

AGENDA
TRANSPORTATION ADVISORY COMMITTEE
Monday, April 24, 2023 1:30 p.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 27, 2023 TAC Meeting Summary
(Attachment A)

ACTION ITEM

4. FY 2024-2027 Transportation Improvement Program (TIP) Subregional Share (Call #4) Forum Recommendations
(Attachment B) Todd Cottrell, Project and Program Delivery Manager

INFORMATIONAL BRIEFINGS

5. DRCOG Environmental Justice and Equity Project
(Attachment C) Alvan Bidal-Sanchez, Regional Transportation Planning Program Manager
6. RTD Partnership Program
(Attachment D) Alvan Bidal-Sanchez, Regional Transportation Planning Program Manager
7. RTD Northwest Rail Peak Service Study
(Attachment E) Jacob Riger, Multimodal Transportation Planning Manager

ADMINISTRATIVE ITEMS

8. Member Comment/Other Matters
 - AMP Working Group Update
9. Next Meeting – May 22, 2023
10. Adjournment

Attendees can request additional aids or services, such as interpretation or assistive listening devices, by calling 303-480-6701 or emailing ckennedy@drcog.org. Please notify DRCOG at least 48 hours in advance so we can coordinate your request.

ATTACH A

ATTACHMENT A
MEETING SUMMARY
TRANSPORTATION ADVISORY COMMITTEE WORK SESSION
Monday, March 27, 2023
Virtual Meeting Only (via Zoom)

MEMBERS (OR VOTING ALTERNATES) PRESENT:

Brook Svoboda	Adams County – City of Northglenn
Ron Papsdorf	Denver Regional Council of Governments
Art Griffith	Douglas County
Justin Schmitz	Douglas County – City of Lone Tree
James Katzer (Alternate)	Arapahoe County
Jeff Dankenbring	Arapahoe County – City of Centennial
Alex Hyde-Wright	Boulder County
Michelle Melonakis (Alternate)	Boulder County – City of Lafayette
Sarah Grant (Chair)	Broomfield, City & County
Debra Baskett	Jefferson County – City of Westminster
Maria D’Andrea (Alternate)	Jefferson County – City of Wheat Ridge
Tom Moore	Regional Air Quality Council
Carson Priest	TDM/Non-Motorized Special Interest Seat
Rick Pilgrim	Environment Special Interest Seat
Frank Bruno	Non-RTD Transit
Bill Sirois	Regional Transportation District
Brian Metzger	CDOT DTD
Jordan Rudel (Alternate)	CDOT R1
Jim Eussen (Alternate)	CDOT R4
Kristin Kenyon (Alternate)	FTA (ex-officio)
Aaron Bustow (Alternate)	FHWA (ex-officio)

ALTERNATES PRESENT:

Dawn Sluder (Alternate)	Non-RTD Transit
Mike Silverstein (Alternate)	Regional Air Quality Council
Mac Callison (Alternate)	Arapahoe County – City of Aurora
Rachel Hultin (Alternate)	TDM/Non-Motorized Special Interest Seat
Bryce Hammerton (Alternate)	Broomfield, City & County
Mike Whitetaker (Alternate)	Jefferson County – City of Lakewood
Tom Reiff (Alternate)	Douglas County – City of Castle Rock
Chris Hudson (Alternate)	Douglas County – Town of Parker

Public: Rachel Rotach, Darius Pakbaz, Katie Shahin, Jim Walker, JoAnn Mattson, Mike King, Zeke Lynch, Lauren Pulver, Deanna McIntosh, Larry Nimmo, Jen L., Eugene Howard, Allison Cutting, Myron Hora, Chris Chovan, Josie Thomas

DRCOG staff: Josh Schwenk, Lauren Kirgis, Cam Kennedy, Steve Cook, Brad Williams, Nora Kern, Emily Lindsey, Emily Kleinfelter, Kalie Fallon, Ala Alnawaiseh, Alvan-Bidal Sanchez, Todd Cottrell, Jacob Riger

Call to Order

Chair Sarah Grant called the meeting to order at 1:32 p.m.

Public Comment

Mr. Jacob Riger welcomed Mr. Tom Moore as the new member for RAQC. Mr. Riger also introduced Mr. Mike Silverstein as the new RAQC alternate, and Ms. Michelle Melonakis of Lafayette, a new alternate.

February 27, 2023 TAC Meeting Summary

The summary was accepted.

ACTION ITEMS

FY 2022-FY 2023 Unified Planning Work Program (UPWP) Amendment

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

Mr. Alex Hyde-Wright MOVED to recommend to the Regional Transportation Committee the amendment to the *FY 2022-FY 2023 Unified Planning Work Program*. The motion was seconded and passed unanimously.

INFORMATIONAL BRIEFINGS

Colorado Statewide Transportation Electrification Briefing

Emily Lindsey, Active and Emerging Mobility Program Manager, introduced Mr. Mike King, CDOT's Assistant Director of Electrification and Energy who provided an overview of transportation electrification efforts across Colorado. Mr. King discussed Colorado's goal of lowering statewide greenhouse gas (GHG) by 90% by 2050 from a 2005 baseline and how Colorado plans to achieve 940,000 registered EVs by 2030, among other topics of interest regarding electrification at the state level. Mr. King also discussed how CDOT's 2023 EV Plan assesses progress made since the 2020 EV Plan and provides an overarching strategy for transportation electrification for the future.

Mr. Mac Callison asked about the appropriate number of charging stations given the rising presence of EVs. Mr. King replied that it remains to be determined what is the "right number" of charging stations as the number of EVs will continue to grow. Currently around 80% of EV charging occurs at home. Ultimately, it is an emerging market and people's behavior will continue to change.

Mr. Callison also asked about the schedule for completing the electrification of the Scenic Byways. Mr. King replied that the target is to have 18 charging units installed by June 13, 2023, and the entire byways to be fully built out by 2026.

Mr. Jim Katzer inquired about who owns the new charging stations that are being built.

