

**DRCOG Transportation Improvement Program (TIP)**  
**FY 2024-2027 TIP Regional Share (Call #3)**  
**Air Quality/Multimodal (AQ/MM) Project Application**  
**APPLICATION OVERVIEW**

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**What:** The Regional Share Call for Projects for the FY 2024-2027 TIP (Call #3)

**Funding Available:** \$21,105,000 for this application (6% in FY25, 44% in FY26, and 50% in FY27)

*\$28,089,000 is available in the STBG track; \$49,194,000 overall for call 3. All funding levels are estimated as of the open date*

**Eligibility:** Air Quality & Multimodal (AQ/MM) eligible projects only.

**Major Project Eligibility Exceptions:** Roadway capacity, roadway reconstruction, bridge, interchange projects (*Note: these types of projects are only allowed to be submitted with the STBG application*)

**Call Dates:** August 22, 2022 until October 11, 2022, 3 pm

**Application Submittals:** submit the items below online through the submittal link on the [TIP Data Hub](#)

1. REQUIRED: a **single PDF document** containing 1) this application, 2) one location map/graphic, 3) cost estimate (your own or the CDOT [cost estimate form](#)), 4) CDOT/RTD concurrence response (if applicable), 5) any required documentation based on the application text (i.e., FHWA emissions calculators), and 6) project support letters and/or [peer agency support](#). Please **DO NOT** attach additional cover pages, embed graphics in the application, or otherwise change the format of the application form
2. OPTIONAL: Submit **one additional** PDF document containing any supplemental materials, if applicable
3. REQUIRED: Submit a single zipped GIS shapefile of your project. The shapefile should consist of only your project limits. No particular attributes need to be included. Requests for assistance with creating a shapefile should be submitted to [tipapplications@drcog.org](mailto:tipapplications@drcog.org) no later than September 23, 2022

**Other Notable items:**

- **Eligibility:** Projects must align with the eligibility guidelines in [Appendices B and C](#) of the TIP Policy. Proposed work on roadways must primarily be located on the [DRCOG Regional Roadway System](#) to be eligible for TIP funding (the DRCOG RRS can also be viewed within the [TIP Data Tool](#)). Reconstruction and added capacity are ineligible for the AQ/MM application (see the STBG application)
- **TIP Trainings:** To be eligible to submit an application, at least one person from your agency must have attended one of the two mandatory TIP training workshops ([February 10](#) and [February 16, 2022](#))
- **CDOT/RTD Concurrence:** If required, [CDOT and/or RTD concurrence](#) must be provided with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than September 2, 2022, with CDOT/RTD providing a response no later than September 30, 2022. Submit requests to the following: CDOT Region 1 – JoAnn Mattson, [joann.mattson@state.co.us](mailto:joann.mattson@state.co.us); CDOT Region 4 – Josie Hadley, [josie.hadley@state.co.us](mailto:josie.hadley@state.co.us); RTD – Chris Quinn, [chris.quinn@rtd-denver.com](mailto:chris.quinn@rtd-denver.com)
- **If a submitted application in Calls #1 or #2 was not funded,** and you wish to resubmit the same application for this call, please contact DRCOG at [tipapplications@drcog.org](mailto:tipapplications@drcog.org). In these cases, we can unlock the application, change the title, and save the applicant some work in the resubmittal process
- **Application Data:** To assist sponsors in filling out the application, DRCOG has developed a TIP Data Tool. A link to the TIP Data Tool and instructions on how to use it are available on the [TIP Data Hub](#). Additionally, sponsors may download datasets to run their own analyses from this same site. Requests for additional data or calculations from DRCOG staff should be submitted to [tipapplications@drcog.org](mailto:tipapplications@drcog.org) no later than September 23, 2022
- **Project Affirmation:** The application must be affirmed by either the applicant’s City or County Manager, Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency director or equivalent for other applicants
- **TIP Policy:** Further details on project eligibility, evaluation criteria, and the selection process are defined in the [Policies for TIP Program Development](#) document (a [quick-guide](#) is also available for reference)
- **Evaluation Process:** DRCOG staff will review submittals for eligibility and provide a score for each eligible application to a Project Review Panel. The panel will then review, discuss, and rank the applications and provide a 1) recommended funding list within the funding available, and 2) a ranked wait list. The panels’ recommendations will then be forwarded to the DRCOG committee process for approval. Following Call #4 (FY 2024-2027 TIP Subregional Share Call for Projects), all Call #3 and Call #4 projects will be incorporated into the new FY 2024-2027 TIP in August 2023
- If you have any questions or need assistance, reach out to us at [tipapplications@drcog.org](mailto:tipapplications@drcog.org)

# APPLICATION FORMAT

The AQ/MM Regional Share application contains two parts: *project information* and *evaluation questions*.

## Project Information

Applicants enter **foundational** information for the *project/program/study* (hereafter referred to as *project*), including a problem statement, project description, and concurrence documentation from CDOT and/or RTD, if applicable. This section is not scored.

## Evaluation Questions

This part includes four sections (A-D) for the **applicant to provide qualitative and quantitative responses** to use for scoring projects. The checkboxes and data entry fields should guide the applicant’s responses. They are not directly scored but provide context as reviewers consider the full response to each question. Applicants may access the TIP Data Tool and additional data resources which applicants may find useful [here](#).

**Scoring Methodology:** Each section will be scored on a scale of 0 to 5, relative to other applications received. All questions will be factored into the final score, with any questions left blank receiving 0 points. The four sections are weighted and scored as follows:

**Section A. Regional Impact of Proposed Projects..... 30%**

Projects will be evaluated on the degree to which they address a significant regional problem or benefit people throughout the region. Relevant quantitative data should be included within narrative responses.

5	The project benefits will <b>substantially</b> address a <b>major</b> regional problem and benefit people and businesses in multiple subregions.
4	The project benefits will <b>significantly</b> address a <b>major</b> regional problem primarily benefiting people and businesses in one subregion.
3	The project benefits will either <b>moderately</b> address a <b>major</b> regional problem or <b>significantly</b> address a <b>moderate</b> -level regional problem.
2	The project benefits will <b>moderately</b> address a <b>moderate</b> -level regional problem.
1	The project benefits will address a <b>minor</b> regional problem.
0	The project does not address a regional problem.

**Section B. Metro Vision Regional Transportation Plan Priorities .....50%**

The TIP’s investments should implement the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) regional project and program investment priorities, which contribute to addressing the Board-adopted Metro Vision objectives and the federal performance-based planning framework required by the Federal Highway Administration and Federal Transit Administration as outlined in current federal transportation legislation and regulations. Therefore, projects will be evaluated on the degree to which they address the six priorities identified in the 2050 MVRTP: safety, active transportation, air quality, multimodal mobility, freight, and regional transit. It is anticipated that projects may not be able to address all six priorities, but it’s in the applicant’s interest to address as many priority areas as possible. Relevant quantitative data is required to be included within narrative responses. The table below demonstrates how each priority area will be scored.

