Community Planning & Permitting
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Boulder County DRCOG Subregional Forum TAC
October 19, 2026, 1 – 2:30 PM

Meeting Summary

1. Welcome and Introductions

Attendees:

- Boulder Chamber Transportation Connections: Elaine Erb, Stephany Correa-Diaz
- Boulder County: Alex Hyde-Wright, Danny Herrmann, Akia Pichon, Kelly Leadbetter, Landon Hilliard, Angel Bond
- City of Boulder: Danny O'Connor, Gerrit Slatter
- City of Lafayette: Jeff Arthur, Casey Carlson
- City of Longmont: Cammie Edson
- City of Louisville: n/a
- Community Cycles: Sue Prant
- Commuting Solutions: Audrey DeBarros
- Consultant Team, Linking Boulder County: Jennifer Wieland
- CU Boulder: Clark Rider
- CDOT: Amanda Cabot, Tony Meneghetti
- DRCOG: Todd Cottrell, Josh Schwenk, Kathryn Rush, Jacob Riger
- RTD: Chris Quinn
- Town of Nederland: Miranda Gordon, Britt DeMinck
- Town of Erie: Miguel Aguilar
- Town of Lyons: Lisa Ritchie
- Town of Superior: Brannon Richards

2. Public Comment

No public comment provided.

3. **Action Item: Recommending DRCOG Transportation Advisory Committee (TAC) member to the Boulder County Subregional Forum**
    a. Hyde-Wright and Riger discussed the importance of having representation and assistance through the TIP approval process. No immediate volunteers. Item tabled until the next meeting. Invitation for interested staff to connect with Hyde-Wright offline to discuss the opportunity.

4. **Linking Boulder County: Options for Proceeding**
    a. Hyde-Wright and Wieland presented overview of Linking Boulder County project, work completed to-date, and rationale for the pause in work given RTD's CONNECT public process. With RTD pushing back timeline for CONNECT public outreach, three options for resuming Linking Boulder County were presented:
        i. Resume work assuming RTD's baseline level of service is the 7% service reduction approved by the Board in summer 2026 + CTE-funded service increase.
        ii. Resume work assuming RTD's baseline level of service is the 20% service reduction that was planned for the CONNECT scenarios + CTE-funded service increase
        iii. Remain paused until RTD has released CONNECT scenarios; uncertain timing of decisions by RTD and shifting RTD service landscape
    b. Discussion:
        i. Prant: Would the funds just backfill RTD's cuts to unproductive services? Hyde-Wright: In some cases a little, but that is not the primary goal of county-funded service. In many cases, county funding would be to run additional service on productive routes beyond what RTD can do on its own. This could be accomplished through a mix of service buy-ups with RTD, contracting out service, or running service "in-house."
        ii. O'Connor: With respect to "Option 3", has RTD indicated the direction it's going with budget cuts, extent of cuts, and elements of the scenarios? Edson: Have had a conversation with Director Benker, but exactly which revenue scenarios will be included in revised CONNECT outreach and timing is all to be determined.
        iii. Prant: What option, if any, is the project team recommending? Hyde-Wright: Project team favors option 1 because the 7% service reduction for summer 2027 has been approved by the RTD Board of Directors and therefore is a known factor with a certain timeline. This option gives us a clear path forward with reasonable assumption about RTD baseline level of service.

iv. Edson: How are RTD's expected CTE funds reflected in these efforts? Quinn: The service cuts of 7% assume that the $40 million would be available through the CTE, however, it remains to be determined to which RTD routes the funds can be applied as "new or expanded" service.
v. Hyde-Wright asks for thoughts and concerns about taking the three options to the Forum. Are these options acceptable and ready to share with the Forum members? O'Connor: Will inquire internally about the preference of City of Boulder and find out more about the timing of the release by RTD of the budget scenarios. Edson: the Forum will need more background information about Linking Boulder County, RTD CONNECT, and RTD budget process.
vi. O'Connor: Could the Linking Boulder County scenarios be developed for each of the forthcoming RTD CONNECT scenarios? Wieland: We are expecting that the delayed RTD CONNECT scenarios will actually be at least six scenarios: a coverage and ridership scenario for three levels of service (reduction, neutral, and expanded). Trying to develop Linking Boulder County scenarios for each of the RTD scenarios would likely be too heavy of a lift, and too confusing for the public for us to receive meaningful feedback. Would be better to have our scenario community conversation in advance of RTD's CONNECT outreach.
vii. Prant: Possible that a transit ballot measure could be brought in November 2027? Hyde-Wright: That's an open question.
viii. O'Connor: Suggest that transit plan could recommend a base tier of service with known available funds followed by level of priorities (tiers) that could be implemented depending on the capacity of RTD to provide services. A "waiting list" of service recommendations would provide flexibility in response to the changes that RTD bring. Hyde-Wright: This brings up an interesting question if RTD baseline level of service changes : should we hold our revenue constant or hold transit vision constant? IE, in the second case if RTD funds more than anticipated, we would reduce our revenue needed.
ix. Hyde-Wright: Recapping what we've heard: No major concerns with us bringing the options presented today to the Forum, but expecting some additional feedback from the City of Boulder and will keep in mind Edson's guidance to include more background information for the Forum.
x. Hyde-Wright: Request to confirm representatives to the Forum and recommend new representatives as needed, in particular for the towns of Lyons and Nederland.

