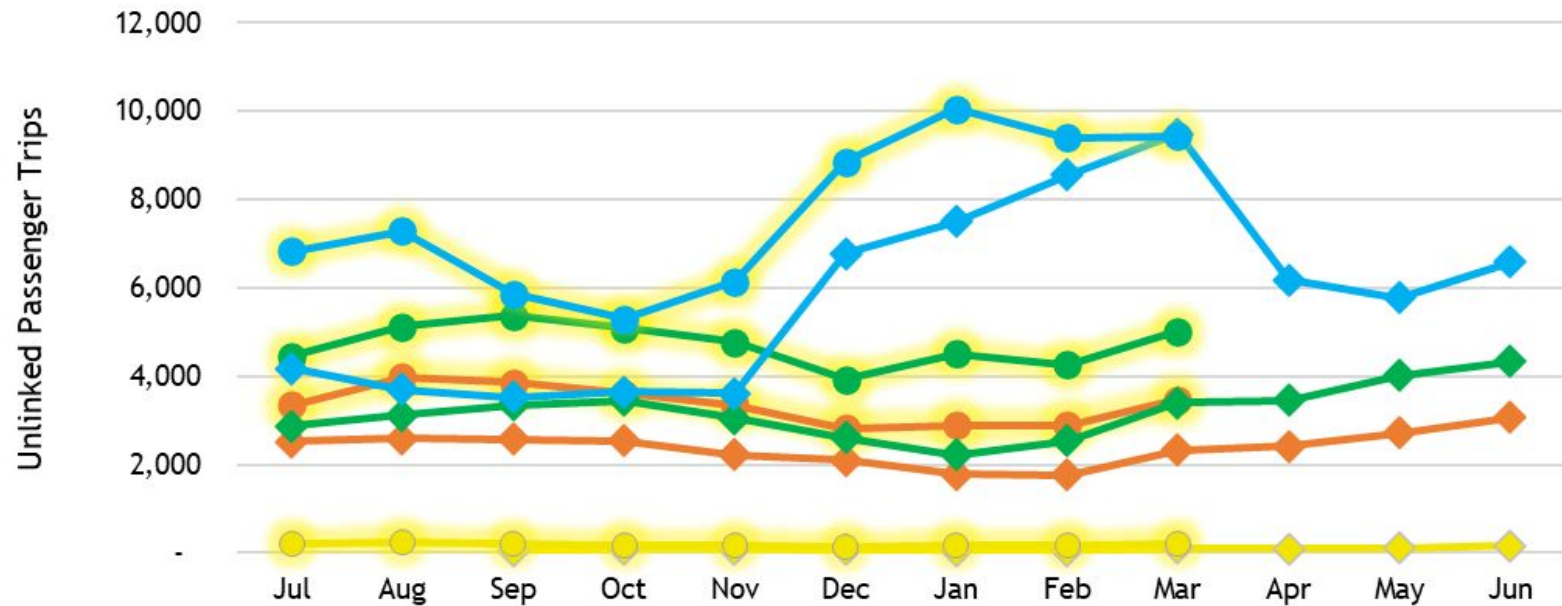
- Bustang Family of Services
 - Bustang
 - Bustang Outrider
 - Pegasus
 - Bustang to Broncos
 - Snowstang
 - Elkstang to Estes





Bustang Ridership Update

Monthly Bustang System Ridership by Line & Fiscal Year

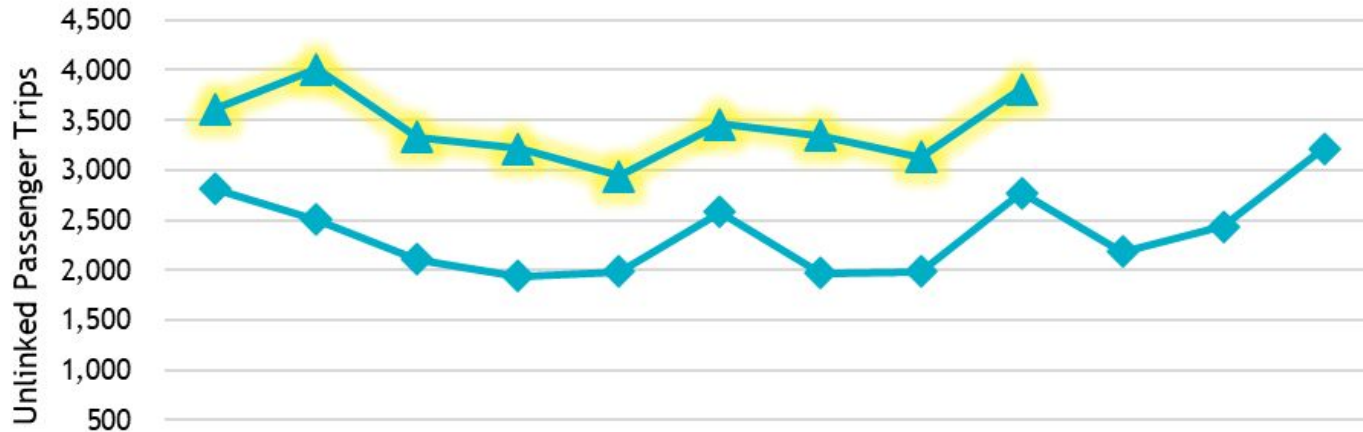


	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
South FY22	2,522	2,590	2,577	2,539	2,228	2,099	1,789	1,765	2,322	2,422	2,714	3,060
South FY23	3,353	3,987	3,864	3,615	3,354	2,823	2,891	2,888	3,462			
North FY22	2,879	3,114	3,339	3,452	3,051	2,616	2,221	2,542	3,392	3,445	4,018	4,325
North FY23	4,446	5,117	5,366	5,082	4,764	3,934	4,506	4,253	5,010			
West FY22	4,173	3,696	3,528	3,638	3,612	6,770	7,503	8,554	9,484	6,175	5,778	6,587
West FY23	6,833	7,280	5,854	5,307	6,139	8,858	10,040	9,401	9,432			
DTC FY22			32	90	90	81	65	50	112	86	115	169
DTC FY23	191	236	200	164	163	125	180	158	202			



