



**DRCOG Transportation Improvement Program (TIP)
FY 2024-2027 TIP Subregional Share (Call #4) –
Boulder County Subregion**

Surface Transportation Block Grant (STBG) Project Application

APPLICATION OVERVIEW

What: The Subregional Share Call for Projects for the FY 2024-2027 TIP (Call #4)

Funding Available: \$10,750,000 for this subregion and this STBG Track. In the STBG Track, funding is split fairly evenly over all four years.

Major Project Eligibility Exceptions: Transit operations projects (*Note: these types of projects are only allowed to be submitted with the AQ/MM Track*)

Call Dates: **November 28, 2022 until January 27, 2023, 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 (**before saving to PDF, press Ctrl-A to select all, and F9 to update all formulas**), 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 no later than December 30, 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](#)). Further details can be found in the [Policies for TIP Program Development](#) document (a [quick-guide](#) is also available for reference)
- **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 December 9, 2022, with CDOT/RTD providing a response no later than January 13, 2023. Submit requests to the following: CDOT Region 1 – [JoAnn Mattson](#), CDOT Region 4 – [Josie Thomas](#), RTD – [Chris Quinn](#)
- **If a submitted application in Calls #1-3 was not funded**, and you wish to resubmit the same application for this call, please [contact DRCOG](#). 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 no later than December 30, 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
- **Evaluation Process:** DRCOG staff will review submittals for eligibility, develop scoring sheets, and post all applications (Jan. 30-Feb. 3, 2023). On Feb. 6, a public comment period will open until Feb. 24. Also at that time, details will be provided to each subregion to begin scoring, discussing, and recommending their projects back to DRCOG by March 15. Each forums’ recommendation will then be forwarded to the DRCOG committee process for incorporation into a new 24-27 TIP anticipated to be adopted in August 2023
- If you have any questions or need assistance, reach out to us at tipapplications@drcog.org

APPLICATION FORMAT

The STBG Subregional 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. Subregional Impact of Proposed Projects..... 25%

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

5	The project benefits will substantially address a major subregional problem and benefit people and businesses in multiple communities.
4	The project benefits will significantly address a major subregional problem primarily benefiting people and businesses in one community.
3	The project benefits will either moderately address a major subregional problem or significantly address a moderate -level subregional problem.
2	The project benefits will moderately address a moderate -level subregional problem.
1	The project benefits will address a minor subregional problem.
0	The project does not address a subregional problem.

Section B. Metro Vision Regional Transportation Plan Priorities 60%

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 substantial benefits in the 2050 MVRTP priority area and is determined to be in the top fifth of applications based on the magnitude of benefits in that priority area.
4	The project provides demonstrable significant benefits in the 2050 MVRTP priority area.
3	The project provides demonstrable moderate benefits in the 2050 MVRTP priority area and is determined to be in the middle fifth of applications based on the magnitude of benefits in that priority area.
2	The project provides demonstrable modest benefits in the 2050 MVRTP priority area.
1	The project provides demonstrable slight benefits in the 2050 MVRTP priority area and is determined to be in the bottom fifth 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”) 5%

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

Score	% non-Subregional Share funds
5	60% and above
4	50-59.9%
3	40-49.9%
2	30-39.9%
1	20.1-29.9%
0	20%

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

Project Information

1. Project Title		Countywide Strategic Transit Plan (CSTP)	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>		Start point: Click or tap here to enter text. End point: Click or tap here to enter text. OR Geographic Area: geographic extents of Boulder County including regional connections	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>		Boulder County	
4. Project Contact Person:			
Name: Alex Hyde-Wright		Title: Regional Multimodal Planning Division Manager	
Phone: 303-441-4910		Email: ahyde-wright@bouldercounty.org	
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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable concurrence documentation</i>
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 DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) , provide the staging period: NA		
	Local/Regional/Subregional plan:	Planning Document Title: Boulder County Transportation Master Plan (TMP) Adopting agency (local agency Council, CDOT, RTD, etc.): Boulder County Commissioners Provide date of adoption by council/board/commission, if applicable: Feb 18, 2020	
	Please describe public review/engagement to date:	As part of the Boulder County Transportation Master Plan, which outlined a vision for transit services in Boulder County, extensive public outreach was conducted, including in-person meetings, online surveys, an online comment map, a social media presence and formal hearings. As part of developing the Program of Projects (PoP) for the FTA ARPA funds, a subsequent public process was conducted including a website, public comment period, and public hearing. In addition, Boulder County conducted extensive community engagement as part of developing the 2022 Coordinated Human Services Plan ("Mobility & Access for All Ages and Abilities"). Local governments have also conducted public engagement as part of their transportation master plans which outline transit services that will be further developed and prioritized as part of this CSTP.	
	Other pertinent details:	TMP Website: https://bouldercounty.gov/transportation/plans-and-projects/transportation-master-plan/	
7. Identify the project's key phases and the anticipated schedule of phase milestones. (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
REQUIRED FOR ALL PHASES	Intergovernmental Agreement (IGA) executed with CDOT/RTD (Assumed process is 4-9 months; any work performed before execution is NOT reimbursable)		02/2024
<input type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):		Enter Date
	Design scoping meeting held with CDOT (if no consultant):		Enter Date
	FIR (Field Inspection Review):		Enter Date
	FOR (Final Office Review):		Enter Date
<input type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):		Enter Date
	Environmental scoping meeting held with CDOT (if no consultant):		Enter Date
<input type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:		Enter Date
	Estimated number of parcels to acquire:	Enter Number	
	ROW acquisition completed:		Enter Date
<input type="checkbox"/> Construction	Required clearances:		Enter Date
	Project publicly advertised:		Enter Date
<input checked="" type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):		05/2024
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:		Enter Date
<input type="checkbox"/> Other Phase not Listed Describe: Describe	First invoice submitted to CDOT/RTD:		Enter Date

