



DRCOG FY2022-2025 TIP – Boulder County Subregion
Subregional Share Air Quality/Multimodal (AQ/MM)
Application Programming Federal Fiscal Years 2023-2025

APPLICATION OVERVIEW

What: The Subregional Share Call for Projects for the FY2022-2025 TIP, programming fiscal years 2023-2025

Funding Available: \$161,292,000 overall. Target of \$16,000,000 for Boulder County (estimated as of the open date)

Application: Air Quality & Multimodal (AQ/MM) eligible projects only

Major Project Eligibility Exceptions: Roadway capacity, roadway reconstruction, bridge, interchange projects

Call Opens: May 2, 2022

Call Closes: June 24, 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 the below. Please **DO NOT** attach additional cover pages, embed graphics in the application, or otherwise change the format of the application form.
 - a. this application
 - b. one location map/graphic
 - c. cost estimate (your own or the CDOT [cost estimate form](#))
 - d. CDOT/RTD concurrence response (if applicable)
 - e. any required documentation based on the application text (i.e., FHWA emissions calculators)
 - f. project support letters and/or [Request for Peer Agency Support](#)
2. OPTIONAL: Submit **one additional** PDF document containing any supplemental materials, if applicable
3. REQUIRED: Submit a zipped GIS shapefile of your project. Requests for assistance with creating a shapefile should be submitted to tipapplications@drcog.org no later than June 3, 2022

Other Notable items:

- **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 May 13, 2022, with CDOT/RTD providing a response no later than June 10, 2022. Submit requests to the following: CDOT Region 1 – JoAnn Mattson, joann.mattson@state.co.us; CDOT Region 4 – Josie Hadley, josie.hadley@state.co.us; RTD – Chris Quinn, chris.quinn@rtd-denver.com
- **If a submitted application in Call #1 was not funded,** and you wish to resubmit the same application for this call, please contact DRCOG at tipapplications@drcog.org. In these cases, we can unlock the application, change the title, and save the applicant work in the resubmittal process.
- **Application Data:** To assist sponsors in filling out the application, DRCOG has developed a TIP Data Tool to streamline quantitative analyses requested in the application. 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 June 3, 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 post to the DRCOG website (June 27-July 1). Applications and scoring sheets will then be provided to the individual subregional forums no later than July 1. The forums will then review, score, discuss, and rank the applications and provide a recommended funding list within the funding available by August 5. The forums’ recommendations will then be forwarded to the DRCOG committee process for incorporation into the adopted TIP
- If you have any questions or need assistance, reach out to us at tipapplications@drcog.org

APPLICATION FORMAT

The AQ/MM 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 regional or 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 regional or subregional problem and benefit people and businesses in multiple subregions. |
| 4 | The project benefits will significantly address a major subregional problem primarily benefiting people and businesses in one subregion. |
| 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 Priorities60%

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 | 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 | 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 | | Southeast Boulder County On Demand Service | |
| 2. Project Location <i>Provide a map, as appropriate (see Page 1)</i> | | Start point: End point: OR Geographic Area: Lafayette-Louisville-Superior; See Attachment A- Project Location Map | |
| 3. Project Sponsor <i>(entity that will be financially responsible for the project)</i> | | Boulder County | |
| 4. Project Contact Person: | | | |
| Name | Angel Bond | Title | Mobility for All Program Manger |
| Phone | 720-564-2218 | Email | abond@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> | <input checked="" type="checkbox"/> DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) Provide MVRTP staging period, if applicable capital project: N/A | | |
| | <input checked="" type="checkbox"/> Local/Regional plan: | <p>Planning Document Title: 2006 Boulder County Transit Enhancement Plan; 2020 Boulder County Transportation Master Plan Update; 2022 Boulder County Coordinated Human Services Transportation Plan</p> <p>Adopting agency (local agency Council, CDOT, RTD, etc.): Boulder County</p> <p>Provide date of adoption by council/board/commission, if applicable: BoCo TMP was adopted by the Board of County Commissioners (BOCC) in Feb 2020; the BoCo Coordinated Human Services Transportation Plan is expected to be adopted by the BOCC in July 2022.</p> | |
| | Please describe public review/engagement to date: | <p>We have conducted virtual and in-person engagement between 2017 and 2022 using both the “open house” and “public hearing” formats during the Transportation Master and Coordinated Human Servcies Transportation Planning processes.</p> <p>Additionally, we have received public input during our routine community-based planning and engagement processes, such as the Mobility and Access Coalition monthly meetings, Mobility for All Communtiy Conversations, routine updates to the Housing and Human Servcies East Boulder County Local Area Collaborative and Intellectual and Developmental Disabilitiy Mill Levy Advisory Board monthly meetings.</p> | |
| | Other pertinent details: | Boulder County is the Project Sponsor for this grant application. If awarded funds, we will partner with RTD and Via Mobility Services to ensure coordination of existing servcies with the new overlay expansion. RTD has provided a letter of concurrence for the project | |