Outrider Ridership Update

Bustang Outrider System Monthly Ridership by Fiscal Year



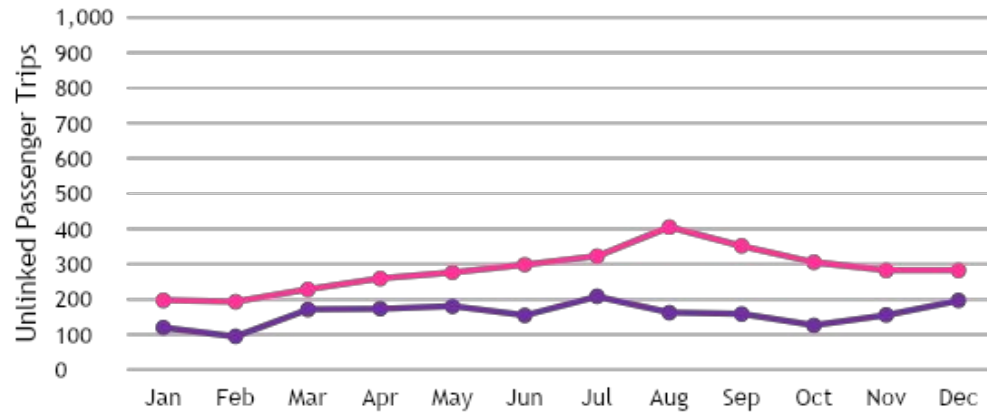
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2022	2,807	2,508	2,111	1,943	1,985	2,579	1,967	1,984	2,774	2,181	2,438	3,218
FY 2023	3,613	4,007	3,329	3,219	2,944	3,458	3,347	3,132	3,809			

- Steady year-over-year growth
- Sterling–Greeley and Sterling–Denver routes launched Nov. 2022
 - looking at extending to DIA
- Trinidad–Pueblo launched March 2023

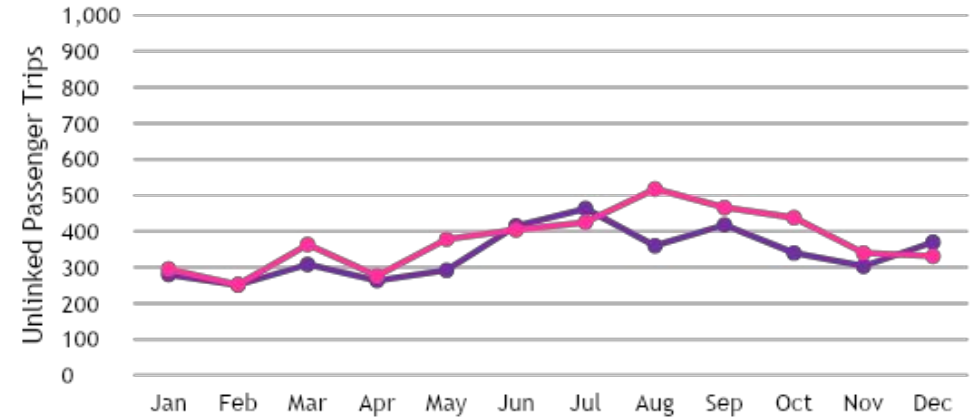


Outrider Ridership Update

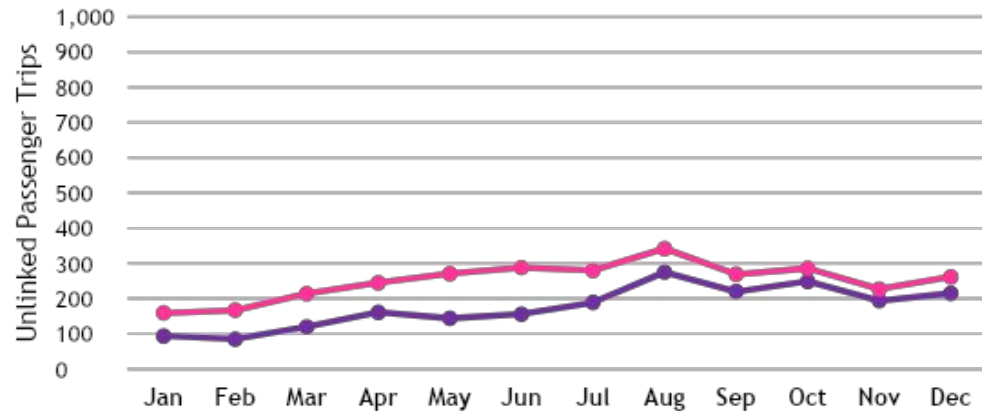
Lamar - Colorado Springs Ridership by Month



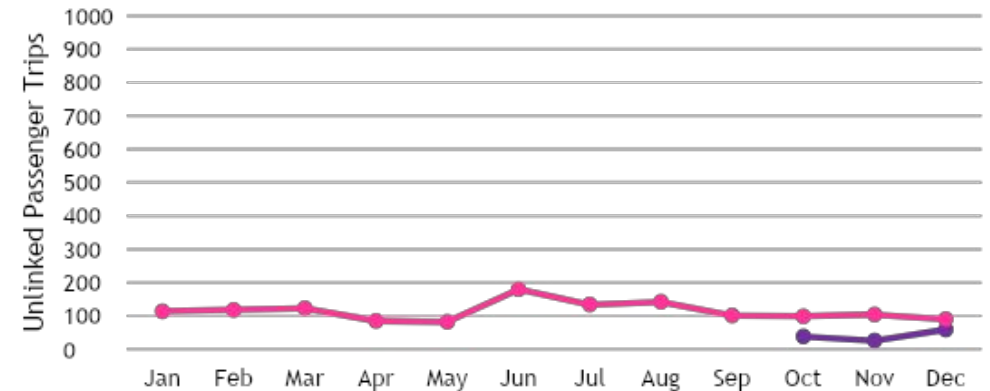
Durango - Grand Junction Ridership by Month