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

How to efficiently and effectively advance transit in Boulder County: Boulder County and several of the county jurisdictions have adopted Transportation Master Plans (or equivalents) in the last five years, which set the vision for multimodal networks. These plans generally include high-level frameworks and some detailed initiatives regarding transit. In addition, the county has adopted its first Mobility and Access for All Ages and Abilities Plan (2022), which identifies transit needs as high priority.

Other agencies also have plans and initiatives regarding transit in Boulder County:

- RTD’s Northwest Area Mobility Study (NAMS) was adopted in 2014 and established a countywide network of Bus Rapid Transit Routes. In 2022 RTD adopted a System Optimization Plan (SOP), which will guide service development through 2027, and RTD will also be updating fare structure and pass programs in early 2023.
- CDOT adopted a Statewide Transit Plan in 2020 and a statewide 10-year pipeline of projects (updated 2022), and there is new statewide money for transit fleet electrification.

With so many plans and agencies involved, *a coordinated effort is needed for a cohesive transit system plan with implementation strategies and priorities to ultimately ensure that all agencies are working together in an integrated fashion toward the broader goals for the county, local communities, and the region.*

Furthermore, the county is fortunate to have recently received funding to support implementation. With the permanent extension of the Countywide Transportation Sales Tax passed by the voters in November 2022 and the County’s forthcoming receipt of \$34M in FTA ARPA funding, *the timing is right to develop a new financially sound strategic transit plan to guide the implementation of countywide transit investments.*

Supporting Exhibits in the Addendum:

Exhibit 1. Boulder County Transportation Master Plan (TMP) Transit Highlights

Exhibit 2. TMP Transit Highlights from Boulder, Louisville, and Longmont

Exhibit 3. Northwest Area Mobility Network (NAMS) Network

Exhibit 4. Transit Financial Highlights: Program of Projects for County Transportation Sales Tax and FTA ARPA

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

Roadway

- Operational Improvements
- General Purpose Capacity (2050 MVRTP)
- Managed Lanes (2050 MVRTP)
- Pavement Reconstruction/Rehab
- Bridge Replace/Reconstruct/Rehab

Grade Separation

- Roadway
- Railway
- Bicycle
- Pedestrian

Regional Transit¹

- Rapid Transit Capacity (2050 MVRTP)

- Safety Improvements**

Active Transportation Improvements

- Bicycle Facility
- Pedestrian Facility

- Air Quality Improvements**

- Improvements Impacting Freight**

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

- Complete Streets Improvements

- Study**

- Mobility Hub(s)
- Transit Planning Corridors
- Transit Facilities (Expansion/New)

Other, briefly describe: Click or tap here to enter text.

¹For 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 Countywide Strategic Transit Plan will guide how Boulder County spends countywide transit funding, including which projects and programs are implemented, when, and how.

The plan will focus on identifying values, strategies, and implementation for the transit system throughout Boulder County:

- **Task 1: Project Management, Initiation & Oversight**—project administration
- **Task 2: Outreach & Engagement**—extensive community engagement that is bilingual and includes outreach with multiple communities and across the county to provide community-based values guidance on what we want our transit dollars to achieve
- **Task 3: Existing Conditions & Travel Demand Forecasting**—where are we today (transit services, projects, and programs) and future forecasts
- **Task 4: Goals, Objectives, & Performance Metrics**—what we are trying to achieve, how to achieve them, and how to monitor progress
- **Task 5: Alternatives Analysis & Strategies**—compilation of existing conditions and plans, potential delivery mechanisms and required partnerships (operation of service, pass programs, service buy-ups, capital infrastructure, etc.), including how best to complement RTD’s SOP
- **Task 6: Financial Plan & Implementation Plan**—cost estimates for all strategies/projects, potential funding sources, financial plan (operating and capital), implementation plan and timeline
- **Task 7: Final Report**—final plan documentation

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 transit services that will be developed and prioritized as part of this plan have been identified through the Boulder County Transportation Master Plan, the development of the Programs of Projects (PoPs) for the extension of the Boulder County Transportation Sales Tax and FTA ARPA funds, as well as through the development of municipal transportation master plans. Boulder County is currently developing a complete Scope of Work for this project to be incorporated into a Request for Proposals that will be ready for release by the time a funding IGA is executed for this project (see **Exhibit 5. Draft Table of Contents for Countywide Strategic Transit Plan (CSTP)** in the addendum).