Mr. King explained that CDOT and the State of Colorado do not own or operate any charging stations besides the ones located at CDOT facilities. All others are owned and operated by either private companies, local governments, electric utilities, or nonprofit entities. The program is designed to offset the installation cost through either fee on the electricity or by making up the difference on retail.

Mr. Hyde-Wright wanted to know how this program aligns with supporting electrification for multi-family developments like condos and apartments and if there are more incentives for chargers that are going to be publicly available versus on private property. Mr. King stated that with some minor exceptions, the State of Colorado only funds charging that is publicly accessible, which includes multi-family developments. However, there are challenges in terms of incentives regarding multi-family housing since a building owner who pays for the installation of charging stations might raise the rent of apartments to offset the cost which could create gentrification and displacement.

Mr. Hyde-Wright also inquired about what the State of Colorado could do to address charging in residential neighborhoods that don't have parking garages without inconveniencing pedestrians. Mr. King stated that the electrification of privately owned vehicles is necessary but does have unintended consequences. Local governments should work with the State to make sure that pedestrians are not inconvenienced by the growth of EVs.

RTD Systemwide Fare Study and Equity Analysis

Jacob Riger, Multimodal Transportation Planning Manager, 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.

Mr. Rick Pilgrim praised the work done by RTD on this initiative and stated his hope that it will benefit the whole region and provide a stimulus to bring back more ridership.

Mr. Art Griffith inquired about the difference between three-hour rates and four-hour rates. Mr. Sirois replied that the three-hour rate is intended to address a potentially long one-way trip anywhere in the RTD system.

Mr. Carson Priest asked what the cutoff for bulk purchases might be. Mr. Sirois stated that \$1,500 is the threshold for bulk purchases.

Mr. Chris Hudson inquired what this means for RTD in terms of revenue with rates being cut. Mr. Sirois remarked that it will mean reduced revenues, but it was determined early on to adjust the fare revenue expectations moving forward in RTD's midterm financial plan. Even with reduced revenue, RTD estimates that there will be no impact on proposed service levels consistent with the system optimization plan.

Mr. Mike Silverstein asked about fare collection, especially in terms of light rail, to ensure people pay to ride so people can't jump on and off without paying. Mr. Sirois answered that RTD has a new approach regarding security of the system and RTD has hired a new police force to help address security concerns, including preventing fare evasion.

ADMINISTRATIVE ITEMS

Member Comment/Other Matters

- AMP Working Group update

Mr. Carson Priest reported that AMP was not held in March, but he will be able to provide an update after the April meeting.

Mr. Riger took the opportunity to remind the committee that the DRCOG 2023 Annual Awards are still accepting nominations to honor the individuals, plans, programs, and projects that make the Denver region a better place to live. The deadline to apply is Friday, April 14.

Next Meeting – April 24, 2023

Adjournment

There were no additional comments from members. The meeting was adjourned at 2:56 p.m.

ATTACH B

ATTACHMENT B

To: Chair and Members of the Transportation Advisory Committee

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

Meeting Date	Agenda Category	Agenda Item #
April 24, 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

N/A

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 Regional Transportation Committee 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		

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	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) - City/County Denver Subregion
\$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	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		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		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		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		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 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 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	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 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	Remaining unfunded requests
2	Both	Lakewood	West Colfax Ave. Safety Improvements: Teller St. to Sheridan Blvd.	\$ 4,522,000	\$ 5,653,000	2.2	
3	Both	Arvada	64th Pkwy Multimodal Improvements - East of SH-93 to Virgil Way	\$ 1,424,000	\$ 1,780,000	1.9	
4	Both	Wheat Ridge	Youngfield St. Multimodal Improvements: 38th Ave. to 44th Ave.	\$ 7,190,000	\$ 8,000,000	2.0	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	
6	STBG	Golden	44th Ave. Reconstruction: BNSF/RTD Rail Crossing to Salvia St. - Preconstruction	\$ 1,200,000	\$ 1,500,000	1.4	

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

Transportation Advisory Committee

April 24, 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 RTC/Board: Recommendation and 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 Regional Transportation Committee the Subregional Share projects to be included in the draft FY2024-2027 TIP

ATTACH C

ATTACHMENT C

To: Chair and Members of the Transportation Advisory Committee
From: Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager
720-278-2341 or asanchez@drcog.org

Meeting Date	Agenda Category	Agenda Item #
April 24, 2023	Informational Briefing	5

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

[August 22, 2022](#) – TAC Informational Briefing

PROPOSED MOTION

N/A

ATTACHMENT

1. Staff presentation

ADDITIONAL INFORMATION

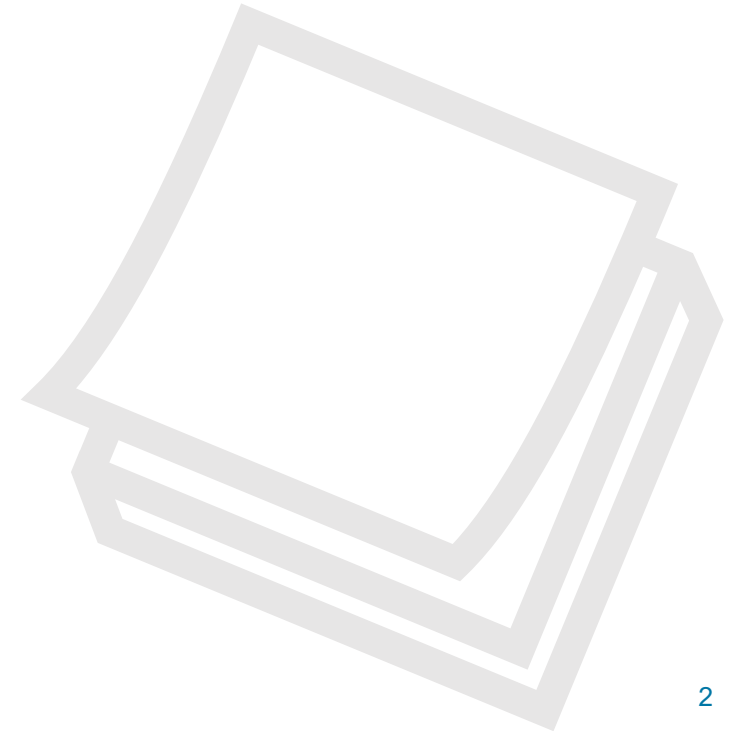
If you need additional information, please contact Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager, at 720-278-2341 or asanchez@drcog.org.

