



COLORADO
Department of Transportation
2829 W. Howard Place
Denver, CO 80204-2305

October 19, 2021

Debra Johnson, General Manager/CEO
Regional Transportation District
1660 Blake Street
Denver, CO 80202

Dear General Manager Johnson:

As the Executive Director of the Colorado Department of Transportation, I serve as Governor Polis' Administration's representative for apportionment and allocation of unobligated American Rescue Plan (ARP) Federal Transit Administration (FTA) funds under Section 5307 Urbanized Area Formula Program for public transit in urbanized areas (UZA).

RTD and CDOT share a common mission to meet current and future public transit needs and to provide the best multimodal transportation system that safely and effectively moves people; and in turn we improve quality of life, access to opportunity, and the economy. Collectively, we have a shared goal to guarantee and provide safe, affordable, and accessible transportation services that offer critical access to opportunity and address the mobility needs of residents and visitors in the RTD District, which includes the three small urbanized areas within Boulder County that have recently lost RTD's service of the Flatiron Flyer 4, the Flatiron Flyer 2, and the Longmont Express route (LX1 and LX2). It is our responsibility as stewards of public funds, to ensure that each dollar is spent with transparency, intention, and in the spirit of achieving our shared mission and goal.

To that end, I will be pleased to sign the FTA 5307 ARP Apportionment letter to release \$34,240,968 (Funds) to RTD on the condition that RTD use these Funds to reinstate the Flatiron Flyer 4, the Flatiron Flyer 2, and the Longmont Express route (LX1 and LX2) (collectively, Routes). Please note that as part of this condition, RTD must also demonstrate that they will continue to deliver all other services to the Boulder, Longmont, and Lafayette-Louisville-Erie area that were approved in the most recent board actions without use of these Funds, and that the Funds will not be used and will not displace any capital or operations enhancements or other funds that are currently approved or scheduled for board approval.

These regional Routes are essential to the mobility of Coloradans in the urbanized areas for which these federal UZA funds were explicitly provided. These Routes offer transportation options and commuter service across the region, including essential access to opportunity for low income, minority, and other disadvantaged populations.



Moreover, these Routes are important components of our state transportation system as a whole. The state invested roughly half a billion dollars in modernizing US36 with a managed lane that was specifically designed to incorporate the bus rapid transit that the flatiron flyer express routes provided. These rapidly became amongst the most successful routes in the region, and one of the premier examples of how transit can be successfully integrated into the state highway system to provide Coloradans with cleaner, better options that improve their commutes and quality of life, and anchor transit oriented development.

As Colorado confronts the urgency of climate change with transportation representing the number one source of greenhouse gas emissions, we seek to rapidly expand clean transportation options so that we have more options like the flatiron flyer and can rebuild transit demand better after the initial disruptions caused by COVID 19. At this critical moment, the absence of this service is especially glaring -- especially given the extent of funding available specifically to support the recovery of the transit sector.

Furthermore, it is important to note that both the flatiron flyer services and the express routes to Longmont serve communities that have long paid their fair share into RTD, without the benefit of the rail service that voters were promised. That makes the continuity and quality of these bus routes even more crucial.

As noted above, restoration of these Routes is a condition of approving apportionment of Funds to RTD. However, in addition to this condition, I strongly encourage RTD to reinstate and expand the financial partnerships with the local governments to provide core transit services in the Boulder, Longmont, and Lafayette-Louisville-Erie UZAs. Using the FTA 5307 Apportionment to Boulder, Longmont, and Lafayette-Louisville-Erie UZA's to restore these critical services and enhance partnerships, sends a clear message of collaboration and commitment to the District Members and FTA that we are collectively working with all stakeholders towards achieving our missions.

By October 22, 2021, please confirm in writing whether RTD is prepared to accept the conditional apportionment of funds to **reinstate the Flatiron Flyer 4, the Flatiron Flyer 2, and the Longmont Express route (LX1 and LX2)** under the parameters stated above. In the event that RTD is not able to accept these Funds under the conditions stated above, the state will inform FTA that the funds cannot be allocated by FTA's October 31, 2021 deadline and the state will request additional time to determine alternative possibilities for delivering the key Routes and services described above.

Sincerely,



Shoshana M. Lew
Executive Director

Cc: Governor Jared Polis
Cindy Terwilliger, Regional Administrator, FTA Region 8