Alamosa - Pueblo Ridership by Month



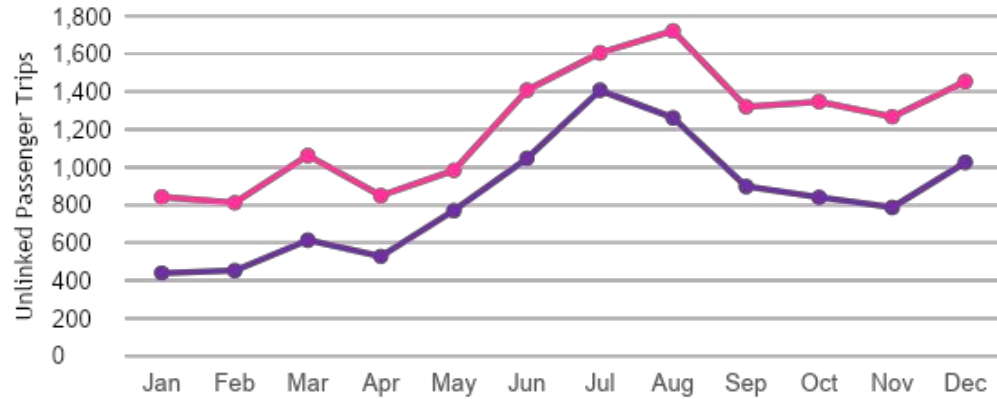
Telluride - Grand Junction Ridership by Month



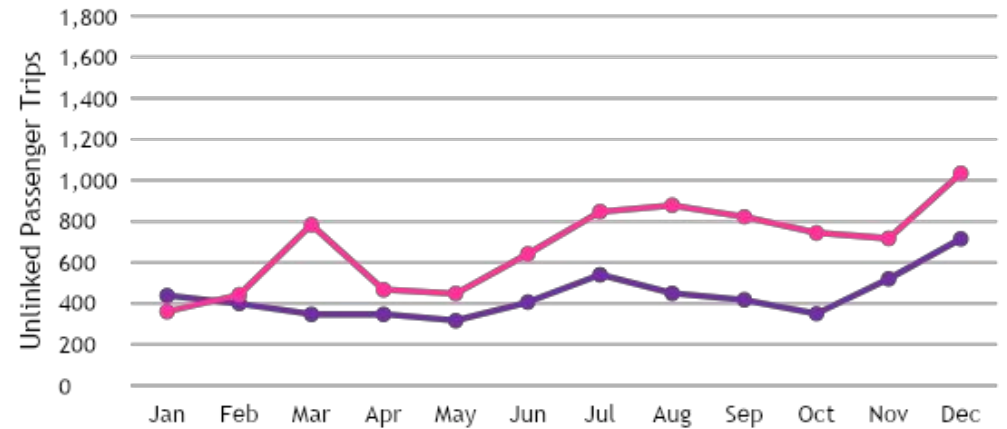


Outrider Ridership Update

Crested Butte - Denver Ridership by Month



Craig - Denver Ridership by Month

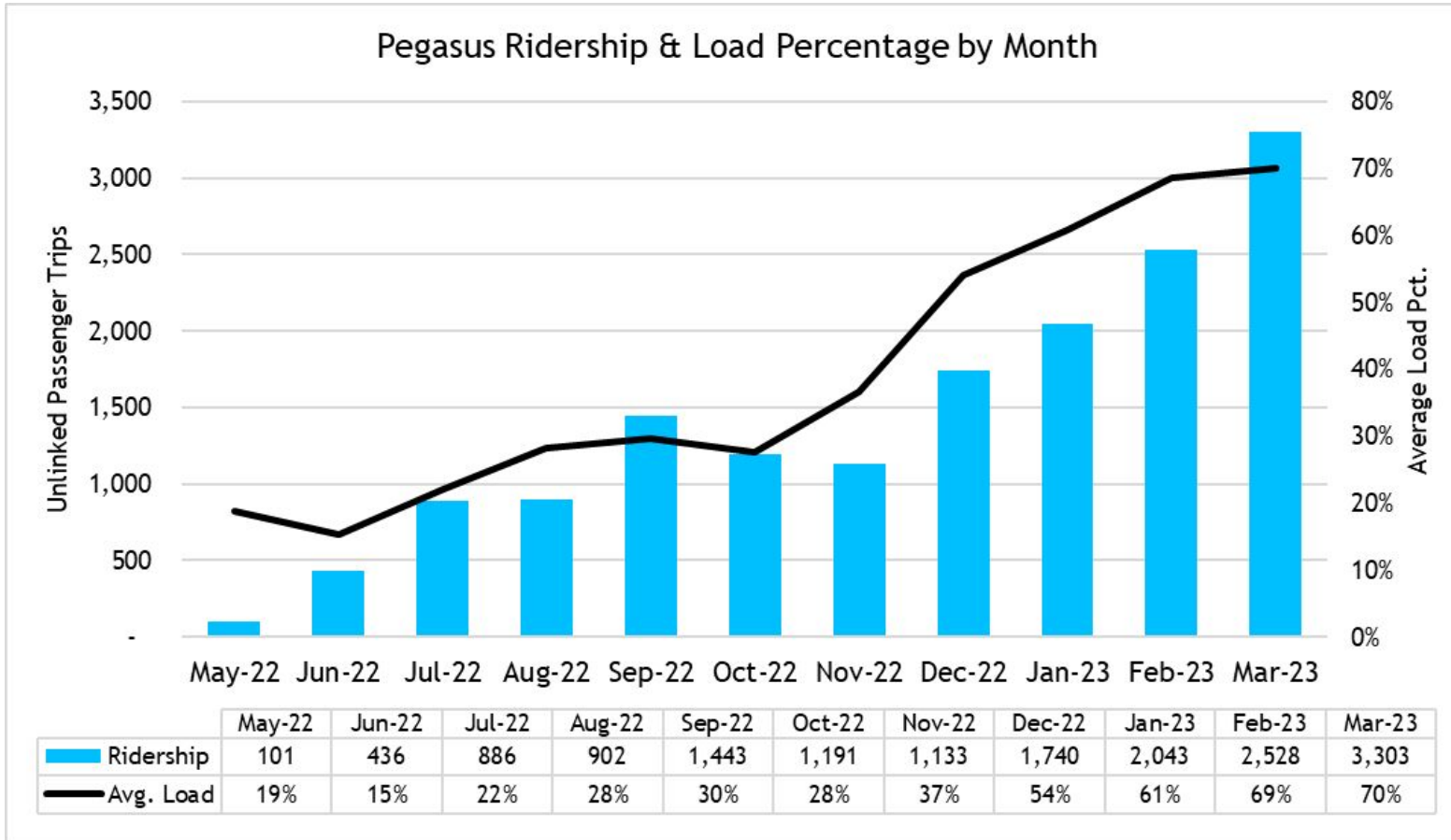


Sterling - Greeley/Denver Ridership by Month





Pegasus Ridership Update



- Steady growth since service launched Memorial Day weekend
- Expanded to daily service in September
- Schedule modifications implemented on Feb. 21, 2023