Environmental Justice and Equity Project

Transportation Advisory Committee
April 24, 2023

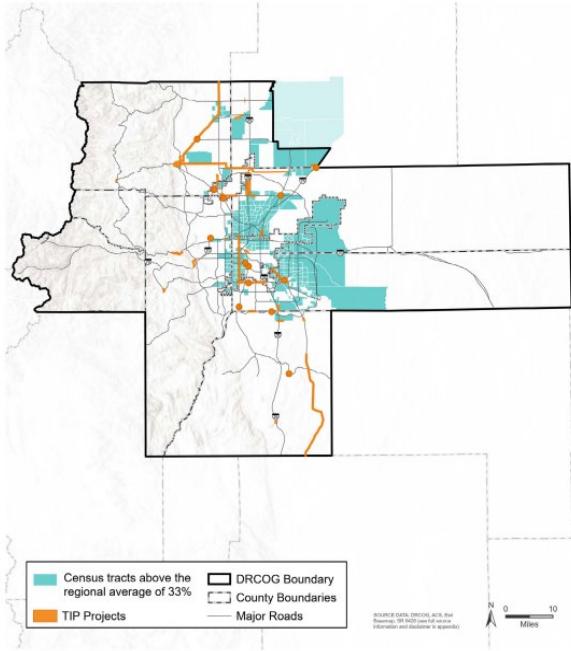
Alvan-Bidal Sanchez, AICP

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



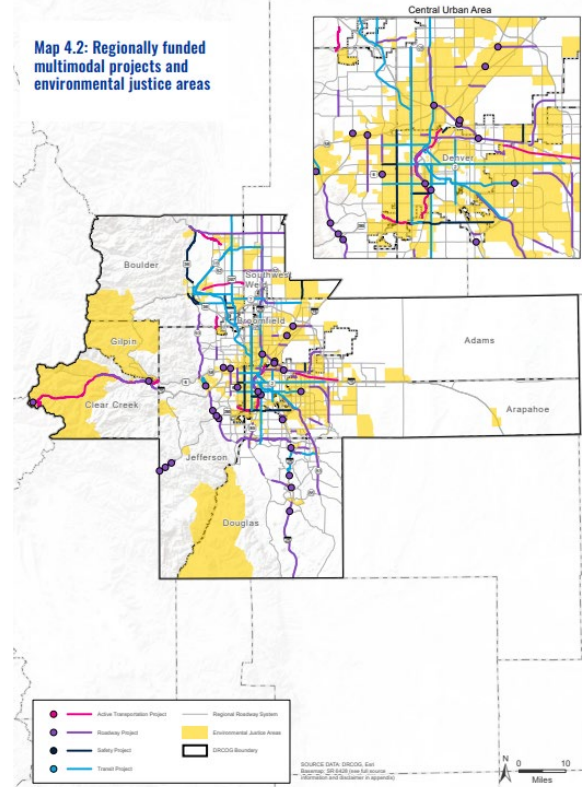
Equity analysis in DRCOG's plans and programs

Map 4.1 Transportation investments compared with concentrations of individuals of color