5	The project provides demonstrable <b>substantial</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>top fifth</b> of applications based on the magnitude of benefits in that priority area.
4	The project provides demonstrable <b>significant</b> benefits in the 2050 MVRTP priority area.
3	The project provides demonstrable <b>moderate</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>middle fifth</b> of applications based on the magnitude of benefits in that priority area.
2	The project provides demonstrable <b>modest</b> benefits in the 2050 MVRTP priority area.
1	The project provides demonstrable <b>slight</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>bottom fifth</b> of applications based on the magnitude of benefits in that priority area.
0	The project does not provide demonstrable benefits in the 2050 MVRTP priority area.

**Section C. Project Leveraging (“overmatch”) ..... 10%**

Scores are assigned based on the percent of other funding sources (non-Regional Share funds).

Score	% non-Regional Share funds
5	60% and above
4	50-59.9%
3	40-49.9%
2	20-39.9%
1	10.1-19.9%
0	10%

**Section D. Project Readiness ..... 10%**

Be sure to answer ALL questions. While “Yes” answers will generally reflect greater readiness, opportunities are given to provide additional details to assist reviewers in fully evaluating the readiness of your project.

5	<b>Substantial</b> readiness is demonstrated and all known obstacles that are likely to result in project delays have been mitigated.
4	<b>Significant</b> readiness is demonstrated and several known obstacles that are likely to result in project delays have been mitigated.
3	<b>Moderate</b> readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
2	<b>Slight</b> readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
1	<b>Few</b> mitigation or readiness activities have been demonstrated.
0	<b>No</b> mitigation or readiness activities have been demonstrated.

## Project Information

1. Project Title	SW Weld County Flexible Transit First and Last Mile Study	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>	Start point:	
	End point:	
	OR Geographic Area: Erie (Weld County), Dacono, Frederick	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>	Town of Erie	
4. Project Contact Person:		
Name: Miguel Aguilar	Title: Senior Transportation Planner	
Phone: 720-648-2293	Email: maguilar@erieco.gov	

5. Required CDOT and/or RTD Concurrence: Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>If yes, provide applicable concurrence documentation</i>
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6. What planning document(s) identifies this project?  <i>Provide link to document(s) and referenced page number if possible, or provide documentation in the supplement</i>	If this project is listed in the <a href="#">DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)</a> , provide the staging period: 2030-2039	
	Local/Regional plan:	Planning Document Title: <a href="#">Transportation Master Plan</a> Adopting agency (local agency Council, CDOT, RTD, etc.): <a href="#">Erie</a> Provide date of adoption by council/board/commission, if applicable: <a href="#">2018</a>
	Please describe public review/engagement to date:	<a href="#">2015 Erie Citizen Survey</a> <a href="#">Joint Public meeting</a> <a href="#">Online Survey</a>
	Other pertinent details:	NA

7. Identify the project's <b>key phases and the anticipated schedule of phase milestones.</b> (phases and dates should correspond with the "Phase to be Initiated" in the Funding Breakdown table below)		
Phases to be included:	Major phase milestones:	Anticipated completion date (based on 8/16/2023 DRCOG approval date): (MM/YYYY)
<input checked="" type="checkbox"/> Preconstruction (including studies) <input type="checkbox"/> Construction <input type="checkbox"/> Both		
<b>REQUIRED FOR ALL PHASES</b>	Intergovernmental Agreement (IGA) executed with CDOT/RTD (Assumed process is 4-9 months; any work performed before execution is NOT reimbursable)	<a href="#">02/2024</a>
<input type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	

	Design scoping meeting held with CDOT (if no consultant):	
<input type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	
	Environmental scoping meeting held with CDOT (if no consultant):	
<input type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	
	ROW acquisition completed: Estimated number of parcels to acquire:	
<input type="checkbox"/> Construction	FIR (Field Inspection Review):	
	FOR (Final Office Review):	
	Required clearances:	
	Project publicly advertised:	
<input checked="" type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	10/2023
<input type="checkbox"/> Bus Service	Service begins:	
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	
<input type="checkbox"/> Other Phase not Listed:	First invoice submitted to CDOT/RTD:	

**8. Problem Statement:** What specific regional problem/issue will the transportation project address?

This project will address the missing transit link for the areas of Erie, Dacono, and Frederick by identifying what level of transit service is needed for the area and how to connect residents to regional transit services. These are areas that are adjacent to the northern RTD boundary but lie outside of the RTD. This study area is roughly 65 square miles with a population of about 71,000. And with most RTD transit services on a limited or reduced schedule, residents in the area have extremely limited transit access. The three towns, in a joint effort, will study the need for a new flexible transit service to complete the first and last mile trip for residents in the area.

There are several mobility hub projects planned for the area. These hubs will be located along regional transit corridors along I-25 and another along State Highway 7. The study will help prioritize the mobility hub projects as the area continues to grow. These hubs will host a couple of BRT routes as planned in the 2050 MVRTP, including the North I-25 BRT and the SH 7 BRT.

**9. Identify the project's key elements.** A single project may have multiple project elements.

**Roadway**

Operational Improvements

**Grade Separation**

- Roadway
- Railway
- Bicycle
- Pedestrian

**Regional Transit<sup>1</sup>**

**Active Transportation Improvements**

- Bicycle Facility
- Pedestrian Facility

**Air Quality Improvements**

**Improvements Impacting Freight**

**Multimodal Mobility** (i.e., accommodating a broad range of users)

- Rapid Transit Capacity (2050 MVRTP)
- Mobility Hub(s)
- Transit Planning Corridors
- Transit Facilities/Service (Expansion/New)

**Safety Improvements**

Complete Streets Improvements

**Study**

**Other**, briefly describe:

<sup>1</sup>For any project with transit elements, the sponsor must coordinate with RTD to ensure RTD agrees to the scope and cost. Be sure to include RTD's concurrence in your application submittal.

**10. Define the **scope** and **specific elements** of the project (including any elements checked in #9 above). *DO NOT include scope elements that will not be part of the DRCOG funded project or your IGA scope of work (i.e., adjacent locally funded improvements or the project merits and benefits). Please keep the response to this question tailored to details of the scope only and no more than five sentences.***

The transit study would review data sets, conduct stakeholder interviews, identify alternatives, and outline funding strategies for new flexible transit services in Erie (Weld County portion), Dacono, and Frederick. This study would include public outreach to identify gaps in the transit network within the area, where transit is needed most, and how to connect residents to the RTD network, Bustang, the planned BRT routes, and other transit services. Based on the gaps, the study would identify the cost to operate this flexible service and the number of vehicles needed to be successful.