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: \$800,000

Outline the differences between the scope outlined above and the reduced scope: The smaller scope would reduce the portions of the study focused on intra-community transit (in-depth work within each of the communities) and instead primarily focus on the regional transit system planning.

Project Financial Information and Funding Request (All funding amounts in \$1,000s)		
<i>To update the formulas below, enter your information, highlight the formulas, and press F9 or right-click and select Update Field.</i>		
Total amount of Subregional Share Funding Request (in \$1,000's) <i>(Not to exceed 80% of the total project cost)</i>	\$1,198	79.87% of total project cost
Match Funds (in \$1,000's) List each funding source and contribution amount.	Contribution Amount	% Contribution to Overall Project Total
Boulder County	\$302	20.13%
Click or tap here to enter text.	\$Match Amount	0.0%
Click or tap here to enter text.	\$Match Amount	0.0%
Click or tap here to enter text.	\$Match Amount	0.0%
Click or tap here to enter text.	\$Match Amount	0.0%
Click or tap here to enter text.	\$Match Amount	0.0%
Total Match <i>(private, local, state, regional, or federal)</i>	\$ 302	20.13%
Project Total	\$ 1,500	

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

To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.

	FY 2024	FY 2025	FY 2026	FY 2027	Total
DRCOG Requested Funds²	\$1,198	\$Enter Amount	\$Enter Amount	\$Enter Amount	\$ 1,198
CDOT or RTD Supplied Funds³	\$Enter Amount	\$Enter Amount	\$Enter Amount	\$Enter Amount	\$ 0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$302	\$Enter Amount	\$Enter Amount	\$Enter Amount	\$ 302
Total Funding	1,500	\$ 0	\$ 0	\$ 0	\$ 1,500
Phase to be Initiated	Study	Select Phase	Select Phase	Select Phase	
Notes:	<ol style="list-style-type: none"> 1. Fiscal years are October 1 through September 30 (e.g., FY 2024 is October 1, 2023 through September 30, 2024). 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. 2. For the 2024-2027 Subregional Share STBG Call, 23% of DRCOG funding is available in FY 2024, 25% in FY 2025, 26% in FY 2026, and 27% in FY 2027 3. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source. 				
Affirmation:	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. Subregional Impact of Proposed Project

WEIGHT

25%

Provide **qualitative and quantitative** responses to the following questions on the subregional 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 subregionally important? *Relevant quantitative data in your response is required.*

Boulder County is 740 square miles and home to 330,000 people—about 10% of the DRCOG region. Approximately 90% of the population of Boulder County lives in incorporated areas, and these areas are growing: households are anticipated to increase 30% between 2020 and 2050 and jobs by 35%. The county is also increasingly a destination from other areas (e.g., Larimer, Weld, Jefferson, Broomfield counties) which can benefit from the transit service that will be addressed in this project.

Transit is a key element of the multimodal transportation network within the county and connecting to the greater region. This project will advance transit implementation based on the county's plans as well as the multimodal plans of multiple jurisdictions. It will also connect and integrate with the larger regional transit provided by RTD, including BRT lines identified through NAMS, as well as to CDOT's Bustang lines.

From a broader regional perspective, developing and implementing the CSTP will help the county and the region address greenhouse gas emission reduction and air quality goals. It will also address larger equity goals by improving the quality of life for residents by providing access to opportunities for people who can't or don't drive and will be an affordable option that offsets the increasing housing costs that are pushing people to live further away.

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.*

This project will get the County ready for the future of transit. It will take the next step toward implementing the vision for an improved countywide multimodal transportation network with the 2020 Boulder County Transportation Master Plan (TMP) as the foundation, which includes specific transit-related implementation actions and the transit network shown in **Exhibit 1** of the addendum. The Countywide Strategic Transit Plan will reflect the latest transit landscape in Boulder County and integrate the countywide network of Bus Rapid Transit (BRT) route recommendations of the Northwest Area Mobility Study (NAMS), as well as the TMPs of local jurisdictions, RTD's latest planning initiatives, and CDOT's Statewide Transit Plan, ensuring that all agencies are working together in an integrated fashion toward the broader goals for the county and subregion.