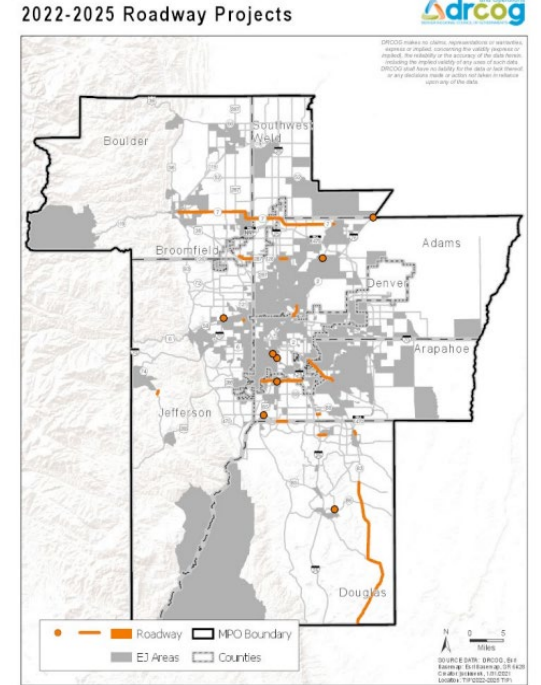
Title VI Implementation Plan 67

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



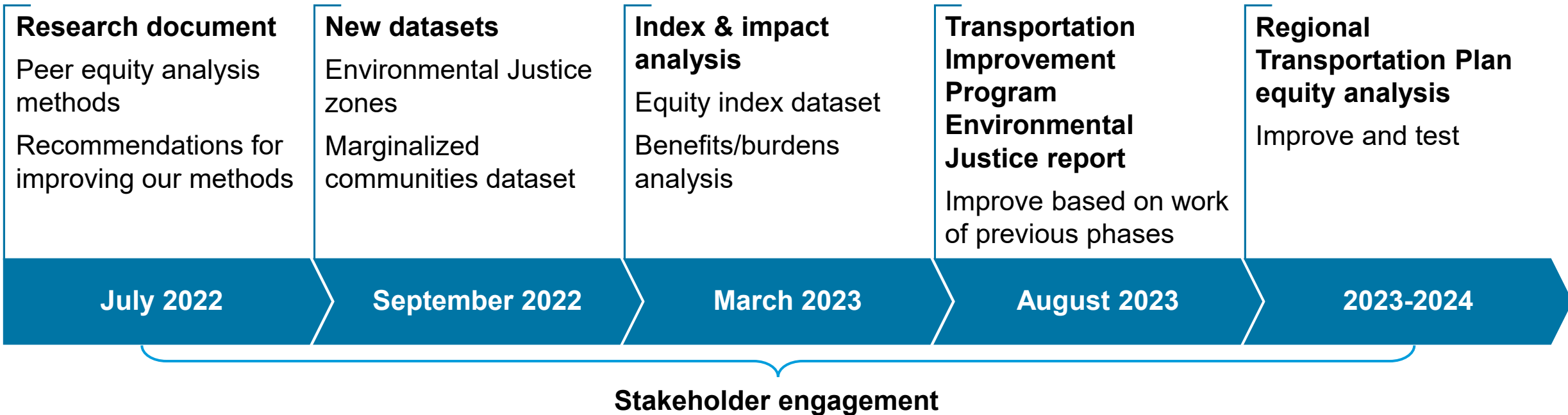
271

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
- Corpus Christi MPO
- MTC
- Forward Pinellas

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

Development of benefits-burdens

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

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.

- 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

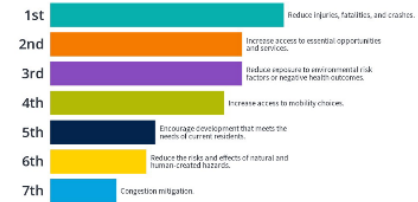
Roadway projects

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

Safety/operational projects

- Vision Zero improvements
- Operational improvements

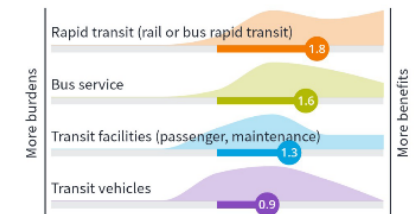
Rank the following in terms of most important to achieve.



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	Green	Light Green	Light Green	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

Caveats and limitations

- 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 the next Regional Transportation Plan update.
- Pilot accommodation strategies to improve and enhance equitable engagement in the Corridor Planning Program and Community Based Transportation Planning Program.





Thank you!

Questions?

Alvan-Bidal Sanchez, AICP

Program manager

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ATTACH D

ATTACHMENT D

To: Chair and Members of the Transportation Advisory Committee
From: Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager
720-278-2341 or asanchez@drcog.org

Meeting Date	Agenda Category	Agenda Item #
April 24, 2023	Informational Briefing	6

SUBJECT

RTD Partnership Program

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

RTD is establishing a new [Partnership Program](#) to help communities meet local mobility needs. The program will have a dedicated annual budget to support partnership projects and establish a standardized process for intake and evaluation. In June 2023, RTD will release the first Call for Projects for the Partnership Program. Local governments and TMAs/TMOs will be able to request funding to provide services that meet local mobility needs. RTD will provide 80% of funding for projects, and project sponsors will need to provide a 20% local match. The RTD Board of Directors has allocated \$2 million to the program in 2023.

The program aims to encourage local governments to develop and submit proposals for new services to Subregional Service Councils. If approved, the local governments will share costs and operating responsibilities with RTD and third-party contractors.

RTD staff will provide an overview of the program at the April TAC meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. RTD presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager, at 720-278-2341 or asanchez@drcog.org, or Charlie Stanfield, RTD Planning Project Manager, at 303-299-6901 or charlie.stanfield@rtd-denver.com.



**We Make Lives Better
Through Connections.**

RTD Partnership Program

Charlie Stanfield, Planning Project Manger

April 2023

Partnership Program

- **Purpose:** leverage RTD and local funding to provide additional services that meet a community's local mobility needs (no infrastructure projects)
- Create a dedicated budget set-aside for partnership matching
- Define a dedicated position within Contracted Services
- Establish a process to evaluate partnerships after implementation
- Leverage Subregional Service Councils (SSCs)



Partnership Program Workflow – First Year



Call for Projects

- First call for projects expected June 2023
- Local governments and TMAs/TMOs are eligible
- No more than 30% of 2023 funding to one subregion
- SSCs will prioritize projects if more than one project is submitted
- \$2 million available for 2023; amount will vary year-to-year based on Board action
- RTD will fund up to 80% of project costs for up to 3 years initially
- Existing partnerships will be rolled into process starting 2024
- Due to labor constraints, successful applicants will select third-party operator; RTD cannot provide additional service this year

Partnership Intake Form

Applicant Information

Entity Name: _____

Point of Contact: _____

Email: _____

Phone Number: _____

Project Title: _____

Description of Project Location: *Include map of service area as an attachment, if appropriate*

Project Summary:

Project Information

Project Type (select one)

Fixed-route transit service

On-demand transit service

Fare buy-up

Other (describe) _____

Project Description. Please answer the following questions with as much detail as possible. Please note "N/A" for questions that do not apply to your project.







For funding requests for transit service, please answer the following questions:

What are the hours of operation?