Bustang to Broncos 2022-23 Season

- Strong ridership on North and South Lines
 - 1,965 total passengers
- Weak Ridership on Pilot West Line
 - 5 total passengers (some trips cancelled due to no reservations)
- Enhanced marketing
 - Reached just over 385,000 people total and drove 5,941 total link clicks





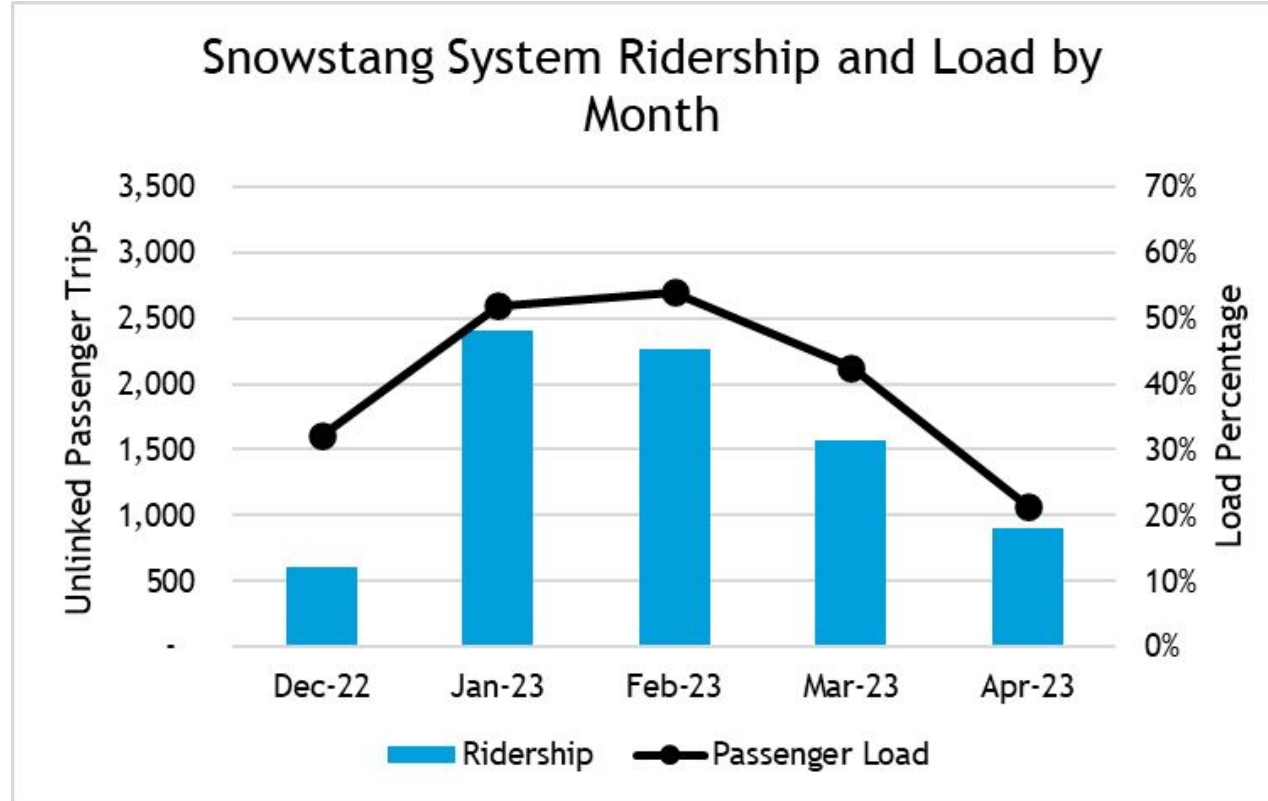
Snowstang 2022-23 Update



- Snowstang launched on December 17
- 5 resorts
 - All four 2021-22 season participants returned
 - Added Breckenridge
- Strong ridership in January and February
- Enhanced marketing efforts



Snowstang 2022-23 Update



Snowstang Unlinked Passenger Trips by Line

Route	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23
Arapahoe Basin	95	429	355	244	249	
Breckenridge	156	662	644	373	163	
Copper Mountain	161	722	617	452	252	
Loveland Ski Area	164	459	562	411	203	
Steamboat*	31	139	81	84	28	
Total	607	2,411	2,259	1,564	895	

Snowstang Round Trip Load Factor by Line

Route	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23
Arapahoe Basin	23%	42%	39%	30%	25%	
Breckenridge	38%	65%	70%	46%	16%	
Copper Mountain	39%	71%	67%	55%	28%	
Loveland Ski Area	40%	45%	61%	50%	23%	
Steamboat*	12%	25%	16%	21%	27%	
Snowstang Average	32%	52%	54%	43%	21%	

