

Transit planning

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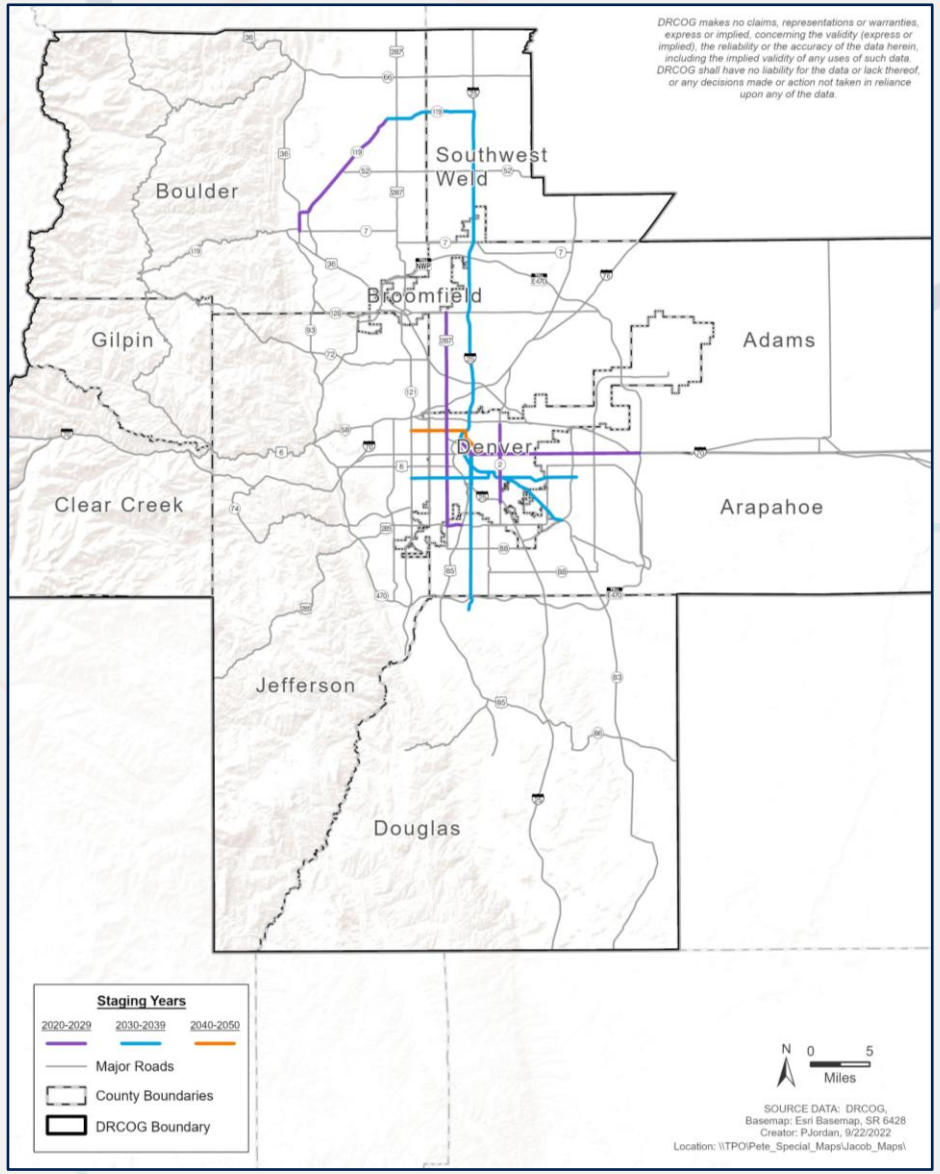


BRT in the Denver metropolitan region

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Implementing the regional BRT network