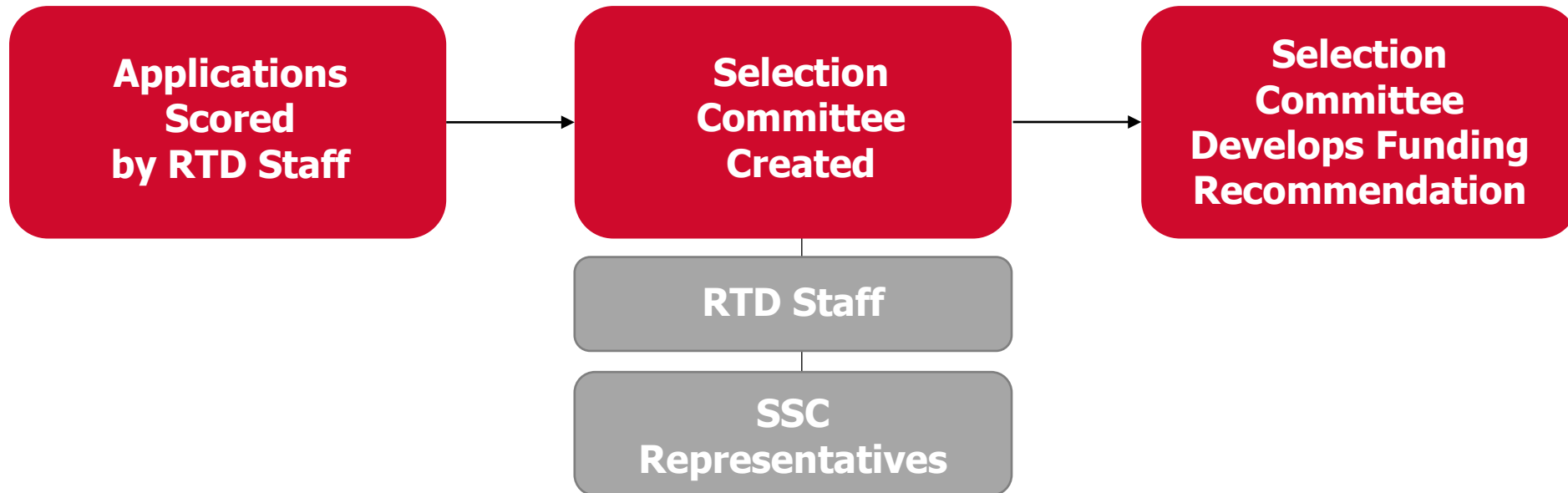
Who do you anticipate will operate the service?

Will you charge a fare for the service?

Project Selection Criteria

-  Alignment with RTD Strategic Plan
-  Local support and ability to meet local needs
-  Provides service where gap and/or complementary service exists
-  Provides service to equity zones
-  Potential ridership
-  Project readiness

Project Selection Process



- In July, each SSC will choose one representative to be on the selection committee

Partnership Continuation

- Annual evaluations guide partnership continuation
 - Allow partnership evolution
 - Evaluation will determine future funding after initial funding commitment



Performance Metrics

- Annual evaluation based on performance metrics
- Metrics may be changed year-to-year
- Changes to metrics will be published with the Call for Projects
- Partnership Program projects will be required to meet standards of the "Community" category in RTD's service standards

Travel Market Category	Previous Family of Services Category	Evaluation Metrics	Current Performance Threshold
Community Fixed Route	Suburban Local	Boardings/Service Hour	10 boardings/hour
		Cost/Boarding	\$14/boarding
Community Demand Response	FlexRide	Boardings/Service Hour	2.0 boardings/hour
		Cost/Boarding	\$30/boarding



Next Steps

- Prospective project sponsors should begin planning now for Call for Projects in June
- Prospective project sponsors should coordinate with other SSC members to discuss priorities
- RTD has [launched a webpage](#) to provide stakeholders with information
- A Q&A session will be held with prospective projects sponsors shortly after release of Call for Projects in June

Thank you.



ATTACHE

ATTACHMENT E

To: Chair and Members of the Transportation Advisory Committee

From: Jacob Riger, Multimodal Transportation Planning Manager

Meeting Date	Agenda Category	Agenda Item #
April 24, 2023	Informational Briefing	7

SUBJECT

RTD Northwest Rail Peak Service Study

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

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

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

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. RTD presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Jacob Riger, Multimodal Transportation Planning Manager, at 303-480-6751 or jriger@drcog.org, or Patrick Stanley, Manager, Engineering Programs, RTD, at 303-299-2906 or patrick.stanley@rtd-denver.com.



Peak Service Study

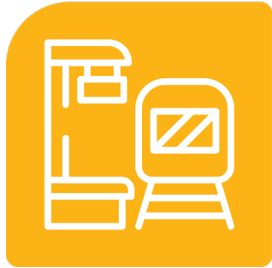
Northwest Rail

Overview and Study Update

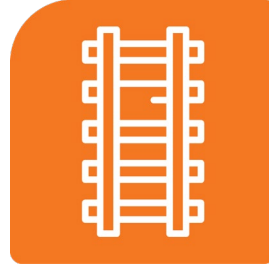
DRCOG Transportation Advisory Committee

April 24, 2023

What is Northwest Rail?



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



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



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

History

2004

FasTracks Passes

Voters approved a new tax to build transit expansion program

2010

Environmental Evaluation (EE)

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

2013

Northwest Area Mobility Study

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

2016

B Line Opens

First Northwest Rail segment to southern Westminster begins service

2017

Peak Service Concept

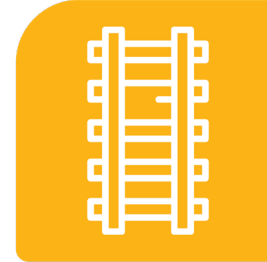
RTD asked by stakeholders to evaluate a peak hour commuter rail starter service

What is the Peak Service Study?



Assessing initial peak period service from Longmont to Denver:

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



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



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



Evaluating potential train types and technologies



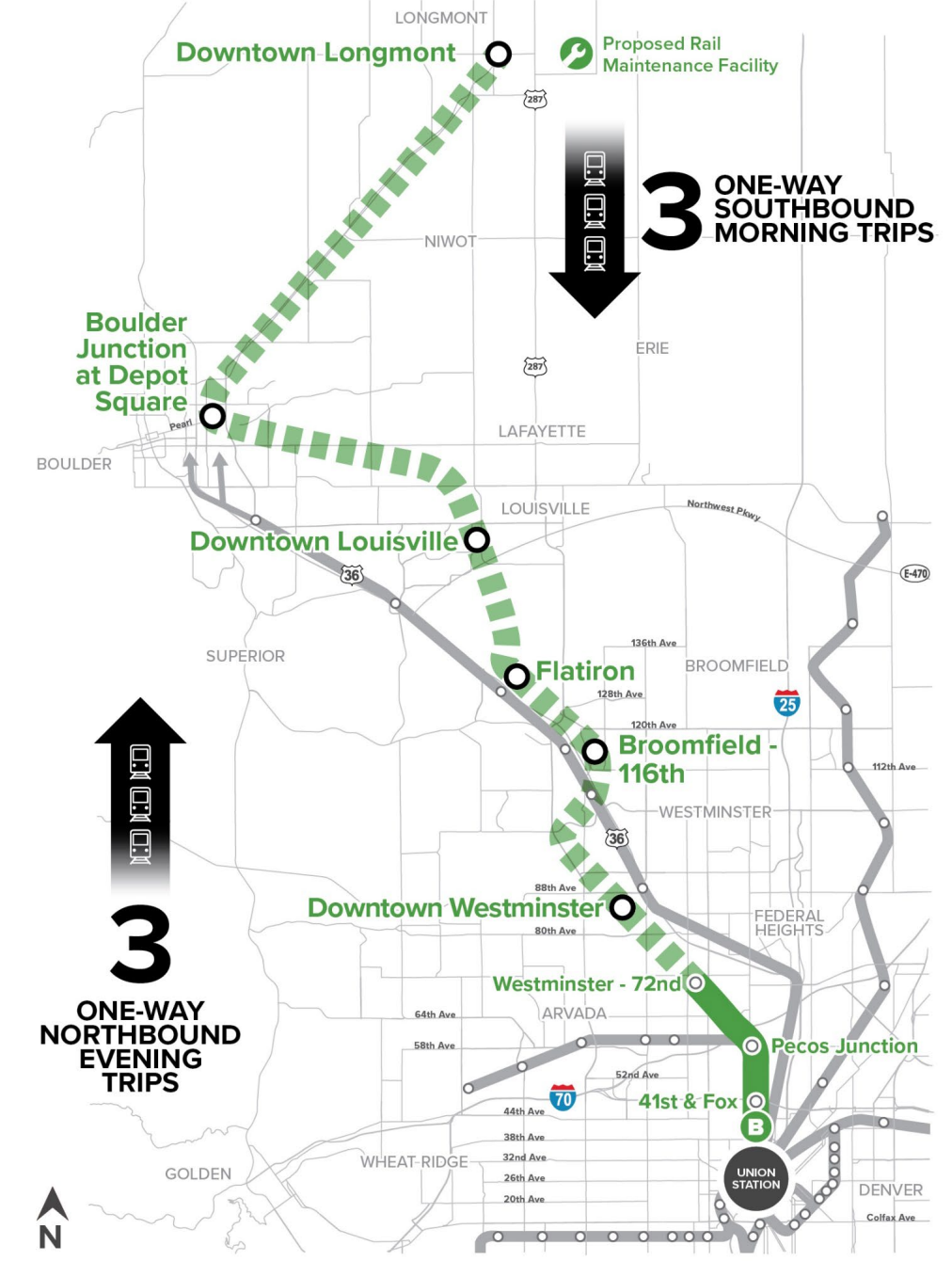
Identifying feasible locations for a commuter rail maintenance facility in Longmont



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

Proposed New Stations

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



Partners and Collaboration

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

Study Advisory Team



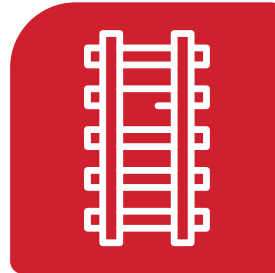
Why is Peak Service Feasible for Northwest Rail?



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



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

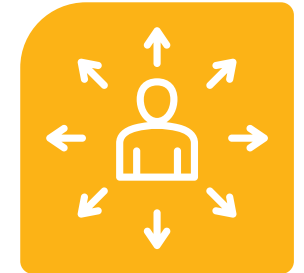


Accomplishes initial track and safety upgrades that lay the foundation for all-day service



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

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



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

When Will Train Service Start in My Community?



No planned start date for service to begin



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



Identifying a “common set of facts:”