The study would include a ranked list of multimodal access projects within the first and final mile of a future mobility hub at SH 52, I-25 mobility hub on SH 7, and a BRT station at SH 7 & Sheridan Pkwy. These mobility hubs will be transfer points for a couple planned BRT services.

**11. What is the current status of the proposed scope as defined in Question 10 above? *Note that overall project readiness is addressed in more detail in Section D below.***

The proposed scope has been approved by the SW Weld County Forum and the Town of Erie will be leading the project. The study will start asap, pending DRCOG TIP grant approval.

**12. Would a smaller DRCOG-allocation than requested be acceptable, while maintaining the original intent of the project?**

Yes  No

*If yes, smaller meaningful limits, size, service level, phases, or scopes, along with the cost, **MUST** be defined.*

Smaller DRCOG funding request:

Outline the differences between the scope outlined above and the reduced scope:

**Project Financial Information and Funding Request**

**(All funding amounts in \$1,000s)**

<b>Total amount of Regional Share Funding Request (in \$1,000's)</b> <i>(No greater than \$20 million and not to exceed 90% of the total project cost)</i>		<b>\$150</b>	<b>89.82%</b> of total project cost
<input type="checkbox"/> Check box if requesting <b>only state MMOF funds</b> (requires minimum 50% local funds) <sup>1</sup>			
<b>Match Funds (in \$1,000's)</b> List each funding source and contribution amount.		<b>Contribution Amount</b>	<b>% Contribution to Overall Project Total</b>
Town of Erie		\$17	10.18%
		\$	0.00%
		\$	0.00%
		\$	0.00%
		\$	0.00%
		\$	0.00%
<b>Total Match</b> <i>(private, local, state, subregional, or federal)</i>		<b>\$17</b>	<b>10.18%</b>
<b>Project Total</b>		<b>\$167</b>	
<b>Notes:</b>	1. Per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge. The following jurisdictions are not required to provide a match on the MMOF funds: Federal Heights, Lakeside, Larkspur, Sheridan, and Ward. All sponsors will still be required to have 20% match on any added federal funds.		

**Funding Breakdown (in \$1,000s) (by program year)<sup>1</sup>** (Total funding should match the Project Total from above)

	FY 2025	FY 2026	FY 2027	Total
DRCOG Requested Funds <sup>2</sup>	\$150	\$	\$	\$ 150
CDOT or RTD Supplied Funds <sup>3</sup>	\$	\$	\$	\$ 0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$17	\$	\$	\$ 17
<b>Total Funding</b>	\$ 167	\$ 0	\$ 0	\$ 167
<b>Phase to be Initiated</b>	Choose an item	Choose an item	Choose an item	
<b>Notes:</b>	<ol style="list-style-type: none"> <li>1. Fiscal years are October 1 through September 30 (e.g., FY 2026 is October 1, 2025 through September 30, 2026). The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using a recommended 3% inflation factor.</li> <li>2. For the 2024-2027 Regional Share AQ/MM Call, 6% of the DRCOG funding is available in FY 2025, 44% in FY 2026, and 50% in FY 2027</li> <li>3. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source.</li> </ol>			
<b>Affirmation:</b>	By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair/City or County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. <input checked="" type="checkbox"/>			

## Evaluation Questions

### A. Regional Impact of Proposed Project

WEIGHT

**30%**

Provide **qualitative and quantitative** responses to the following questions on the regional impact of the proposed project. Be sure to provide all required information for each question. Quantitative data from DRCOG is available [here](#).

**1. Why is this project regionally important? *Relevant quantitative data in your response is required.***

The project is a collaboration project between the Towns of Erie, Dacono, and Frederick. The study area is a fast-growing area with development occurring throughout and more planned development coming in the near future. Of the three towns, Erie is the only municipality with RTD transit services but the service is at one stop, on one route, with limited service at the Erie Community Center. Through the middle of the study area is the I-25 corridor where CDOT's Bustang regional service operates, with no stops within the study area. Current planned projects for this I-25 corridor and study area include providing a flexible transit service in the area to fulfill transit needs, to establish mobility hubs along the I-25 corridor and to locate a mobility hub along State Highway 7 to connect residents to the future BRT line along that corridor. These mobility hubs and BRT plans are listed in the 2050 MVRTP.

The area has a population of 71,000 and continues to grow. One EJ population group that will be heavily affected is the 'Adults age 65+' group as their need for transit is critical for medical appointments and shopping for basic necessities at local grocery stores. From the 2050 MVRTP, there are at least five areas identified as either Minority & Low-Income or Minority EJ within the study area.

Currently, there are no medical centers in the study area, and only two grocery stores, one at the far north and one at the far south, in the study area. The study will expand upon this information including what are other priority destinations and determine where transit is needed most in the area. The study will include financial pieces such as operations and maintenance costs for the recommended service in the area.

The study will also prioritize multimodal access projects of several mobility hubs in the area as BRT service is in development which will service the mobility hubs. The mobility hubs will open the opportunity to serve as a transfer point for existing services including RTD services, and CDOT's Bustang service. These hubs will connect several transit agencies and serve as a major transfer point for getting from one agency to another. The study will help determine how best to use the financial resources when it comes to building these projects. Bustang has become a popular service since its operation a few years back but has no service within the study area. Bustang travels from Fort Collins to Denver with only one stop near Loveland at I-25 and US 34. Building a mobility hub will regionally connect residents to the larger cities. Connecting residents in the area to this regional service will be critical as congestion worsens and residents need means to get to services in Denver, Boulder, or Fort Collins. This study will help determine what mobility hub projects to prioritize for residents as growth in the area increases.

The study will lead to a new transit service in an area along the Front Range that lacks transit opportunities. Current services around the study area are, RTD, CDOT's Bustang, Greeley-Evans-Transit, Loveland's COLT, and Berthoud BATS. These are services that surround the study area but do not provide direct or sufficient service into the study area (only service in area is RTD). The development of the transit service and the mobility hubs will provide a better transit connection for residents in the study area to regional services, opportunities, medical and educational facilities, employment centers, and drive economic development than what currently exists. This will fill the transit gap that exists in the area and lower the dependency on a personal vehicle. As more people move to the three municipalities, they will be connected to larger regional transit networks.

2. How will the proposed project address the specific transportation problem described in the **Problem Statement** (as submitted in Project Information, #8)? Relevant quantitative data in your response is required.