The plan will have a financially-constrained implementation plan with detailed information about costs and financial planning, including the two main county-based funding sources (a portion of the \$1.209M from the County Transportation Sales Tax and \$34M in FTA ARPA funding), as well as the resources that local jurisdictions, RTD, and CDOT are bringing to the table.

A key element of the project will be a detailed, actionable 15-year implementation plan, with project identification, prioritization, phasing, roles and responsibilities, costs, and funding sources—both for near-term and longer-term. This will allow the county and its partners to start implementation immediately to efficiently and effectively bring the next generation of transit to the community.

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.

Yes, all municipalities within Boulder County (Boulder, Erie, Jamestown, Lafayette, Longmont, Louisville, Lyons, Nederland, Superior, and Ward) will benefit from the coordination and support for implementing their transit service. Other subregions will benefit because the plan will support the implementation of regional connections that serve multiple counties, such as CO7, as well as other connections to the overall regional RTD network and CDOT’s Bustang transit service which connects to both the Denver region and beyond. According to the Census, over half of the people who work in Boulder County live in other counties (e.g., Weld and Adams), and the Boulder County TMP highlighted a strong connection between Boulder County residents and jobs in Broomfield. In addition, developing the strong transit connections that will be highlighted in the plan will benefit other key destinations for Boulder residents, including Golden/Federal Center.

Boulder County will be sole contributor of funding for the local match.

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.*

To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.

	DI & EJ Population Groups	Number within ½ mile	% of Total	Regional %
Use 2015-2019 American Community Survey Data (In the TIP Data Tool, use a 0.5 mile buffer)	a. Total population	362,496	-	-
	b. Total households	152,128	-	-
	c. Individuals of color	79,884	22%	33%
	d. Low-income households	15,562	10%	9%
	e. Individuals with limited English proficiency	5,743	2%	3%
	f. Adults age 65 and over	50,765	14%	13%
	g. Children age 5-17	53,830	15%	16%
	h. Individuals with a disability	13,899	4%	9%
	i. Households without a motor vehicle	7,313	5%	5%
	j. Households that are housing cost-burdened	44,574	29%	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 plan will identify and plan implementation for 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 two DI & EJ communities (DRCOG TIP Tool), that are parallel or higher compared to the regional level. Those communities are: Low-income households (10% v. 9% local vs regional respectively), Individuals with limited English proficiency (2% v. 3%), Adults age 65 and over (14% vs 13%), Children age 5-17 (15% v. 16%), and Households without a motor vehicle (both 5%). The study will conduct interviews with stakeholders and engage the public for valuable feedback that will be incorporated into the plan. The 2050 MVRTP shows several Minority EJ, Low-Income EJ, and Minority & Low-Income EJ areas within Boulder County (see **Exhibit 6. Environmental Justice Areas** in the addendum).

For each of the DI & EJ population groups the 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: provide information in Spanish on the bus and through other resources.
- Adults age 65 and over: provide transportation to get to their destinations without having to rely on others for transport.
- Children 5-17: offer 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: accommodate people who use mobility-assisted devices and/or who have other disabilities.
- Households without a motor vehicle: offer transit services to get to school, work, medical appointments, or for daily activities such as grocery shopping.
- Households that are housing cost-burdened: offer a lower-cost alternative to owning and maintaining a car.