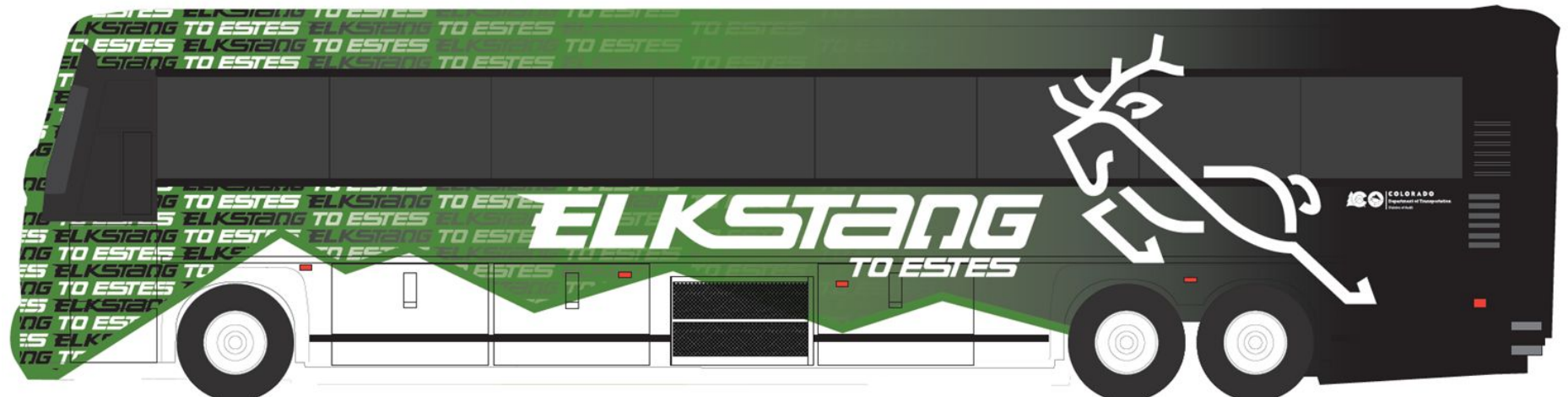


Slide Through Saturdays

- Bringing diversity to the mountains
- Partnership with I-70 Things, Ski Noir 5280, Red Bull USA
- CDOT sponsors 1 bus trip monthly - Always full with waiting list
- Resort of the month provides free ski/snowboard lessons and lift tickets



- Planning underway to launch 2023 season
- Strong partnership
- Enhanced marketing
- Adding stop in Broomfield





COLORADO

Department of Transportation

Looking Ahead

- Bustang Expansion Study
- 5311(f) Outrider Funding included in April NOFA
- Exploring enhanced performance measures and reporting
- Connected Colorado project
- Electric Bus Study
- Intercity Regional Bus Study
- Vehicle purchases



Thank You!

Questions?

Jennifer.f.Phillips@state.co.us

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 #
May 16, 2023	Informational Briefing	8

SUBJECT

Regional Bus Rapid Transit (BRT) Partnership

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

The DRCOG region has committed to implement 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 in applicable local plans. As part of meeting state [GHG transportation planning requirements](#) (and federal air quality conformity requirements), the region has committed to an assertive implementation schedule for the regional BRT network – five corridors open for revenue service by 2030, another five by 2040, and the final one by 2050 (11 total).

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. There is a clear need to leverage economies of scale, resource efficiencies, and creativity in planning, financing, project development, and construction to meet the planned implementation schedule. And while each BRT corridor has unique context, there is also an opportunity to define a systemwide framework around common issues relating to design standards, operations, fare payment, branding, and many others.

The key partners (Aurora, CDOT, Denver, DRCOG, CDOT, FTA, and RTD) are forming a Regional BRT Partnership to lead the implementation of the regional BRT network and to coordinate the work of individual BRT corridor planning and project development efforts. Key foundations of the Regional BRT Partnership are:

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

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.

At the May RTC meeting, DRCOG staff will provide an overview of the regional BRT network and the Regional BRT Partnership.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Staff presentation

ADDITIONAL INFORMATION

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

Regional Bus Rapid Transit Partnership

Regional Transportation Committee

May 16, 2023

Jacob Riger, AICP – Multimodal Transportation Planning Manager

Regional Bus Rapid Transit Network context

- Based on RTD NW Area Mobility Study & Regional BRT Study
- DRCOG 2050 RTP includes 11 BRT corridors (and new bus maintenance facility)
 - Updated 2050 RTP advanced implementation timeframe of several BRT corridors as part of overall GHG Planning Standard compliance strategy
- CDOT 10-Year Plan also includes BRT corridors (GHG compliance)
 - CDOT Regionwide Arterial BRT & Transit Improvements (\$170 m)
- Denver Moves Everyone 2050 draft plan



Implementation timeframe

2020-2030 (5 corridors, \$679m)

- Colorado Blvd.
- East Colfax
- East Colfax Ext.
- Federal Blvd.
- SH-119

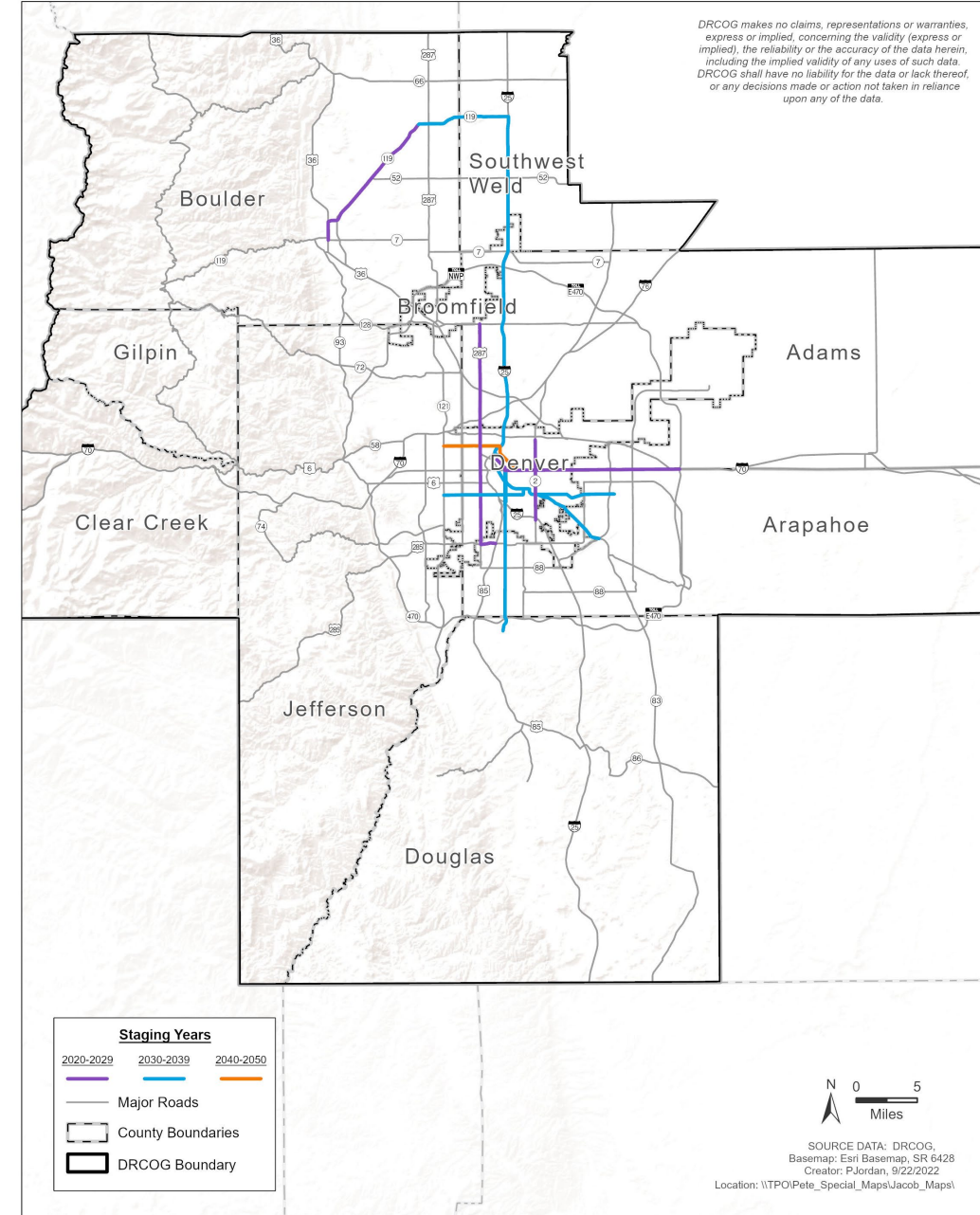
2030-2040 (5 corridors, \$414m)