The transit study will be conducted by consultants to research on new transit service for an area that is currently serviced by one route, at one stop, with a very limited schedule in the very southwest corner of the area. This is the only transit service in the 65 square mile area. The study area continues to grow in population with development throughout. The study area is projected to grow to from 71,000 residents to over 200,000 in 2050. The consultants will determine the impact the new transit service will have on the area, an estimated ridership, the service schedule, and the cost for operation and maintenance. The study will evaluate current, future, and other land use patterns to determine the level of services needed for the area.

The study will also prioritize several mobility hubs in the area that will connect residents to regional services or new BRT routes. The study will provide strategies to develop these mobility hubs including capital costs, timeline of development, and incorporating existing and future transit service to the mobility hubs. Currently, there are three mobility hubs identified in the 2050 MVRTP and in the Town of Erie Transportation Master Plan where these BRT routes will service. The study will prioritize the development of these mobility hubs as new transit service is implemented.

3. Does the proposed project benefit multiple municipalities and/or subregions? If yes, which ones and how? Also describe any funding partnerships (*other subregions, regional agencies, municipalities, private, etc.*) established in association with this project.

The transit study is a collaboration effort with the Town of Erie, the Town of Frederick, and the City of Dacono for the SW Weld County Subregion. Erie will be providing some funding for the study. This study will provide alternatives for a demand service in the study area to connect the residents of the three towns to existing and future transit service in the area. The study will also develop strategies and prioritize the development of mobility hubs in the study area where future services will operate in and out of.

The transit service will benefit the three municipalities in the study area and the mobility hubs will benefit RTD, and CDOT by connecting their services together at these mobility hubs. The mobility hubs would benefit Adams County, Boulder County, Broomfield County, and Denver County subregions by connecting these agencies through local, regional, and BRT transit service. RTD would benefit as their JUMP service could terminate at one of the mobility hubs. CDOT's Bustang service could benefit in ridership with two mobility hubs along the I-25 corridor, where their service currently operates. There are two planned BRT's in the study area, one along I-25 from SH 119 to downtown Denver and another one on SH 7 from Boulder to Brighton, both benefiting the listed counties above.

**4. Disproportionately Impacted and Environmental Justice Communities**

This data is available in the TIP Data Tool. *Completing the below table and referencing relevant quantitative data in your response is required.*

	DI & EJ Population Groups	Number within ½ mile	% of Total	Regional %
Use 2015-2019 American Community Survey Data  <i>(In the TIP Data Tool, use a 0.5 mile buffer)</i>	a. Total population	71,108	-	-
	b. Total households	25,211	-	-
	c. Individuals of color	17,081	24%	33%
	d. Low-income households	1,116	4%	9%
	e. Individuals with limited English proficiency	1,169	2%	3%
	f. Adults age 65 and over	8,358	12%	13%
	g. Children age 5-17	14,447	20%	16%
	h. Individuals with a disability	2,609	4%	9%
	i. Households without a motor vehicle	281	1%	5%
	j. Households that are housing cost-burdened	5,550	22%	32%

*For Lines c. – i. use definitions in the [DRCOG Title VI Implementation Plan](#). For Line j., as defined in C.R.S. 24-38.5-302(3)(b)(I): “cost-burdened” means a household that spends more than thirty percent of its income on housing.”*

Describe how this project will improve access and mobility for each of the applicable disproportionately impacted and environmental justice population groups identified in the table above, *including the required quantitative analysis*:

The transit study will identify areas where transit is needed most for residents in the study area. These areas will include residents from the DI and EJ communities. The area has three DI & EJ communities (DRCOG TIP Tool) and 2 others identified in the MVRTP, that are parallel or higher compared to the regional level. Those communities are: Individuals with limited English proficiency (2% vs 3% local vs regional respectively), Adults age 65 and over (12% vs 13%), and Children age 5-17 (20% vs 16%). The study will conduct interviews with stakeholders and engage the public for valuable feedback that will be incorporated into the study. From the 2050 MVRTP, there are two Minority & Low Income EJ areas and three Minority EJ areas all within the study area.

The study will include a transit needs assessment of the DI & EJ population groups and address how to best serve those communities. The study will set the stage for implementing a flexible transit service for the three agencies. This flexible service will provide transit service to all the DI & EJ communities a means of transportation and access to services, educational facilities, medical appointments, employment, and other transit services in the area.

For each of the DI & EJ population groups the flexible transit service will:

**Low-income Households:** Provide transit to those who may not be able to afford their own means of transportation or who have been pushed out of the high housing market in Denver and need continued transit service.

**Individuals with limited English proficiency:** This will connect residents to a transit service who may not know how to use RTD's or CDOT's transit system. This service will allow more time to communicate to residents who may need additional assistance to understand how this transit service works and how they can connect other adjacent services

**Adults age 65 and over:** For residents who may not be able to transport themselves to services or daily activities this service will offer an alternative form of transportation to get to their destinations without having to rely on others for transport, or fear of missing their appointment because of the lack of transit services in the area.

**Children 5-17:** Services will be provided to all residents in the area. This will offer transit services to younger folks who are not able to transport themselves or elect to not own a vehicle but might need to reach school, work, or other activities. This service will connect those younger residents to their destinations or to regional services where they can continue their travels to further locations.

**Individuals with a disability:** This transit service will provide a form of transportation for individuals with a disability. The study area currently does not have any transit service and the study will result in a transit service that will be flexible for this community group. This community group will have a transit service that can accommodate their needs and will connect them to other transit services.

**Households without a motor vehicle:** For folks without a vehicle, they will now have a transit service that will provide service to any destination within the service area or connect them to the mobility hubs where they can reach other transit services to get to school, work, medical appointments, or for daily activities such as grocery shopping. This community group will not have to rely on friends or family and no longer need to figure out how to get somewhere without transit.

**Households that are housing cost-burdened:** The transit service will provide transportation to those who have been pushed out of the high housing market in Denver or Boulder and need continued transit service to reach educational facilities, employment, and medical services. As home prices continue to rise and more folks move to

these three municipalities for more affordable home prices this service will provide transportation for those residents.