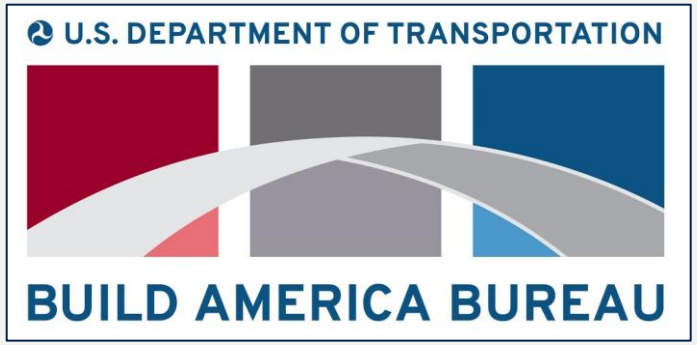
REGIONAL BRT PARTNERSHIP: PROJECTS SUMMARY (2025)					
Project Name	**Lead Agency**	**Current Project Status**	**Current/Potential Federal Financing**	**Capital Cost Estimate**	**Funds Allocated**
2020-2029 Staging Period					
East Colfax Avenue (Denver Union Station to I-225/R Line LRT)	City/County of Denver	Under construction	FTA Small Starts (current)	$255 million	$255 million
CO-119 (Boulder to Longmont)	CDOT	Under construction	FHWA RAISE Grant	$160 million	$160 million
Federal Boulevard (CO-88) (120th Avenue to Dartmouth LRT Station)	CDOT	NEPA/design, applying for FTA Small Starts	FTA Small Starts (potential)	$300 million	$40 million
Colorado Boulevard (CO-2) (A Line CRT to I-25/Colorado LRT)	CDOT	Alternatives Analysis, NEPA/design	FTA Small Starts (potential)	$35-185 million	None
East Colfax Extension (US-40) (I-225/R Line LRT to E-470 Tollway)	DRCOG	Preparing Alternatives Analysis	TBD	$50-100 million	None
2030-2039 Staging Period					
Speer Boulevard/Leetsdale Drive/Parker Road (Colfax Avenue BRT to I-225/R Line LRT)	TBD	Various partial corridor studies completed	TBD	$95-450 million	None
Alameda Avenue (Wadsworth Boulevard to I-225/R Line LRT)	DRCOG	Initial corridor vision study completed in 2024	TBD	$60-250 million	None
Broadway/Lincoln Street (Colfax Avenue BRT to Highlands Ranch Parkway)	TBD	Partial corridor study completed in 2024	TBD	$60-475 million	None
I-25 North BRT (Denver Union Station to CO-119 BRT)	CDOT	Not yet started	TBD	$94 million	None
CO-119 Extension (Downtwon Longmonth to I-25 BRT)	TBD	Not yet started	TBD	$100 million	None
2040-2050 Staging Period					
38th/Park Avenue (Wadsworth Boulevard to East Colfax Avenue BRT)	City/County of Denver	Partial corridor study currently underway	TBD	$40-150 million	None



Build America Bureau Innovative Finance and Asset Concession Grant Program

Expert Services Cooperative Agreement

Grant award:	**$1 million**
Proposed activities:	1) Build capacity and provide technical assistance for the Regional BRT Partnership 2) Procure expert advisors in funding and finance, legal and regulatory compliance, and project development. 3) Identify and deploy pre-construction activities to accelerate 5 of the 11 BRT corridors identified in the DRCOG RTP.



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Planning for multimodal access

Multimodal local development standards toolkit

Goals

- Strengthen **multimodal access** through local development standards.
- **Build capacity and understanding** within DRCOG on development best practices.
- Engage and support urban, suburban, and rural contexts with **adaptable tools**.

Outcomes

- **Improved regional resources** for member governments.
- Increased knowledge capacity and new **coordination opportunities.**
- Clear regional **development design guidance.**