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



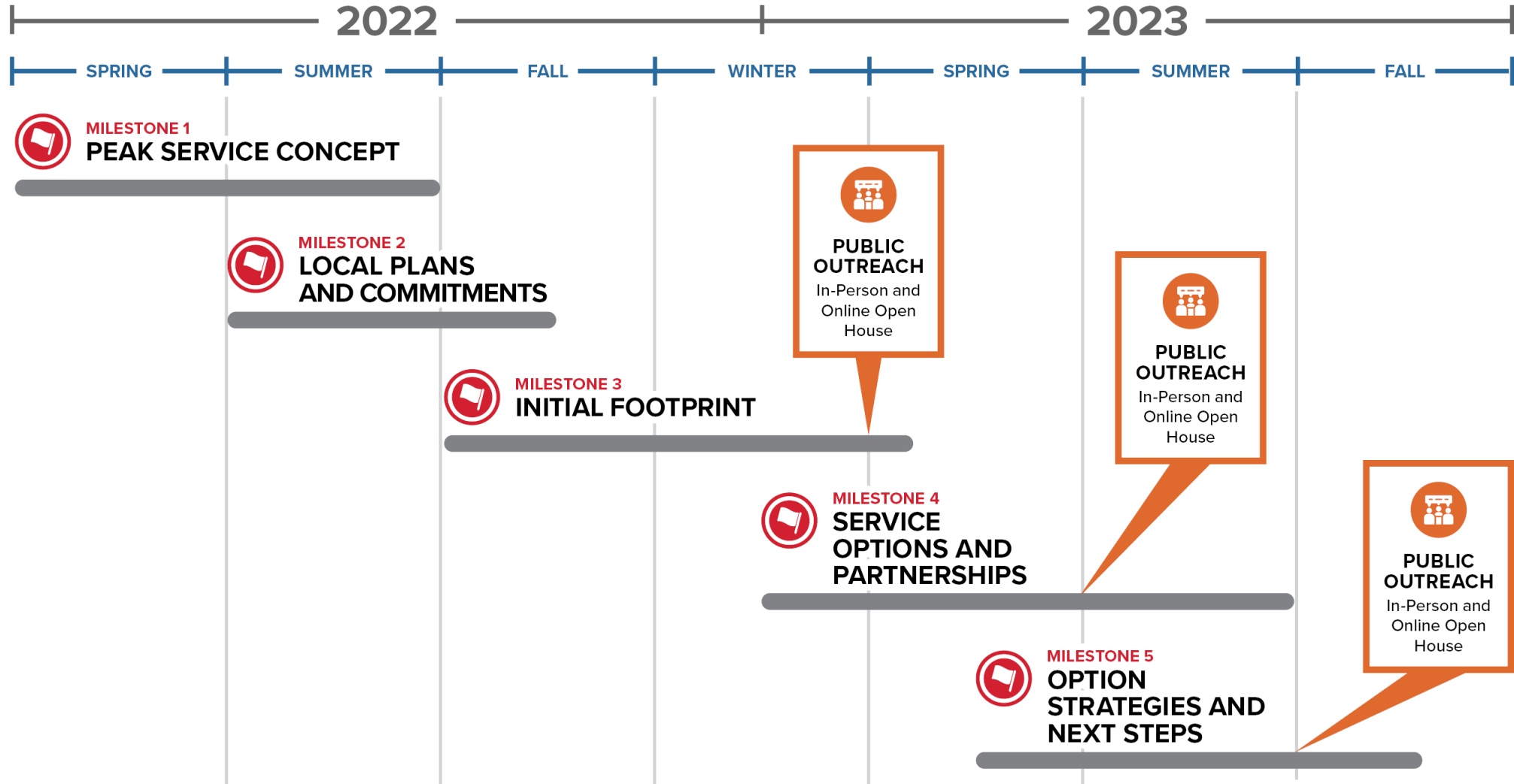
Outlining potential funding sources and implementation strategies