5. How will this project move the region toward achieving the shared [regional transportation outcomes](#) established in [Metro Vision](#) in terms of...
- Land Use, community, urban development, housing, employment? *(Improve the diversity and livability of communities. Contain urban development in locations designated for urban growth and services. Increase housing and employment in urban centers. Diversify the region's housing stock. Improve the region's competitive position.)*
    - The study will lay groundwork for providing transit in the study area. Providing transit is a critical piece to a diverse housing stock as folks in affordable housing neighborhoods greatly rely on transit to access employment and services. The study will eventually lead to a transit service for the study area. That service will provide an opportunity for folks in various housing developments to reach three urban centers along the SH 7 corridor. In addition, the transit service will provide access to other transit agency services where residents in the study area can access a multitude of employment, services, educational facilities, medical appointments, and other destinations. The demand service will provide means of transportation to the Households that are housing-cost burdened and low-income communities who are unable to afford the expensive housing costs closer to central Denver.
    - The study will also prioritize mobility hubs in the study area where residents will be connected to CDOT's Bustang service and to the future BRT routes planned for the area. These mobility hubs will lead to diverse housing close to transit.
  - Multimodal transportation, safety, reliability, air quality? *(Improve and expand the region's multimodal transportation system, services, and connections. Operate, manage, and maintain a safe and reliable transportation system. Improve air quality and reduce greenhouse gas emissions. Reduce the risk of hazards and their impact.)*
    - The transit study will lead to transit service in the study area. Upon results of the transit study, the intent is to provide transit service that will service an area adjacent to RTD's northern boundary and will service residents to access RTD services, the future SH 7 BRT, CDOT's Bustang service and the urban centers along the SH 7 corridor. Depending on the level of success of the service, this could be a good indicator for transit need in the area that could be provided by RTD services or develop a partnership with RTD to continue to fund the service or provide an alternative with more service to the area.
    - Upon results of the transit study, residents in the study area will have access to transit service and which will lead to less reliance on a personal vehicle. The transit service will have the capacity to pick up multiple passengers which will help reduce emissions from multiple personal vehicles on roadways.
  - Connection/accessibility to particular locations supporting healthy and active choices? *(Connect people to natural resource and recreational areas. Increase access to amenities that support healthy, active choices. Improve transportation connections to health care facilities and service providers. Improve access to opportunity.)*
    - From the study, a transit service will be developed which will give residents in the study area the opportunity to reach RTD transit services. Reaching the RTD services will provide access to all medical and health care facilities in the Denver metro. Residents will no longer stress about having to make their medical appointment on time or worry about not able to make their appointments. This flexible service will get residents to additional transit services in the area.
    - The transit service will provide access to other transit services where residents can access recreational activities and the park and trail systems in the Denver metro through those services.
    - From the study, a mobility hub prioritization analysis will locate the first mobility hub in the area. This will provide an additional access point to either RTD services, CDOT's Bustang, or other services. Residents will have their own mobility hub closer to their residence that provides closer access to other transit services to reach their destinations. These mobility hubs will be connected to the bike/ped facilities in the area, providing easy and safe access to the mobility hubs for residents who choose this active transportation to reach transit services.

6. Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Is there a DRCOG designated urban center within ½ mile of the project limits?\*
- Yes    No   If yes, please provide the name: I-25 & SH 7 Activity Center, I-25 & Hwy 7 Activity Center, North End Station
- Does the project connect two or more urban centers?\*
- Yes    No   If yes, please provide the names: I-25 & SH 7 Activity Center, I-25 & Hwy 7 Activity Center, North End Station
- Is there a transit stop or station within ½ mile of the project limits?\*
- Bus stop:  Yes    No   If yes, how many? 2
- Rail station:  Yes    No   If yes, how many?
- Is the project in a locally-defined priority growth and development area and/or an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?
- Yes    No

If yes, provide a link to the relevant planning document:

<https://www.erieco.gov/DocumentCenter/View/369/2015-Comp-Plan---Updated-2162016?bidId=>  
<https://frederickco.gov/DocumentCenter/Vie>

If yes, provide how the area is defined in the relevant planning document: Erie pg 11-15  
 Fredrick - pg 65

Provide households and employment data*	2020	2050
Households within ½ mile	25,211	72,039
Jobs within ½ mile	22,152	41,875
Household density (per acre) within ½ mile	0.30	1.22
Job density (per acre) within ½ mile	0.35	0.85

Describe how this project will improve transportation options in and between key geographic areas including DRCOG-defined urban centers, multimodal corridors, mixed-use areas, Transit Oriented Development (transit near high-density development), or locally defined priority growth areas, *including the required quantitative analysis*:

The transit study will provide alternatives for transit service in and around the three jurisdictions, Erie, Dacono, and Frederick. These three jurisdictions currently do not have transit service except for Erie with one route serving one stop in the study area. There are three urban centers at the southern end of the study area as identified in the 2050 MVRTP. This study will provide scenarios on how to connect residents to these urban areas and other transit centers to access other agency’s transit services. The three jurisdictions in their comprehensive plans call for major development in their towns bringing in thousands of residents and households in the area where households will nearly triple from 25,211 in 2020 to 72,039 in in 2050. The number of jobs will just about double from 22,000 in 2020 to 41,875 in 2050 with plans for major employment centers in the towns along the I-25 corridor which splits the study area down the middle. The three jurisdictions plan for mixed uses in their downtown or town centers, areas primed for transit service. Both households and job densities will more than double from 2020 to 2050.

The study area is adjacent to several of RTD’s routes along US 287 and on Erie Parkway. CDOT’s Bustang service run down the middle of the study area. There is a planned BRT route for SH 7 on the south end of the corridor and a second BRT service on the I-25 corridor from SH 119 to downtown Denver. This transit service will provide a means to get to these other services from the three jurisdictions and to the urban centers as planned in the 2050 MVRTP.

**7. Describe how this project will improve **access** and **connections** to key employment centers or regional destinations. In your answer, define the key destination(s) and clearly explain how the project improves **access** and/or **connectivity**.**

The transit study will lead to alternatives for providing transit in the study area. Transit will provide mobility access for residents and connect them to destinations within the study area. The transit service can offer service closer to homes and transport residents to any destination in the study area including employment centers and other transit transfer centers. At these transfer centers, residents will be able to transfer to other transit services such as RTD or CDOT to access regional destinations in Boulder, Denver and to statewide destinations such as Pueblo, Grand Junction, or Steamboat Springs.

The transit service can provide connections to key destinations in the study area such as:

- I-25 & SH 7 Activity Center (DRCOG urban center) & transit transfer center
- I-25 & Hwy 7 Activity Center (DRCOG urban center) & transit transfer center
- North End Station (DRCOG urban center)
- Erie Town Center
- Erie Gateway Development
- Erie Airport
- Downtown Frederick

At the mobility hubs, residents will have connections to RTD and CDOT transit services to reach destinations in Boulder, Denver, Fort Collins, Colorado Springs, and other locations throughout the state on CDOT's Bustang service.