- How will this project move the subregion 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.)*
 - **Improve diversity and livability of communities:** This project will advance the DRCOG vision for multimodal corridors of local livability and regional accessibility. Specifically, for the 10% of households in the project area that are low-income, 5% without a motor vehicle, and 29% that are housing cost-burdened, this project will ensure a reduced cost of living by providing safe, convenient, and reliable transit within the county and with regionwide connections.
 - **Urban growth:** In general, transit service encourages and enables higher densities of housing and employment, which can lead to more efficient use of land. The plan will set implementation in motion for new transit service, as well as efficiencies for existing transit service in Boulder County.
 - **Housing diversification and employment:** Providing transit is a critical piece to a diverse housing stock as residents in affordable housing neighborhoods greatly rely on transit to access employment and services. The service will provide an opportunity for residents of various housing developments to reach twelve urban centers in the county. In addition, the transit service will provide access to other transit services where residents in the study area can access a multitude of employment, services, educational facilities, medical appointments, and other destinations. In addition, the county is home to several key transit stations/mobility hubs, including Downtown Boulder Station, Boulder Junction, US36 & McCaslin, downtown Louisville (future South Boulder Road BRT + future rail), Lafayette Park-n-Ride, 1st & Main in Longmont (future rail and CO119 BRT). 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.)*
 - **Regional Multimodal Transportation System:** This plan will help implement the Transit Network Vision laid out in the Boulder County TMP and jurisdictional multimodal plans (see **Exhibits 1 and 2** in the addendum), which includes bus service, commuter rail, Transit Centers/Mobility Hubs, FlexRide service, Park-n-Rides, and Bike-n-Ride shelters.
 - **Safety and Reliability:** Buses and rail are the safest mode of transportation on a per-mile basis (see **Exhibit 7. Safety by Mode** in the addendum). This project will bring more transit to the Boulder subregion.
 - **Air Quality and Greenhouse Gas Emissions:** This project supports and encourages the shift towards transit, reducing single-occupant vehicle trips, as well as air pollutants and greenhouse gas (GHG) emissions. Some of the bus service, such as the FLEX to Fort Collins and the RTD Regional Routes (AB SkyRide and Flatiron Flyer routes) provide longer route alternatives to driving. All of these elements will help make it easier for people to choose transit instead of driving, thus reducing greenhouse gas emissions.
 - **Hazard Reduction:** This project will also be designed to improve opportunities for transit to function more effectively to protect public safety and mitigate the risk of natural hazards by improving the preparedness, flexibility, quality, reliability, and timeliness of transit services provided by Boulder County and other transit agency partners (Via Mobility Services, RTD, school districts, CU-Boulder) in the event of large-scale natural disasters to support the Boulder County Emergency Operations Center. The plan will identify opportunities for improvements to support evacuations as well as to enhance transit access for evacuees post-disaster by providing services to/from mass care sites, emergency shelters, and longer-term access to Disaster Recovery Centers.

- 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.)*
 - **Connections to Natural Resources & Recreation:** The project will provide safe, comfortable connections to several natural and recreational areas, through transit access to trailheads, such as the special Boulder County service to Hessie (west of Nederland), Eldorado Springs, the Park-to-Park shuttle in Boulder, CDOT’s Bustang service to Estes Park/Rocky Mountain National Park, as well as local RTD routes to Open Space and Mountain Park (OSMP) trails, parks, and recreation centers throughout Boulder County.
 - **Connections to Health Care Facilities & Services:** The project will provide direct access to a number of health care centers (e.g., Boulder Community Health and the Avista hospital campus) and wellness centers located throughout the county.
 - **Access to Opportunity:** This project will provide direct access through transit service to key destinations, education opportunities, and employers throughout the county, including CU-Boulder and IBM as well as to regional transit services such as the US36 Flatiron Flyer BRT service and anticipated CO119 and CO7 BRT services.

5. 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: [Downtown Boulder, 28th/30th Streets \(BVRC\), University Hill, Gunbarrel Activity Center, Twin Peaks Activity Center, Superior Town Center, Downtown Louisville, Ken Pratt Extension, CBD of Longmont, North Main Street AC, SH66 Mixed Use Corridor, Interlocken Loop Activity Center](#)
- Does the project connect two or more urban centers?*
- Yes No If yes, please provide the names: [See above](#)
- Is there a transit stop or station within ½ mile of the project limits?*
- Bus stop: Yes No If yes, how many: [1,250](#)
- Rail station: Yes No If yes, how many: [4: Longmont \(1st & Main\), Gunbarrel, Boulder Junction, and Downtown Louisville](#)
- 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://bouldercounty.gov/property-and-land/land-use/planning/boulder-county-comprehensive-plan/>
- If yes, provide how the area is defined in the relevant planning document: [Growth is focused on Community Service Areas. See Section III. Countywide Goals, “Future urban development should be located within or adjacent to existing urban areas in order to eliminate sprawl and strip development. . .” \(p. CG-1\), as well as references to “Community Service Areas” as “a boundary line drawn around a municipality within which a city expects to accommodate future urban growth.” \(p. PPA-1\)](#)

Provide households and employment data*	2020	2050
Households within ½ mile	152,128	197,300
Jobs within ½ mile	285,810	386,579
Household density (per acre) within ½ mile	1.9	2.37
Job density (per acre) within ½ mile	6.34	7.91

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*:

Over 90% of the population of Boulder County lives in incorporated areas, and the number of households is anticipated to increase 30% between 2020 and 2050 and jobs by 35%. Most of the growth is anticipated to be in urban areas, which will be served by the transit service associated with this project.

- **Urban Centers:** transit routes in Boulder County already connect and will continue to connect the various DRCOG-defined Urban Centers noted above with several of the locations with current or planned mobility hubs, such as Downtown Boulder and Downtown Louisville.
- **Multimodal Corridors:** the transit service associated with this project will travel along and connect multimodal corridors, such as CO 7 (Future BRT) and US 36 (Flatiron Flyer BRT).
- **Mixed-Use/TOD/Priority Growth Areas:** the BVCP support mixed-use, Transit-Oriented Development, and Boulder County also has land use Intergovernmental Agreements (IGAs) with most municipalities that channel development into existing urbanized (Community Service) areas (<https://bouldercounty.gov/property-and-land/land-use/planning/intergovernmental-agreements-iga/>). This project will bring the transit to support TODs.