5. **DRCOG FY29-32 Transportation Improvement Program**
    a. Regional Share Call for Projects:
        i. $20M Cap: Hyde-Wright and Riger relayed there was discussion at last DRCOG TAC meeting about the $20M cap for regional share applications; seeking feedback from Forum TAC about merits of the cap. Cottrell: has been a lower "de facto" cap recently since no recent projects have applied for or received the full $20M. Hyde-Wright: current cap is acceptable and hasn't affected the creation of project proposals. Riger: Remember the factor of geographic equity so that not one project will soak up the bulk of the regional share of funds. Gerrit Slatter: No good reason to change the dollar cap.
        ii. Schedule: Riger: Revised TIP policy being developed and approval expected by DRCOG Board in December 2026. Regional Share call will open 1/4/27 and close 3/ 12/27. DRCOG developing a social pinpoint web page with release of a web page dashboard in November. Information will be posted on this web page.
    b. Subregional Share Call for Projects:
        i. Clear Creek County request to revisit formula: Hyde-Wright: Current method to divide Subregional funds among the subregions is a formula that weighs each subregion's share of the region's population, employment and Vehicle Miles Travelled (VMT), with each factor being weighed 33.33%. At last DRCOG TAC meeting, Clear Creek County has made a request to revisit this formula or make some allowance for Clear Creek, given their county's small population and employment (and low tax base), but disproportionate share of the region's traffic due to recreational traffic on I-70. No specific ask has been put forth yet. Edson: Ask that a clear financial proposal be made for the other counties to assess; difficult to respond without a clear proposal.
        ii. Project Eligibility & Regional Transportation Plan Staging Periods: Hyde-Wright: Projects listed in the DRCOG 2050 Regional Transportation Plan (RTP) have restrictions on their TIP eligibility based on which staging period they are listed for, and other factors. Cottrell: Multimodal projects and capacity projects must be aligned with staging periods of the DRCOG Regional Transportation Plan. Riger: Regionally significant air-quality projects are listed in the RTP. Projects are listed in the RTP in two ways. 1) Major projects for air quality, safety, and transit. 2) Small scale projects. Hyde-Wright: Reminder to keep eligibility in mind when developing TIP projects. Full listing available in **Attachment A** of these notes.

iii. Review of Scoring Process from FY 24-27 Transportation Improvement Program: Tabled until next meeting.

6. **Ride Gunbarrel, Ride SouthEast Announcement**
    a. Soft launch on Oct 14, 2026. Reservations can be made online, via phone and Android app. After iOS app is approved, will send out press release and media kit. Service area for Ride SouthEast includes Erie, Lafayette, Louisville, and Superior. Vehicles are branded, accessible, and can hold bicycles each.

7. **CDOT, RTD, DRCOG Updates**
   Tabled until the next meeting.

8. **Municipal Updates**
   Tabled until the next meeting.

Attachment A:

DRCOG 2050 Regional Transportation Plan (RTP) Listed Projects in Boulder County and TIP Eligibility

- CDOT-administered and local government projects are ineligible as TIP applications- these projects are in ~~red strikethrough~~ below.
- Projects listed in the 2025-2029 or 2030-2034 staging periods are eligible to apply for any project phase- these projects are listed in regular typeface below.
- *Projects listed in the 2035-2039 or 2040-2050 staging periods are only eligible to apply for preconstruction activities- these projects are listed in italics below.*

~~**CDOT-administered multimodal capital projects**~~

- ~~State Highway 66: McConnell Drive (Lyons) to Hover Street (Longmont)~~
  - ~~Operational and safety improvements from Lyons to Longmont in alignment with Planning and Environment Linkages study~~
  - ~~$25,000,000~~
  - ~~2030-2034~~