## B. MVRTP Priorities

WEIGHT

**50%**

- ***Qualitative and quantitative*** responses are **REQUIRED** for the following items on how the proposed project contributes to the project and program investment priorities in the adopted 2050 Metro Vision Regional Transportation Plan. ***To be considered for full points, you must fully answer all parts of the question, including incorporating quantitative data into your answer.*** (see scoring section for details). Quantitative data from DRCOG is available [here](#).
- Checkboxes and data tables help to provide context and guide responses, but do not account for the full range of potential improvements and are not directly scored, but are required to be completed.
- Not all proposed projects will necessarily be able to answer all questions, however it is in the applicant's interest to address as many priority areas as possible.

### Multimodal Mobility

#### **Provide improved travel options for all modes.**

(drawn from [2050 MVRTP priorities](#); [federal travel time reliability, infrastructure condition, & transit asset management performance measures](#); & [Metro Vision objective 4](#))

Examples of Project Elements: combinations of improvements that support options for a broad range of users, such as complete streets improvements, or a bicycle/pedestrian access to transit, etc.

- What modes will project improvements directly address?  
 Walking  Bicycling  Transit  Roadway Operations  Other:
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, signal interconnection, etc.): [transit connections to RTD services](#), [transit connections to CDOT services](#), [connection to existing and new transfer stations](#), [creation of three new mobility hubs](#)
- Will the completed project be a complete street as described in the [Regional Complete Streets Toolkit](#)? This data is available in the TIP Data Tool.  
 Yes  No If yes, describe how it implements the Toolkit's strategies in your response.
- Does this project improve travel time reliability?  
 Yes  No
- Does this project improve asset management of active transportation facilities and/or transit vehicle fleets?  
 Yes  No
- Does this project implement resilient infrastructure that helps the region mitigate natural and/or human-made hazards?  
 Yes  No

Question: Describe how this project will help increase mobility choices for people, goods, and/or services. Please include quantitative information, including any items referenced above, in your response. *Note that a majority of the proposed roadway operational improvements must be on the DRCOG [Regional Roadway System](#) and/or [Regional Managed Lanes System](#).*

The transit study will lead to transit service in the study area with a population of about 71,000 residents all with extremely limited transit service (only service in area is RTD's Jump route, with only one stop at the Erie Community Center with only peak hour service). Upon results of the transit study, the intent is to provide transit service that will service an area adjacent to RTD's northern boundary and will service residents to access RTD services, the future SH 7 BRT, CDOT's Bustang service and the three urban centers along the SH 7 corridor. Depending on the level of success of the service, this could be a good indicator for transit need in the area that could be provided by RTD services or develop a partnership with RTD to continue to fund the service or provide an alternative with more service to the area.

Upon results of the transit study, residents in the study area will have access to transit service and which will lead to less reliance on a personal vehicle. The transit service will have the capacity to pick up multiple passengers which will help reduce emissions from multiple personal vehicles on roadways. This service will provide transportation and increase mobility choices to the 281 households without a vehicle or to the 8,358 adults age 65+ who may struggle to access basic needs and services such as grocery shopping and medical appointments. The service will provide access to other transit services where residents can access recreational activities and the park and trail systems in the Denver metro.

From the study, a mobility hub prioritization analysis will locate the first of three mobility hubs in the area. This will provide an additional access point to either RTD services, CDOT's Bustang, the two planned BRT routes, or other services. Residents will have their own mobility hub closer to their residence that provides closer access to other transit services to reach their destinations. These mobility hubs will be connected to the bike/ped facilities in the area, providing easy and safe access to the mobility hubs for residents who choose this active transportation to reach transit services.

**Air Quality** **Improve air quality and reduce greenhouse gas emissions.**  
 (drawn from [2050 MVRTP priorities](#); [state greenhouse gas rulemaking](#); [federal congestion & emissions reduction performance measures](#); [Metro Vision objectives 2, 3, & 6a](#))  
 Examples of Project Elements: active transportation, transit, or TDM elements; vehicle operational improvements; electric vehicle supportive infrastructure; etc.

- Does this project reduce congestion?  
 Yes  No
- Does this project reduce vehicle miles traveled (VMT)?  
 Yes  No
- Does this project reduce single-occupant vehicle (SOV) travel?  
 Yes  No

Emissions Reduced (kg/day)	CO	NOx	VOCs	PM 10	CO <sub>2</sub> e
	0.00	0.00	0.00	0.00	0.00

Use the [FHWA CMAQ Calculators](#) or a similar reasonable methodology to determine emissions reduced. Base your calculations on the year of opening. Please attach a screenshot of your work (such as the FHWA calculator showing the inputs and outputs) as part of your submittal packet.  
 Note: if not using the FHWA Calculators, please note your methodology in your narrative below.

Question: Describe how this project helps reduce congestion and air pollutants, including but not limited to carbon monoxide, ground-level ozone precursors, particulate matter, and greenhouse gas emissions. Please include quantitative information, including any items referenced above, in your response.

This is a transit study project to determine the level and type of service offered by a micromobility transit service. The result of the study will contribute to reaching DRCOG’s Board of Directors target of reducing the percentage of workers driving alone from 75% to 65% by 2040. This can be done by continuing to expand transit service such as the one to be provided by the study. VMTs and emissions will be reduced in result of the newly instated transit service and contribute to the Metro Vision performance measures to reduce emissions 60% from 2010.

**Regional  
Transit**

**Expand and improve the region’s transit network.**

(drawn from [2050 MVRTP priorities](#), [Coordinated Transit Plan](#), [RTD’s Regional Bus Rapid Transit Feasibility Study](#))

Examples of Project Elements: transit lanes, station improvements, new/expanded service, etc.

Note: For any project with transit elements, the sponsor must coordinate with RTD to ensure RTD agrees to the scope and cost. Be sure to include RTD’s concurrence in your application submittal.

Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Does this project implement a portion of the regional bus rapid transit (BRT) network (as defined in the [2050 MVRTP](#))?\*  
 Yes  No If yes, which specific corridor will this project focus on?
- Does this project involve a regional transit planning corridor (as defined in the [2050 MVRTP](#))?\*  
 Yes  No If yes, which specific corridor will this project focus on? [North I-25 Corridor, State Highway 7 Corridor](#)
- Does this project implement a mobility hub (as defined in the [2050 MVRTP](#))?  
 Yes  No
- Does this project improve connections between transit and other modes?  
 Yes  No If yes, please describe in your response.
- Is this project adding new or expanded transit service?  
 Yes  No If yes, who will operate the service? [The results from the study will determine the operations of the service.](#)
- Does this project add and/or improve transit service to or within a DRCOG-defined urban center?\*  
 Yes  No

Question: Describe how this project improves connections to or expand the region’s transit system, as outlined in the [2050 MVRTP](#). Please include quantitative information, including any items referenced above, in your response.