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

Boulder County is home to both small and large employers and is a key employment center in the Denver Metro area, with over 285,000 jobs. When completed, this project will improve access and connections to the many of these employers located directly in the project area. The transit service implemented by this project will serve key employment centers such as CU-Boulder, IBM, and NOAA/NIST in Boulder, downtown Lyons, new lifestyle town centers including Superior Town Center in Superior and Nine Mile Corner in Erie, Centennial Valley in Louisville, and the Main St corridor in Longmont, as well as other key destinations like the Avista and Good Samaritan hospital campuses. It will also include special shuttle service to trailheads (e.g., Hessie and Eldorado Canyon State Park), as well as connections to other counties via the FLEX (Boulder-Longmont-Fort Collins), which is slated for additional service and other planned BRT routes along CO7 and CO119 that will connect to employment centers to the east and northwest.

B. MVRTP Priorities

WEIGHT

60%

- ***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 an interchange project that incorporates transit and freight improvements, etc.

- What modes will project improvements directly address?
 Walking Bicycling Transit SOV Freight Other: [Click or tap here to enter text.](#)
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, new general purpose or managed lanes, etc.): [Transit service, bus stop improvements](#)
- 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 roadway infrastructure, active transportation facilities, and/or transit facilities or vehicle fleets?
 Yes No
- Does this project implement resilient infrastructure that helps the subregion 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](#).*

This project will provide additional local and regional transit service with a focus on both travel within Boulder County and connecting to other areas of the region. With the influx of ARPA and sales tax funding, there is an opportunity to provide substantial new service through this project, as identified in the Boulder County TMP, as well as in other jurisdictional multimodal plans. Implementing this project will also improve the management and coordination of transit service across multiple agencies, including Boulder County, jurisdictions, RTD, and CDOT. Several of these corridors (e.g., CO7) will include infrastructure improvements, such as transit signal priority and queue jumps, that improve travel time reliability for transit.

In addition to the transit service, bus stop improvements, such as new pads, benches and shelters will also be administered to make taking transit safe, convenient, and accessible for more people in the county. Several regional BRT installations will likely also include transit-only lanes and other transit signal priority. These capital elements will ensure that roadways in Boulder County are “Complete Streets” that support all modes, as defined in the DRCOG Regional Complete Streets Toolkit.

Another element that will increase mobility choices for people who live and work in Boulder County will be the administration of Travel Demand Management (TDM) fares and passes, which will be part of the scope of the project. It is estimated that a mid-term implementation of the proposed project would prioritize transit mobility in the area and a 15% increase in service would generate 20% additional transit trips in the county over current conditions, making transit a more viable mobility choice.

The plan will also address the role of transit service in responding to natural disasters, including identifying opportunities to improve operations and multi-agency partnerships with various transit providers to support the use of transit for mass evacuations as well as transit service for evacuees to/from Emergency Shelters, mass care sites, and longer-term access to Disaster Assistance Centers for people impacted by the events.

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 ₂ e
	23.844	-4.983	0.650	0.053	8.172

*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.

The CSTP will develop detailed implementation steps for transit that once in place, will reduce congestion, vehicle miles traveled (VMT), and single-occupant (SOV) travel as people shift from driving to taking transit. The related reductions in emissions were calculated based on the following:

- Transit Bus Miles Traveled (BMT):
 - “Before” project was calculated by factoring down 2019 (pre-COVID) data for local, regional, and FlexRide service. Regional service was factored down to account for the fact that the majority of regional routes (and their respective boardings) take place outside Boulder County.
 - “After” was calculated by assuming transit BMT would increase back to 2019 levels.
- Passenger Vehicle Miles Traveled:
 - “Before” was calculated by assuming a VMT per capita per day applied to the population of Boulder County with an average trip length.
 - “After” reduced VMT by assuming that new transit trips are replacing trips previously made by private motor vehicle that would no longer be on the roadways. New transit trips were calculated based on a 15% increase in service and a 20% increase over existing ridership due to implementation of the plan.

These estimates were input into the FHWA CMAQ calculator and showed the biggest decrease in emissions of CO (23.844 kg/day) and CO₂e (8.172 kg/day).

**Regional
Transit**

Expand and improve the subregion’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, 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: [CO119](#)
- 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: [CO7](#), [US36](#), [South Boulder Road](#)
- 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.
- Does this project add and/or improve transit access to or within a DRCOG-defined urban center?*
- Yes No

Question: Describe how this project improves connections to or expands the subregion’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 project will have a direct benefit on the subregion’s transit system by overseeing and coordinating all of the regional corridor BRT improvements that are currently planned within the next fifteen years (e.g., [CO7](#), [CO119](#)). Furthermore, it will refine existing and implement new local transit service that connects to RTD’s regional network as well as CDOT’s Bustang service and other services beyond the metro area, like the FLEX (Boulder-Longmont-Fort Collins).