Commitment to the Community

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

STUDY SCHEDULE



Milestones 1 - 3

Community Outreach & Input

Community Input – By the Numbers

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

Early Study Team Takeaways

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

Community Input Themes

- **General Comments (Majority)**

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

- **Station Areas**

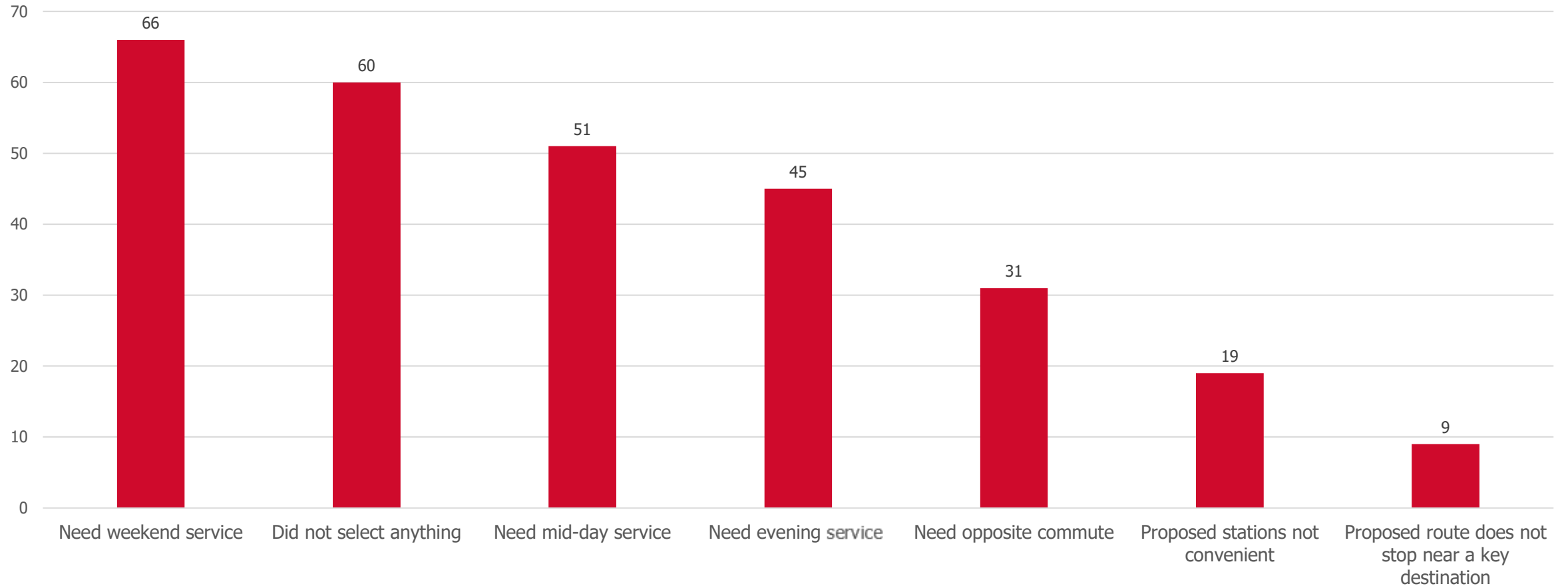
- Locations and Additions

- **Other Topics**

- Integrated Service Options
- Land Use
- Construction

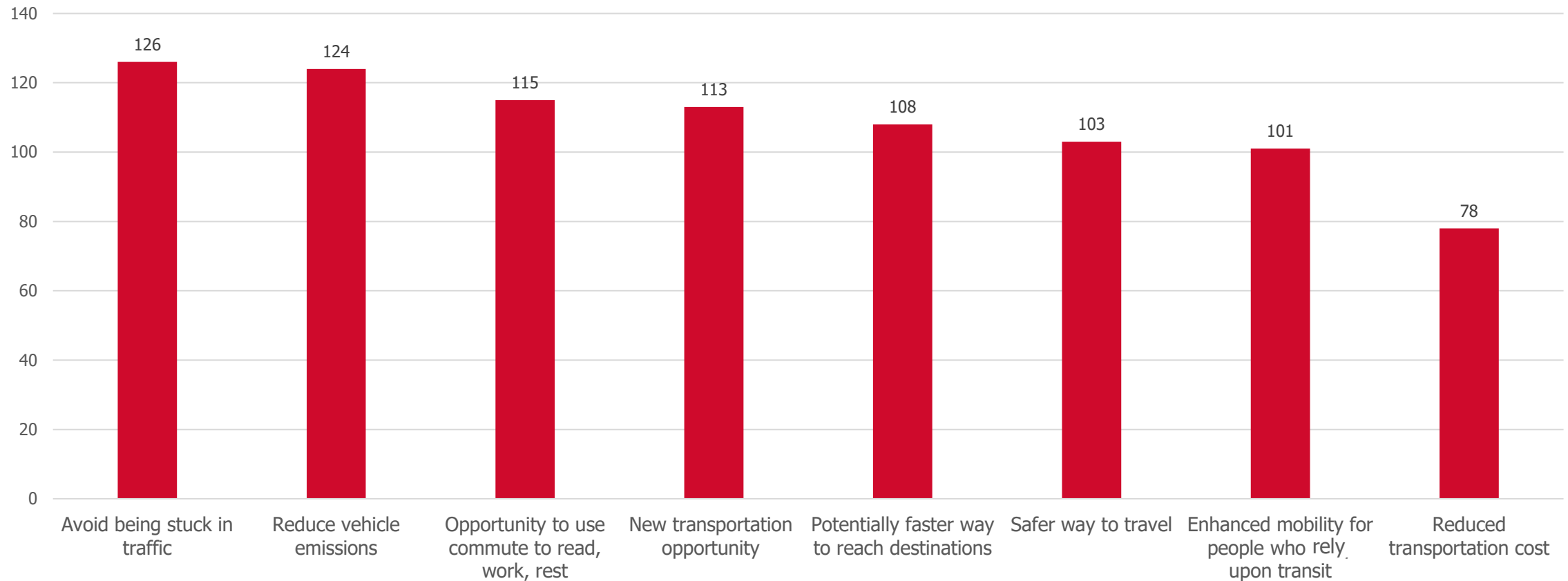
Community Survey Input – Peak Service Feedback

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



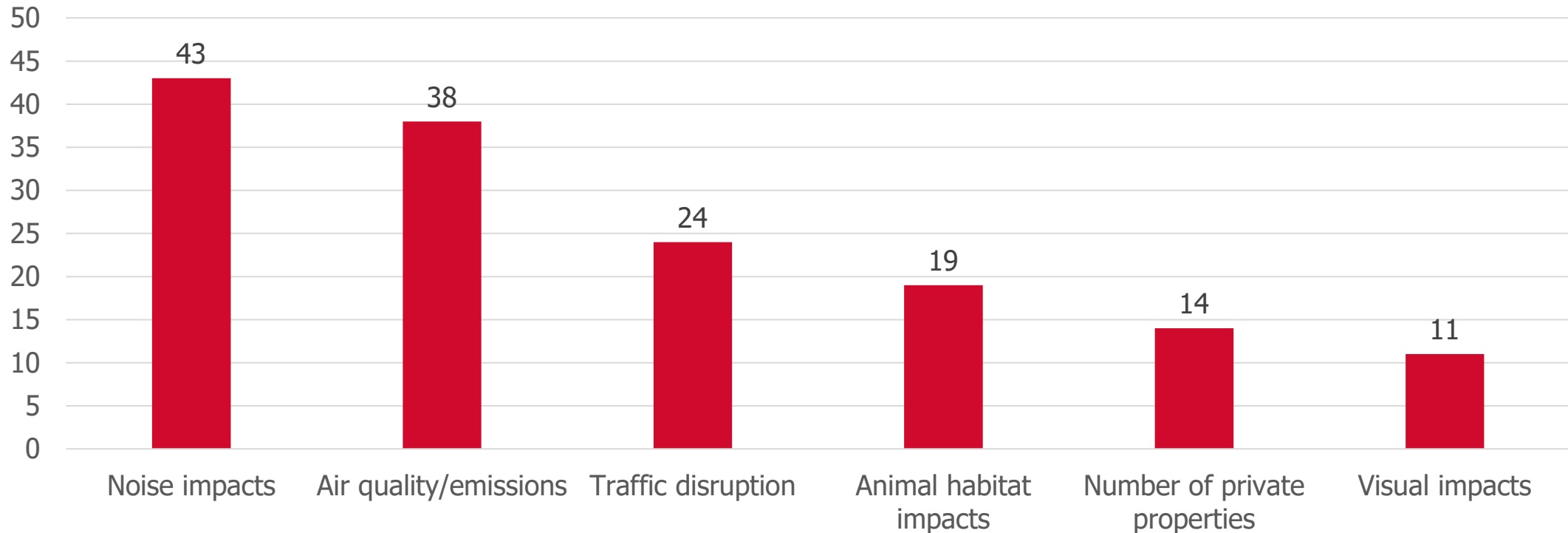
Community Survey Input – Peak Service Benefits

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



Community Survey Input – Maintenance Facility

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



Next Steps – Look Ahead



Defining
initial footprint
of stations and
freight rail
sidings

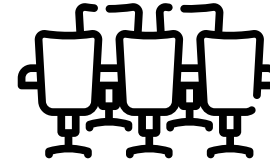


**Using public
input** to refine
and confirm
initial footprint

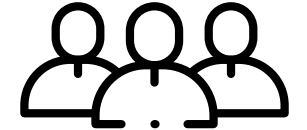


**Compiling draft
"Common Set of Facts"**

- Costs, ridership,
benefits, impacts



Update to
RTD Board of
Directors in
April 2023



Public Open Houses

- Late Spring/Early
Summer for
Milestone 4

Thank you.



Peak Service Study
Northwest Rail