- Alameda Ave.
- Broadway/Lincoln
- I-25 North
- Speer/Leetsdale/Parker
- SH-119 Ext.

2040-2050 (1 corridor, \$40m)

- 38th Ave./Park Ave.

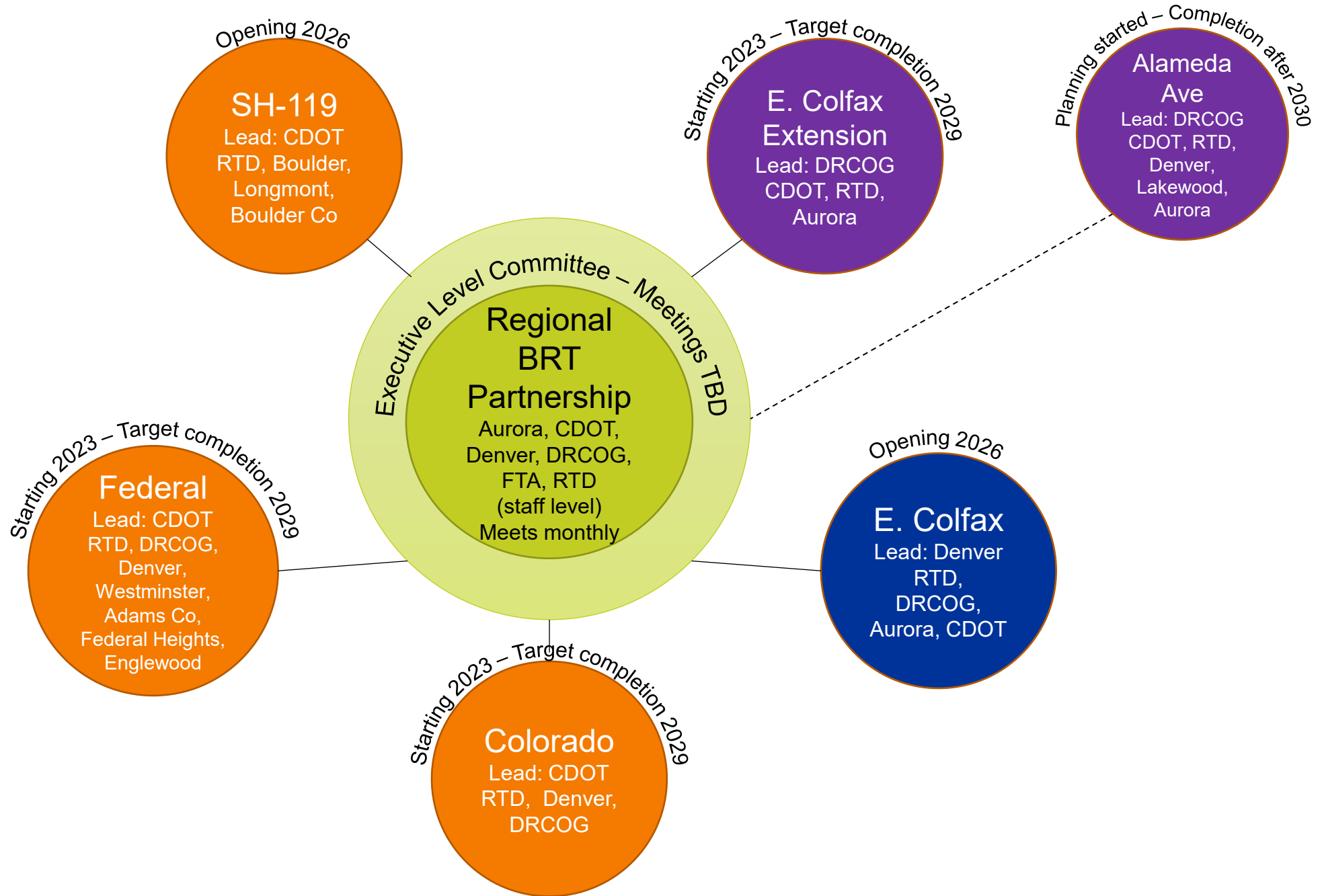
Bus Maintenance Facility: \$50m



Regional BRT Partnership framework & purpose

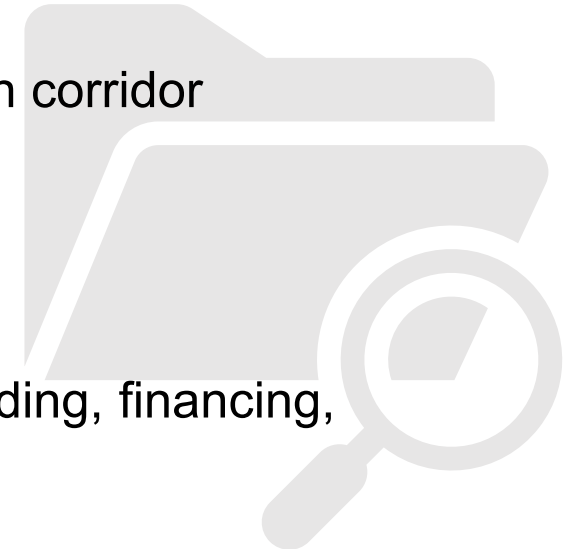
- Multi-agency planning, funding & implementation partnership
 - (more work (esp. by 2030) than any single agency could lead or do alone)
- Collaborate and assist multiple BRT corridors simultaneously
 - Coordinate/monitor corridor work, issues, schedules, resources
- Initial focus: AA, NEPA, planning and design work on:
 - Federal (CDOT lead)
 - East Colfax (Denver lead)
 - East Colfax Ext. (DRCOG lead)
 - Colorado (CDOT lead)
 - SH-119 (CDOT lead)
- Also begin work on next priority corridors
 - Alameda (DRCOG starting initial corridor study)
 - Broadway/Lincoln, I-25 North, Speer/Leetsdale/Parker, SH-119 Ext.





Regional BRT Partnership initial activities

- Monthly meetings (rotating hosts)
- Partnership framework
 - Partnership charter
 - Program Management Plan?
 - Other organizational/framework structure
- Planning-related issues
 - Defining major process milestones & timelines for each corridor
 - Coordinating/integrating corridor-level planning efforts
- Implementation-related issues
 - Design standards, operations, payment systems, branding, financing, maintenance, others





Thank you!

ATTACH G

ATTACHMENT G

To: Chair and Members of the Regional Transportation Committee

From: Nora Kern, Senior Mobility Planner
303-480-5622 or nkern@drcog.org

Meeting Date	Agenda Category	Agenda Item #
May 16, 2023	Informational Briefing	9

SUBJECT

Corridor and Community-Based Transportation Planning Update

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

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.

Pilot Corridor Planning Program

The Corridor Planning program focuses on advancing infrastructure investments on key regional corridors identified in the RTP. As part of this program, DRCOG will be leading initial planning efforts on two corridors starting in 2023: Alameda Avenue and South Boulder Road. Each planning effort will be conducted in close partnership with local governments, RTD and CDOT.

These two corridors were selected after a call for letters of interest in fall 2022. A selection panel comprised of DRCOG staff, RTD, CDOT and a TAC representative made the selection after considering each corridor's regional impact, local jurisdiction buy-in, RTP staging period, and impact on RTP's priorities.

After a competitive procurement process, DRCOG selected a team led by Felsburg, Holt & Ullevig (FHU) to manage the Alameda Avenue Study. The study will focus on Alameda from Wadsworth in Lakewood, through Denver, to the R-Line in Aurora. FHU, along with their subconsultant Nelson/Nygaard, will help DRCOG and local partners develop a shared vision for the corridor; understand existing conditions, opportunities, and constraints; develop a list of key projects and recommended improvements; and create an implementation plan. The study will focus on improving safety, expanding multimodal access, and future BRT for the corridor.