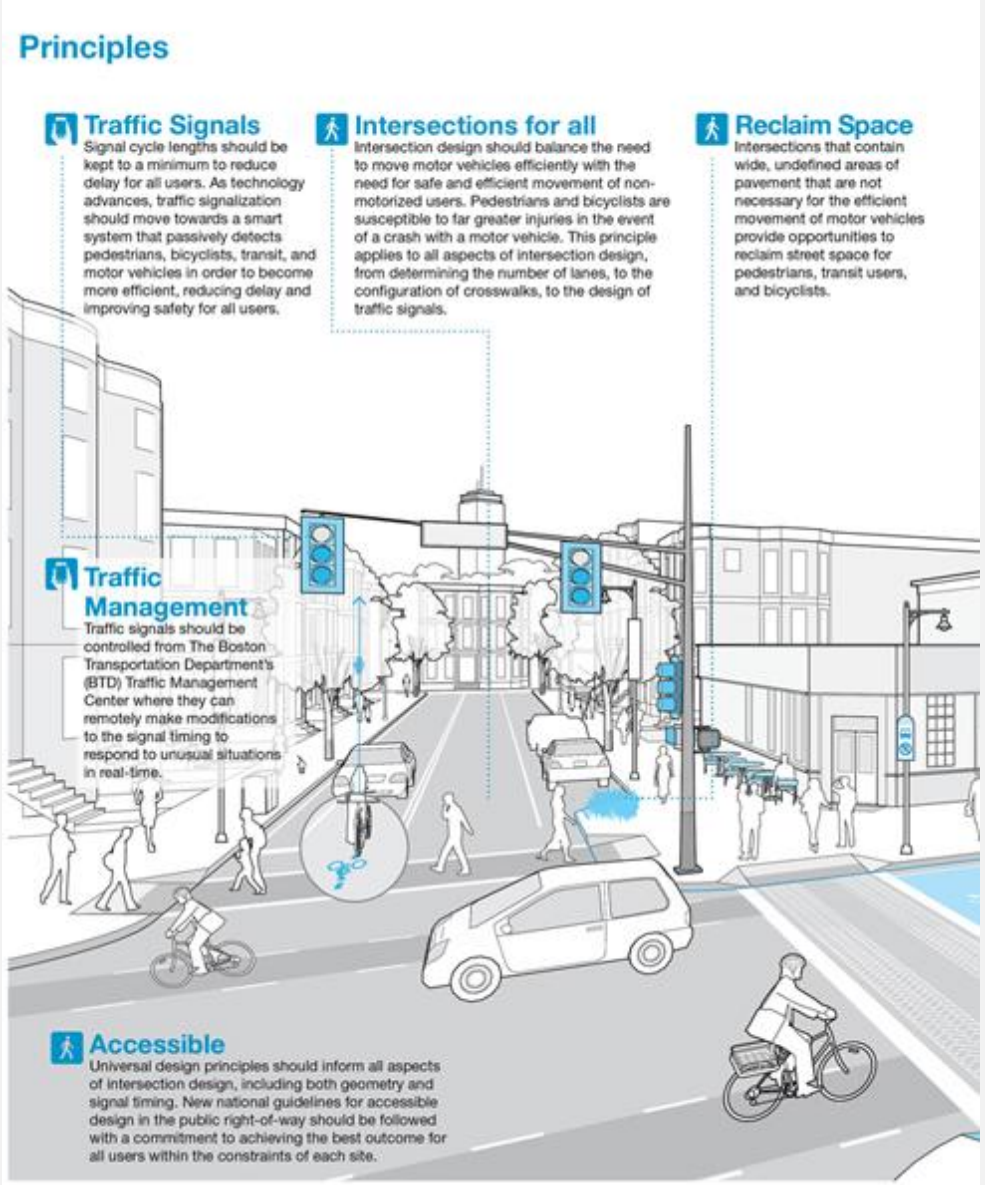
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A DRCOG Toolkit for Multimodal-Supportive Development Standards

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Case studies

- Learn from peers about effective multi-modal supportive development strategies
- Document lessons and key takeaways for DRCOG jurisdictions



Source: Toole Design

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A DRCOG Toolkit for Multimodal-Supportive Development Standards

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Photo Credit: Regional Transportation District



Ride Alliance

Malorie Miller

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Project History

- Grant history:
  - MSAA.
  - VTCLI.
  - SMART.
- Bipartisan Infrastructure Law.
- Two-stage grant:
  - **Stage 1**: Enhance, integrate and pilot the Trip Exchange.
  - **Stage 2**: 3-year grant, up to $15 million available.

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Why Ride Alliance?

Current state of the region:

- **11,966 trip denials** in 2024.
- **No coordination** between providers.
- **Waitlist** for services.

By 2030:

- **27.8% increase** in the older adult population.
- **1 in 5 persons** over the age of 60.

Goals at-scale:

- Trip Exchange.
- No-wrong door approach.
- Maximize available resources.
- Eliminate silos.

RIDE ALLIANCE

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Stage 1 Goals and Progress

1. Secure MOU's from DRT providers.
2. Upgrade the Trip Exchange.
   - TDS-compliant.
   - Enhanced reporting capabilities.
   - Updated user interface.
   - Direct trip booking.
3. Integrate the Hub with other systems.
4. Pilot the Hub with 1 DRT provider.
   - NFRMPO, Via Mobility Services, Area Agency on Aging, RTD FlexRide.

North Front Range Metropolitan Planning Organization

Via Mobility Services

RTD

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Stage 1 Pilot Goals



- 100 trips completed.
- 1 inter-regional trip (DRCOG-NFRMPO)
- 90% client satisfaction with services.
- 99% or two nines of availability.
- Prove functionality of integration options.

Stage 2 and At-Scale Vision

- Coordinated transit network with **agreed-upon business rules**.
- Efficient and cost-effective network that can **optimize based off demand**.
- **One-stop shop** for transit services with potential to expand to other service types.
- **Replicable, open-source** model with potential to expand state-wide.
- TDS-Compliant Trip Exchange Hub that is **sustainable to change**.



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