Some of the priority projects related to regional transit include:

- Lyons Flyer commuter bus service
- Gunbarrel FlexRide
- SE Boulder County SuperFlex demand-responsive transit service (requested through a separate TIP application)
- Service restoration to Boulder Junction and restoration of other routes that were suspended by RTD in COVID and still not yet resumed (e.g., [AB2](#), [FF2/FF4](#), [GS](#), [LX](#))

The project will also support mobility hubs at key locations:

- **Downtown Boulder Station:** hub for regional routes in Boulder connecting to other municipalities in Boulder County and the Denver region (e.g., [BOLT](#) to Longmont, [AB SkyRide](#) and [FF Flatiron Flyer](#) routes), as well as local transit service in Boulder; will connect to future [CO 7](#) and [CO 119](#) BRT.
- **Boulder Junction:** with service restoration will once again be a hub for regional routes in Boulder connecting to other municipalities in Boulder County and the Denver region (e.g., [AB SkyRide](#) and [FF Flatiron Flyer](#) routes), as well as local transit service in Boulder; will connect to future [CO 119](#) BRT.
- **US 36 & McCaslin Park-n-Ride:** hub for regional routes in Louisville connecting to other municipalities in Boulder County and the Denver region (e.g., [AB SkyRide](#) and [FF Flatiron Flyer](#) routes), as well as local transit (e.g, [Route 228](#) (Lafayette/Louisville/Broomfield)) and FlexRide service in Louisville and Superior.
- **Downtown Louisville:** served by the [DASH](#) (Boulder/Lafayette via Louisville) route and will connect to the future [South Boulder Road BRT](#) and future [Northwest Rail](#).
- **Downtown Longmont (1st & Main):** served by local transit service in Longmont (e.g., free “300” routes), the [FLEX](#) (Boulder-Longmont-Fort Collins) regional route, as well as future [Northwest Rail](#).
- **Lafayette Park-n-Ride:** hub for regional routes in Lafayette (e.g., [L routes](#) to Longmont) connecting to other municipalities in Boulder County; will connect to future [CO 7](#) BRT.

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., CMF Clearinghouse , NCHRP Report 617 , or DiExSys methodology).
Fatal crashes	109	
Serious Injury crashes	918	
Other Injury crashes	8,170	
Property Damage Only crashes	22,340	
Estimated reduction in crashes <u>applicable to the project scope</u> <i>(per the five-year period used above)</i>		Provide the methodology below:
Fatal crashes reduced	1.09	See below
Serious Injury crashes reduced	9.18	
Other Injury crashes reduced	81.70	
Property Damage Only crashes reduced	223.40	

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](#).*

Several DRCOG High-Injury Network corridors, including CO93/Broadway, CO7/Arapahoe Ave, and CO119/Diagonal Highway are located in Boulder County and could include additional future transit service through the CSTP. Riding on a bus is safer than any other mode of travel, as shown in **Exhibit 7. Safety by Mode** in the addendum. Providing additional transit thus can help reduce the number of fatal (109) and serious injury (918) crashes in the county as fewer people choose to drive, and vehicles are removed from roadways. The 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, thus reducing the number of crashes caused by folks with any of these conditions. For example, over the last few years, the county has seen several fatal crashes that were caused by medical conditions (e.g., having a seizure while driving). Since in many cases the current transportation network requires people to drive, this leaves people with medical conditions in a predicament; transit will allow safe travel and open up people's lives.

The forecasts assume that transit ridership will increase by 20%, which is equivalent to a 1% increase in transit mode share (from the current transit mode share of 5%). Given that crash rates of transit vehicles are very low, it was assumed that this reduction in motor vehicles on the roadway would lead to a straight-line reduction in crashes. Thus, the estimated reduction for each type of crash shown above is 1% of the current number of crashes.

Freight

Maintain efficient movement of goods within and beyond the subregion.

(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: bridge improvements, improved turning radii, increased roadway capacity, 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: [Northwest Metro, I-25 North](#)
- 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 Highway Bottleneck
 Low-Clearance or Weight-Restricted Bridge
Please provide the location(s) being addressed: [Click or tap here to enter text.](#)
- 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](#).*

Although the CSTP does not directly implement freight-related improvements, implementation of the CSTP will add new transit service in the county—including on key corridors such as CO7, CO119, US36, and US287. As residents shift from driving to transit, some traffic will be removed from roadways, reducing congestion, delay, and emissions for freight vehicles and thus improving operations.