*Note that rapid transit improvements must be on the [Regional Rapid Transit System](#).*

This study will lead to the development of a transit service for the study area. This will be a completely new service in the area. This service will connect residents in Erie, Dacono, and Frederick to the rest of RTD’s transit service, and CDOT’s Bustang service and future BRT service. There are roughly 71,000 residents in the study area that have extremely limited transit service or no service at all. Erie, a town with a population of about 30,000 is within the RTD district boundary, but only has one route, at one stop, with only peak service, in the Town of Erie. This service will help reduce the number of vehicles on roadways, and VMT which lead to reducing CO2 emissions as goal in the 2050 MVRTP.

The study will also identify and prioritize mobility hubs in the study area. Currently, three mobility hubs are planned for the area along State Highway 7 and along I-25. Based on the results of the study these mobility hubs will be prioritized for implementation. There are also three urban centers as identified in DRCOG’s RTP that this transit service will connect residents to from the study area. This will help expand service to the area from RTD’s services and CDOT’s Bustang service.

**Safety** **Increase the safety for all users of the transportation system.**  
 (drawn from [2050 MVRTP priorities](#), [Taking Action on Regional Vision Zero](#), [CDOT Strategic Transportation Safety Plan](#), & [federal safety performance measures](#))  
 Examples of Project Elements: bike/pedestrian crossing improvements, vehicle crash countermeasures, traffic calming, etc.

Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Does this project address a location on the [DRCOG High-Injury Network or Critical Corridors](#) or corridors defined in a local Vision Zero or equivalent safety plan?\*  
 Yes  No
- Does this project implement a safety countermeasure listed in the [countermeasure glossary](#)?  
 Yes  No

Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* <i>(using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project)</i> <i>NOTE: if constructing a new facility, report crashes along closest existing alternative route</i>		Sponsor must use industry accepted crash modification factors (CMF) or crash reduction factor (CRF) practices (e.g., <a href="#">CMF Clearinghouse</a> , <a href="#">NCHRP Report 617</a> , or <a href="#">DiExSys methodology</a> ).
Fatal crashes	17	
Serious Injury crashes	78	
Other Injury crashes	870	
Property Damage Only crashes	3036	
Estimated reduction in crashes applicable to the project scope <i>(per the five-year period used above)</i>		Provide the methodology below:
Fatal crashes reduced	0.00	NA
Serious Injury crashes reduced	0.00	
Other Injury crashes reduced	0.00	
Property Damage Only crashes reduced	0.00	

Question: Describe how this project will implement safety improvements (roadway, active transportation facility, etc.), particularly improvements in line with the recommendations in [Taking Action on Regional Vision Zero](#). Please include quantitative information, including any items referenced above, in your response. *Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#).*

The transit service will provide a safe means of transportation for residents in the service area. This can help reduce the number of fatal (17) and serious injury (78) crashes in the study area as vehicles are removed from roadways as transit service will be available. This reduction in crashes will lead to achieving the goals of Vision Zero. The development of the mobility hubs will provide a safe location for boarding and deboarding transit service. The mobility hubs will allow for riders to transfer at a safe location without having to worry about crossing a busy intersection or street.

Transit will provide alternative transportation for those who are under the influence, drowsy, or are in another condition that limits their driving capabilities. Providing a means of transportation for these folks will reduce the number of crashes caused by folks with any of these conditions.

## Freight

### Maintain efficient movement of goods within and beyond the region.

(drawn from [2050 MVRTP priorities](#); [Regional Multimodal Freight Plan](#); [Colorado Freight Plan](#), [federal freight reliability performance measure](#); [Metro Vision objective 14](#))

Examples of Project Elements: roadway operational improvements, etc.

Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Is this project located in or impact access to a [Freight Focus Area](#)?\*  
 Yes  No If yes, please provide the name:
- If this project is located in a [Freight Focus Area](#) does it address the relevant Needs and Issues identified in the Plan (see text located within each Focus Area)?  
 Yes  No If yes, please describe in your response.
- Is the project located on the [Tier 1 or Tier 2 Regional Highway Freight Vision Network](#)?\*  
 Yes  No
- Check any items from the [Inventory of Current Needs](#) which this project will address:  
 Truck Crash Location  Rail Crossing Safety ([eligible locations](#))  
 Truck Delay  Truck Reliability  
Please provide the location(s) being addressed: [Northwest Metro, I-25 North](#)
- Does this project include any innovative or non-traditional freight supportive elements (i.e., curb management strategies, cargo bike supportive infrastructure, etc.)?  
 Yes  No If yes, please describe in your response.

Question: Describe how this project will improve the efficient movement of goods. In your response, identify those improvements identified in the [Regional Multimodal Freight Plan](#), include quantitative information, and include any items referenced above. *Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#).*

With transit service operating in the study area including on I-25, SH 7, SH 52, and US 287, some traffic will be removed from roadways reducing traffic impeding the movement of goods on freight vehicles. This shift from SOV to transit mode will reduce vehicles on roadways and improve travel times not just for other SOV but for freight traffic as well. The reduced traffic will lead to reduced emissions from delayed truck traffic. Highway delays on SH 52 will improve with the reduction in vehicular traffic (Regional Multimodal Freight Plan) as residents in the area shift modes to transit.

<b>Active Transportation</b>	<b>Expand and enhance active transportation travel options.</b> <small>(drawn from <a href="#">2050 MVRTP priorities</a>; <a href="#">Denver Regional Active Transportation Plan</a>; &amp; <a href="#">Metro Vision objectives 10 &amp; 13</a>)  Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.</small>
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Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Does this project close a gap or extend a facility on a [Regional Active Transportation Corridor](#) or locally-defined priority corridor?\*
- Yes  No
- Does this project improve pedestrian accessibility and connectivity in a [pedestrian focus area](#)?\*
- Yes  No
- Does this project improve active transportation choices in a [short trip opportunity zone](#)?\*
- Yes  No
- Does this project include a high-comfort bikeway (like a sidepath, shared-use path, separated bike lane, bicycle boulevard)?
- Yes  No If yes, please describe in your response.