- ~~State Highway 66: Hover Street (Longmont) to Main Street (U.S. Route 287)~~
  - ~~Widen from 2 to 4 lanes~~
  - ~~$5,000,000~~
  - ~~2030-2034~~

DRCOG-administered multimodal capital projects

- *State Highway 66: U.S. Route 287 and Main Street to East County Line Road (Weld County Road 1)*
  - *Capacity, operations, and bicycle and pedestrian improvements*
  - *$18,000,000*
  - *2035-2039*

Active Transportation projects

- Boulder to Erie Trail: Boulder to Erie Regional trail
    - $30,000,000
    - 2030-2034

- McCaslin Regional Trail: Rock Creek Parkway to State Highway 128 Regional trail
    - $3,000,000
    - 2025-2029

- St. Vrain Greenway: Airport Road to U.S. Route 36 Regional trail
    - $20,000,000
    - 2030- 2034

Arterial safety, Regional Vision Zero and Complete Streets retrofits projects

- *State Highway 119 and Sugarloaf Road: State Highway 119 and Fourmile Canyon Drive to Sugarloaf Road end of pavement Safety improvements, including shoulder repair, new guardrails, shoulders and striping*
    - *$6,000,000*
    - *2035- 2039*

- State Highway 42: State Highway 7 to U.S. Route 287
    - Safety and operational improvements, including bicycle and pedestrian facilities, intersection improvements, and transit supportive treatments
    - $150,000,000
    - 2030-2034

- U.S. Route 36 (North Foothills): Broadway to State Highway 7

    - Corridor safety improvements, including construction of a detached bikeway, wildlife crossings, intersection improvements and realignments, and transit stop improvements
    - $150,000,000
    - 2030-2034

- *Valmont Road and Isabelle Road: 55th Street and Valmont Road to Town of Erie boundary on Isabelle Road*
    - *Safety and operational improvements*
    - *$16,000,000*
    - *2040-2050*

Freight projects:

- *120th Street bridge: Coal Creek*
    - *Bridge reconstruction, including new multimodal facilities and flood mitigation*
    - *$16,000,000*
    - *2035-2039*

Regional Transit projects:

- State Highway 119 BRT: Downtown Boulder to downtown Longmont
    - Bus rapid transit service and supporting safety and multimodal improvements, including a separated bikeway
    - $200,000,000
    - 2025- 2029

- *State Highway 119 Extension: BRT Downtown Longmont to Firestone Longmont Mobility Hub*
    - *Bus rapid transit service and supporting safety and*
    - *multimodal improvements, including the Firestone Longmont Mobility Hub*

- *$75,000,000*
- *2035-2039*

- *State Highway 7 Boulder to Brighton*
  - *Multimodal and safety corridor improvements, including transit service and queue-jump lanes, select widenings, bicycle and pedestrian improvements, shared multi-use paths, intersection improvements, and bridge reconstructions*
  - *$200,000,000*
  - *2035-2039*

- *South Boulder Road: 120th Street to Table Mesa Drive and Broadway*
  - *Multimodal corridor improvements*
  - *$75,000,000*
  - *2040-2050*

- U.S. Route 287 U.S. Route 36 to Larimer County line
  - Safety, operational and multimodal improvements
  - $250,000,000
  - 2030-2034

- *U.S. Route 36/28th Street and State Highway 93/Broadway: U.S. Route 36/28th Street and Highway 93/Broadway*
  - *Transit, safety, operational and multimodal improvements*
  - *$16,240,000*
  - *2035-2039*

~~**Local government projects**~~

- ~~17th Avenue: Alpine Street to Ute Creek Drive~~

- ~~Widen from 2 to 4 lanes~~
- ~~$2,302,510~~
- ~~2025-2029~~

- ~~East County Line Road: 9th Avenue to State Highway 66~~
  - ~~Widen from 2 to 4 lanes~~
  - ~~$9,779,000~~
  - ~~2035-2039~~

- ~~Nelson Road: 75th Street to Affolter Drive~~
  - ~~Widen from 2 to 4 lanes~~
  - ~~$5,198,110~~
  - ~~2025-2029~~

- ~~Pace Street 5th Avenue to 17th Avenue~~
  - ~~Widen from 2 to 4 lanes~~
  - ~~$3,827,780~~
  - ~~2025-2029~~