Active Transportation	Expand and enhance active transportation travel options. (drawn from 2050 MVRTP priorities ; Denver Regional Active Transportation Plan ; & Metro Vision objectives 10 & 13) Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.
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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

To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.

1. Current Average Single Weekday Bicyclists:		0
Bicycle Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional average weekday one-way bicycle trips on the facility after project is completed.	127	152
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. (Example: {#2 X 50%} or other percent, if justified on line 10 below)	64	76
4. = Initial number of new bicycle trips from project (#2 – #3)	63	76
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.). (Example: {#4 X 30%} or other percent, if justified on line 10 below)	18.90	22.8
6. = Number of SOV trips reduced per day (#4 - #5)	44.10	53.20
7. Enter the value of {#6 x 2 miles} . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor on line 10 below)	88.20	106.4
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	83.79	101.08
9. If values would be distinctly greater for weekends, describe the magnitude of difference: Click or tap here to enter text.		
10. If different values other than the suggested are used, please explain here: Click or tap here to enter text.		

Pedestrian Use

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

To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.

1. Current Average Single Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):		0
Pedestrian Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	3,204	3,845
3. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route (Example: {#2 X 50%} or other percent, if justified on line 10 below)	1,602	1,923
4. = Number of new trips from project (#2 – #3)	1,602	1,922
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.). (Example: {#4 X 30%} or other percent, if justified on line 10 below)	480.60	576.6
6. = Number of SOV trips reduced per day (#4 - #5)	1,121.40	1,345.40
7. Enter the value of {#6 x .4 miles} . (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor on line 10 below)	2,242.80	2,690.80

8.	= Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	2,130.66	2,556.26
9.	If values would be distinctly greater for weekends, describe the magnitude of difference: Click or tap here to enter text.		
10.	If different values other than the suggested are used, please explain here: Click or tap here to enter text.		

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.

Although this project is focused on transit service, by its very nature, it offers additional options for people walking and biking as a trip extender. In addition to the “in-vehicle” component of a transit trip, new transit services also generate trips from a starting point to the boarding bus stop (the First Mile), and from the alighting stop to the final destination (the Final Mile). The transportation mode of First Mile trips varies based on context. On the other hand, almost all Final Mile trips are made on foot with a small number being made by bike. RTD’s 2009 Transit Access Guidelines was used to approximate what percentage of First Mile trips will be made on foot or by bike with this new service (https://www3.drcog.org/documents/archive/RTD_Transit_Access_Guidelines_Final.pdf):

First Mile (starting point to bus stop):

- 28% walking/rolling
- 3% biking

Final Mile (bus stop to final destination):

- 98% walking/rolling
- 2% biking

Given this data and the forecasted ~2,500 daily new transit trips (generating 2,500 First Mile and 2,500 Final Mile trips), it is estimated that there will be 3,204 new pedestrian trips and 127 new bike trips generated in the corridor as a result of this service.

In addition, stops will be ADA compliant, which benefits all pedestrians.

C. Project Leveraging		WEIGHT	5%
What percent of outside funding sources (non-Subregional Share funding) does this project have? <i>(number will automatically calculate based on values entered in the Funding Request table. If this has not updated, select the box to the right and click F9)</i>		60%+ outside funding sources	5 pts
	20.13%	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%
<i>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.</i>			
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? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> 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: Click or tap here to enter text. Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date: <ul style="list-style-type: none"> • Utilities: Click or tap here to enter text. • Railroad: Click or tap here to enter text. • Right-of-Way: Click or tap here to enter text. • Environmental/Historic: Click or tap here to enter text. • Other: Click or tap here to enter text. 			
b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, equipment purchase, etc.)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, are the other prerequisite phases complete? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A If this project is for construction, please note the NEPA status: Choose an item.			
c. Has all required ROW been identified? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A Has all required ROW already been acquired and cleared by CDOT? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> 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? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Does your agency have the appropriate staff available to work on this project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, are they knowledgeable with the federal-aid process? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> 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?

Boulder County municipalities, RTD, Via Mobility Services, DRCOG, and CDOT.

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

The county had a meeting in Fall 2022 with municipalities to share and get feedback on the initial CSTP scope. RTD, DRCOG, and CDOT have also been made aware of the project.

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:

Boulder County is the sole source of funding for this project.

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

Yes No

Please describe:

The majority (\$200k) of funding will be from the Boulder County Transportation Sales Tax, and the remaining funds will be allotted from other county sources.

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:

Relevant materials have been made available in Spanish.

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.

The county had a public comment period for our TIP abstracts for Call 4, as well as a public comment period for our POP for the ARPA funds. The plan itself will also include additional community engagement.

Submit completed applications through the [TIP Data Hub](#) no later than 3pm on January 27, 2023.

Prior to submitting, press Ctrl+A to select all, then press F9 to update all formulas. You can then print to PDF.