For the South Boulder Road Study, DRCOG and our local partners selected Fehr and Peers to lead the planning work. Fehr and Peers will be working with subconsultants Kimley-Horn and NHN Consulting. The South Boulder Road Study will look at the corridor from Boulder to Lafayette. The corridor is identified as a transit priority corridor in the RTP. The study team will focus on enhancing transit, improving safety, and expanding multimodal connections along the corridor.

Both pilot corridor studies are anticipated to kick-off in May or June 2023.

Pilot Community-based Transportation Planning

The Community-based Transportation Planning program is focused on identifying and addressing mobility challenges for historically underserved communities in the DRCOG region. Through the program DRCOG will work in partnership with local governments, community-based organizations, and stakeholders to create community-based transportation plans that identify potential solutions to improve mobility for these communities.

DRCOG hosted a call for community nominations for the program in fall 2022. A selection panel that included DRCOG staff, CDOT, and RTD selected two projects for the 2022-2023 pilot program: a plan to address transportation challenges around two elementary schools in the City of Edgewater and a plan to address first/last-mile connections for transit dependent communities along Federal Boulevard in Westminster and Adams County.

The Edgewater school transportation study kicked off this spring. DRCOG is currently in the process of conducting a procurement process to select a planning firm to support the technical aspects of the plan. DRCOG also intends to contract with Edgewater Collective to support outreach and community engagement for the plan. The Federal Boulevard study will kick off in fall 2023.

Continuation of Pilot Programs as TIP Set-Asides

Both of these 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.

DRCOG will select corridors for the first two years of the TIP Set-Aside through an invite-only letter of interest. DRCOG will first prioritize corridors identified in the RTP and then invite jurisdictions with the highest priority corridors to submit letters of interest if they are interested in participating in the program. The prioritized list of corridors will be reviewed by TAC in June 2023 and invitations for letters of interest will be sent out in June or July 2023. The latest information about the corridor planning program is available at <https://drcog.org/corridors>.

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. Interested member governments can find the latest information about the program at <https://drcog.org/planning-great-region/transportation-planning/community-based-transportation-planning-pilot-program>.

PREVIOUS DISCUSSIONS/ACTIONS

[November 15, 2022](#) – RTC Informational Briefing

PROPOSED MOTION

N/A

ATTACHMENT

Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Nora Kern, Senior Mobility Planner, at 303-480-5622 or nkern@drcog.org.

