

## Regional Transportation Committee

Meeting date: July 16, 2024

Agenda Item #: 6 (Attachment D)

### Regional Bus Rapid Transit Update

Agenda item type: Discussion

#### Summary

This item discusses the region's collaborative efforts to plan for and implement the 11 Bus Rapid Transit (BRT) projects included in DRCOG's 2050 Regional Transportation Plan (2050 RTP).

#### Background

Staff from DRCOG, Colorado Department of Transportation (CDOT), Regional Transportation District (RTD), City of Denver, City of Aurora, and Colorado State Highway 119 (CO-119) Coalition (represented by City of Boulder staff) established the Regional Bus Rapid Transit (BRT) Partnership to address common funding, implementation, and coordination obstacles. This partnership is potentially unique nationwide, as it brings together multiple agencies to guide the implementation of several BRT corridors in various jurisdictions at different planning and project development stages simultaneously.

The Regional BRT Partnership is responsible for executing the regional BRT network outlined in DRCOG's [2050 RTP](#), CDOT's [10-Year Plan](#), and corresponding local plans. The region has committed to implementing 11 BRT corridors by 2050, and five of them by 2030, to help meet the region's mobility, equity, and other goals, as well as to help meet federal air quality conformity and state transportation greenhouse gas emission reduction requirements.

Senior staff from the participating agencies (along with the Federal Transit Administration – Region 8) have been meeting monthly 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.

The Regional BRT Partnership is currently addressing the following three major issues:



- Developing a comprehensive and innovative funding and financing strategy for the “remaining” BRT corridors (see below).
- Defining the various components and elements of BRT and how those characteristics (design standards) should be consistent across the entire system as well as accounting for the unique context of each corridor.
- Leverage resources and efficiencies across multiple BRT corridors and projects, and how to evolve the Partnership’s efforts, structure, and activities to support its work over time.

Of the 11 designated BRT corridors, two are nearing construction (East Colfax BRT and CO-119 BRT) and two are in the federal project development National Environmental Policy Act (NEPA) process (Federal Boulevard BRT and Colorado Boulevard BRT). Additionally, DRCOG is completing a “first steps” corridor study for the Alameda BRT corridor, and is about to initiate a federally compliant Alternatives Analysis study for the East Colfax Extension BRT project. DRCOG has also applied for a United States Department of Transportation Build America Bureau [Innovative Finance and Asset Concession](#) grant on behalf of the Partnership to accelerate planning and project development work on several of the remaining BRT corridors.

At the July 16 RTC meeting, staff from DRCOG and other agency partners will provide an overview of the Regional BRT Partnership and status updates for the near-term BRT corridors.

**Action by others**

None

**Previous discussion/action**

None

**Recommendation**

None

**Attachments**

PowerPoint Presentation

**For more information**

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