**Bicycle Use**

*NOTE: if constructing a new facility, report bike usage along closest existing alternative route*

1. Current Average Single Weekday Bicyclists:	0	
Bicycle Use Calculations	<b>Year of Opening</b>	<b>2050 Weekday Estimate</b>
2. Enter estimated additional average weekday one-way bicycle trips on the facility after project is completed.	0	0
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	0	0
4. = Initial number of new bicycle trips from project (#2 – #3)	0	0
5. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, walking, etc.). <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	0.00	0.00
6. = Number of SOV trips reduced per day (#4 - #5)	0.00	0.00
7. Enter the value of <b>{#6 x 2 miles}</b> . (= the VMT reduced per day) <i>(Values other than 2 miles must be justified by sponsor on line 10 below)</i>	0.00	0.00
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	0.00	0.00
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

**Pedestrian Use**

*NOTE: if constructing a new facility, report pedestrian usage along closest existing alternative route*

1. Current Average Single Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):	0	
Pedestrian Use Calculations	<b>Year of Opening</b>	<b>2050 Weekday Estimate</b>
2. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	0	0
3. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	0	0
4. = Number of new trips from project (#2 – #3)	0	0
5. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	0.00	0.00
6. = Number of SOV trips reduced per day (#4 - #5)	0.00	0.00
7. Enter the value of <b>{#6 x .4 miles}</b> . (= the VMT reduced per day) <i>(Values other than .4 miles must be justified by sponsor on line 10 below)</i>	0.00	0.00
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	0.00	0.00

9. If values would be distinctly greater for weekends, describe the magnitude of difference:

10. If different values other than the suggested are used, please explain here:

Question: Describe how this project helps expand the active transportation network, closes gaps, improves comfort, and/or improves connections to key destinations, particularly improvements in line with the recommendations in the [Denver Regional Active Transportation Plan](#). Please include quantitative information, including any items referenced above, in your response.

The transit study will prioritize three mobility hubs within the study area. These mobility hubs will incorporate transit and bike/ped facilities. Improvements and access will be part of prioritizing of the hubs and locations for access will be identified. The study will identify types of safety and access improvements needed at the mobility hubs for bike/ped users. The development of the mobility hubs will provide bike and ped trail connections as planned in the 2050 MVRTP.

From the DRCOG Active Transportation Plan, the mobility hubs will provide safer bike facilities and encourage folks to use these facilities. These hubs could help tap into the 64% of survey respondents who indicated they *would* bicycle more if there were more barrier-separated bicycle lanes and the 72% who indicated they *would* feel very comfortable riding a bicycle in a separated bicycle lane (DRCOG Active Transportation Plan) but don't bike. The bike/ped connections will connect residents in the area to regional active transportation corridors and increase the percentage of transportation-disadvantaged population within 1/2 -mile distance to above 33% (DRCOG Active Transportation Plan).

The mobility hubs will provide connections to other transit services such as RTD or CDOT's Bustang. Those services offer a bike friendly fleet which will attract bicyclists who wish to commute by bike, but other metro destinations would be too far without connections to the regional transit services. This shift in mode from vehicle to bike will reduce the number of vehicles on roadways, which in turn also improve travel times, decrease CO2 emissions, reduce number of crashes, and improve the overall health of the communities.

C. Project Leveraging		WEIGHT	10%
<p>What percent of outside funding sources (non-Regional Share funding) does this project have? <i>(number will automatically calculate based on values entered in the Funding Request table)</i></p>	10.18%	60%+ outside funding sources ..... 5 pts 50-59.9% ..... 4 pts 40-49.9% ..... 3 pts 20-39.9% ..... 2 pts 10.1-19.9% ..... 1 pt 10%..... 0 pts	

**D. Project Readiness** WEIGHT **10%**

*Provide responses to the following items to demonstrate the readiness of the project. DRCOG is prioritizing those projects that have a higher likelihood to move forward in a timely manner and are less likely to experience a delay.*

**Section 1. Avoiding Pitfalls and Roadblocks**

a. Has a licensed engineer (CDOT, consultant, local agency, etc.) reviewed the impact the proposed project will have on utilities, railroads, ROW, historic and environmental resources, etc. and have those impacts and pitfalls been mitigated as much as possible to date before this submittal?

Yes  No  N/A (for projects which do not require engineering services)

If yes, please type in the engineer’s name below which certifies their review and that impacts have been evaluated and mitigated as much as possible before your application is submitted:

Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date:

- Utilities:
- Railroad:
- Right-of-Way:
- Environmental/Historic:
- Other:

b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, bus service, equipment purchase, etc.)?

Yes  No

If yes, are the other prerequisite phases complete?  Yes  No  N/A

If this project is for construction, please note the NEPA status: [Choose an item](#)

c. Has all required ROW been identified?  Yes  No  N/A

Has all required ROW already been acquired and cleared by CDOT?  Yes  No  N/A

d. Based on the current status provided in Project Information, question 11, do you foresee being able to execute your IGA by October 1 of your first year of funding (or if requesting first year funding, beginning discussions on your IGA as soon as possible), so you can begin your project on time?

Yes  No

Does your agency have the appropriate staff available to work on this project?  Yes  No

If yes, are they knowledgeable with the federal-aid process?  Yes  No  N/A

e. Have other stakeholders in your project been identified and involved in project development?

Yes  No  N/A

If yes, who are the stakeholders? Town of Frederick, City of Dacono

Please provide any additional details on any of the items in Section 1, if applicable. NA

## Section 2. Local Match Availability

a. Is all the local match identified in your application currently available and not contingent on any additional decisions, and if a partnering agency is also committing match, do you have a commitment letter?

Yes  No

Please describe: Town of Erie has dedicated the list amount of funds for this project and is ready to expend.

b. Is all funding for this project currently identified in the sponsor agency's Capital Improvement Program (CIP)?

Yes  No

Please describe: This is a study for bus service.

## Section 3. Public Support

a. Has the proposed project previously been through a public review process (public comment period, public hearing, etc.)?

Yes  No

b. Has the public had access to translated project materials in relevant languages for the local community?

Yes  No

Please describe: This project is a transit study. The transit study will have a public outreach component.

c. Have any adjacent property owners to the proposed project been contacted and provided with the initial project concept?

Yes  No  N/A

Please provide any additional details on the items in Section 3, if applicable. NA

Submit completed applications through the [TIP Data Hub](#) no later than 3pm on October 11, 2022.



## Cost Estimate

Project: SW Weld County Flexible Transit First and Last Mile Study

Project Location: Erie (Weld County), Dacono, Frederick

Project Sponsor: Town of Erie

Project Contact: Miguel Aguilar, Senior Transportation Planner  
720-648-2293 | [maquilar@erieco.gov](mailto:maquilar@erieco.gov)

This study will be lead by the Town of Erie and conducted by consultants to determine level of transit service and prioritize the development of the mobility hubs.

Level of Transit Service	\$75,000
Prioritize Mobility Hubs	\$92,000
<hr/>	
TOTAL Project Cost	\$167,000

**Study Area**



 Area of Interest