CORRIDOR AND COMMUNITY- BASED TRANSPORTATION PLAN UPDATE

Regional Transportation Committee

May 16, 2023

Nora Kern, Senior Mobility Planner



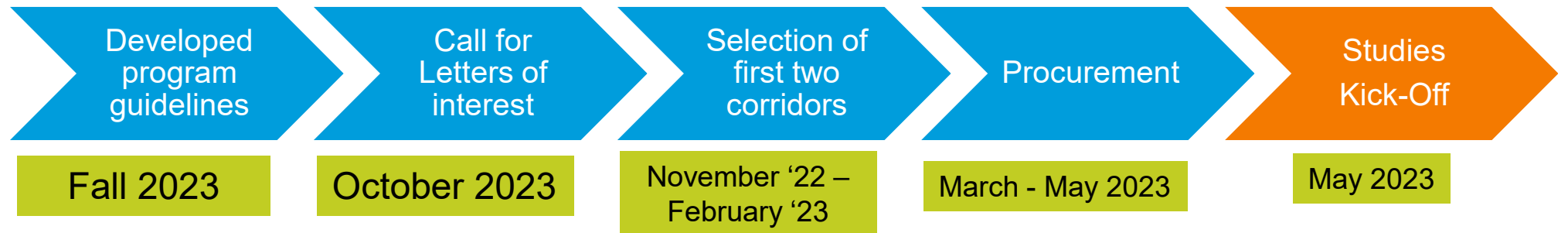
PILOT CORRIDOR PLANNING PROGRAM



CORRIDOR PLANNING TIMELINE



- Advancing RTP Projects and Priorities
- Considerations
 - RTP Staging Period
 - Regional Impact
 - Planning Need
 - Local Jurisdiction Buy-in



ALAMEDA AVENUE STUDY



- Limits: Wadsworth Blvd. in Lakewood to R-Line in Aurora
- Study Project Team:
 - Lakewood
 - Denver
 - Aurora
 - CDOT
 - RTD



SOUTH BOULDER ROAD STUDY



- Limits: Boulder to Lafayette
- Study Project Team:
 - City of Boulder
 - City of Lafayette
 - City of Louisville
 - Boulder County
 - RTD

FEHR & PEERS

Kimley»Horn





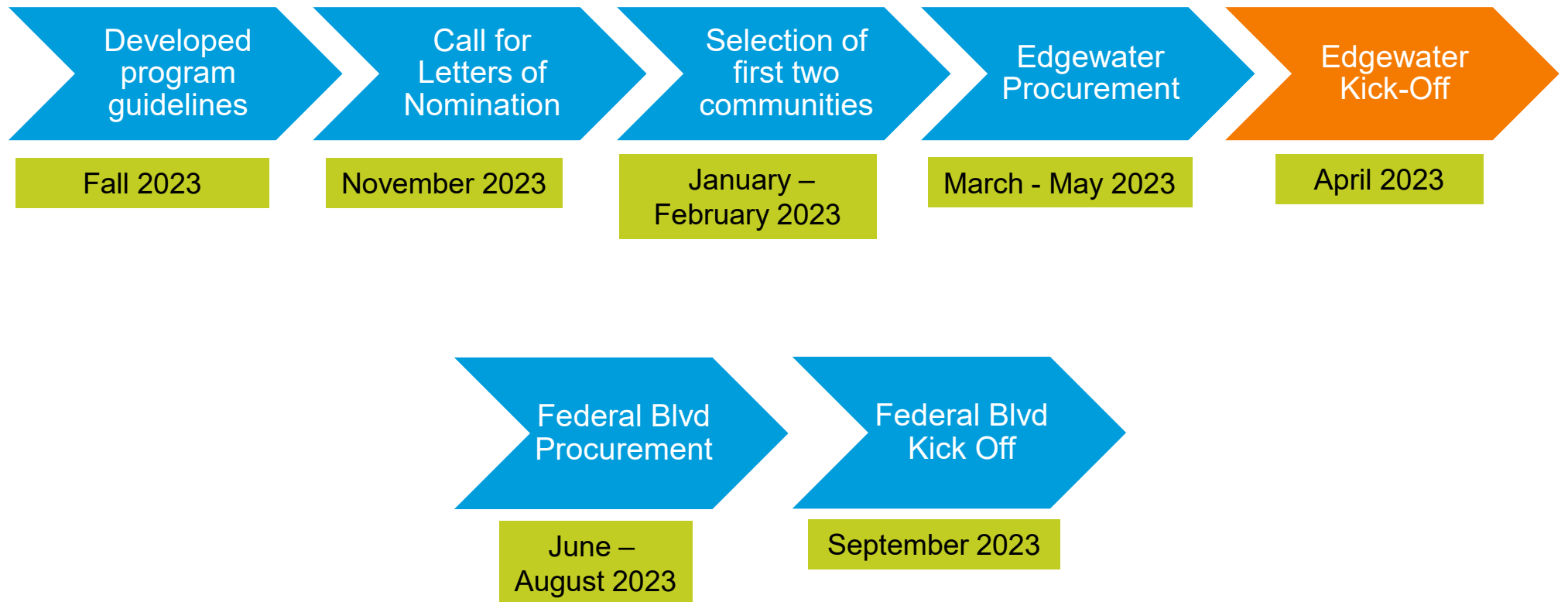
PILOT COMMUNITY-BASED PLANNING PROGRAM



CORRIDOR PLANNING TIMELINE



- Addressing mobility challenges for underserved communities



EDGEWATER SCHOOL COMMUNITY TRANSPORTATION PLAN



- Lumberg & Edgewater Elementary Schools
- Family concerns safely and conveniently getting to school
- Neighborhood traffic concerns



FEDERAL BLVD CBTP: WESTMINSTER & ADAMS CO.



- Federal Blvd:
 - 80th – 50th
- First/Last mile connections
- Transit-dependent communities
- Starting September 2023



WESTMINSTER
COLORADO

 Growing Home

The logo for Growing Home, featuring a stylized house icon with a yellow roof and a blue house body, followed by the text "Growing Home".

ADAMS COUNTY
COLORADO



CONTINUATION AS TIP SET-ASIDES



2024 – 2027 TIP SET ASIDE



Corridor Planning

- \$3,000,000 over 2024-2027
- June 2023:
 - Prioritized list of corridors to TAC
- June/July 2023:
 - Invitations to submit Letters of Interest
- August 2023:
 - Selection & Final Approval for 2024-2025

2024 – 2027 TIP SET ASIDE: CBTP



Community-Based Transportation Planning

- ~\$2,500,000 over 2024-2027
- Q4 2023:
 - Call for Letters of Interest
- Q1 2024:
 - Selection & Final Approval for 2024-2025



Nora Kern, nkern@drcog.org

QUESTIONS?