with the caveat that it will need to go through their routine service change process. Depending on the timing of the award process, we plan on including the overlay expansion and the proposed changes to the existing services in RTD's public process for their January 2023 runboard change. Via Mobility Services is the operator for both Ride Free Lafayette and RTD FlexRide Services.

7. Identify the project's key phases and the anticipated schedule of phase milestones.

(phases and dates should correspond with the Funding Breakdown table below)

| Phases to be included: | Major phase milestones: | Anticipated completion date (based on 9/21/2022 DRCOG approval date): (MM/YYYY) |
|--|---|--|
| <u>FOR ALL PHASES</u> | Intergovernmental Agreement (IGA) executed (with CDOT/RTD; assumed process is 4-9 months) | |
| <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 type="checkbox"/> Study | Kick-off meeting held after consultant NTP (or internal if no consultant): | |
| <input checked="" type="checkbox"/> Bus Service | Service begins: | 06/2023 |
| <input checked="" type="checkbox"/> Equipment Purchase (Procurement) | RFP/RFQ/RFB (bids) issued: | 01/2023 |
| <input type="checkbox"/> Other: | First invoice submitted to CDOT/RTD: | 03/2023 |

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

This project proposal specifically addresses local cross-jurisdictional travel needs between municipalities in the Lafayette-Louisville-Superior Small Urbanized Area. Local stakeholders have been working on human services transportation gaps in Southeast Boulder County for the last 5 years. This partnership has resulted in several advances in mobility options, but the ultimate goal has been to seamlessly provide a local point-to-point mobility option that is equitable, affordable and accessible. Immediately following the Marshall Fire, RTD and Boulder County created a unified Southeast Boulder County on-demand service area by combining Ride Free Lafayette (RFL) (2 cutaway buses) and the two RTD Flex Ride services (2 cutaway buses) to allow Superior and Louisville residents who were displaced by the Marshall Fire and living or working in different areas to better access the Disaster Assistance Center in Lafayette. This brief pilot demonstrated the need for cross-jurisdictional transportation in Southeast Boulder County and revealed the limitations of the Pantonium software used by RFL, which was unable to decline rides or limit the time between individual passenger trip requests. These two software limitations will need to be addressed to create a successful cross-jurisdictional service with RTD FlexRide.

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 Transit¹

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

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

Other, briefly describe:

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.***

This project proposal is for the operating costs to add a 5th vehicle to Southeast Boulder County on-demand services to build upon the success of the highly successful Ride Free Lafayette (RFL) on-demand transit service. and promote interoperability with the two RTD Flex Ride on-demand transit services in Southeast Boulder County – Louisville and Superior. If awarded, this project will expand demand-response services that will be able to cross municipal boundaries and purchase the DemandTrans software used by RTD FlexRide to support interoperability between the two different services with the goal of improving mobility for all Southeast Boulder County residents.

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 RFL pilot has included a Southeast portion of the City of Louisville in the service area to overcome a specific gap for Boulder County Housing Authority Kestrel residents in Louisville, who were unable to easily access the Sister Carmen Food Pantry on fixed route RTD service and struggled with reliable transportation to medical services in Lafayette. In the supplemental materials we have included a sample monthly ridership report for trips that connected the two communities. The report indicates that the top Lafayette destinations for Louisville are medical appointments, education, and shopping.

Upon receipt of the award, Boulder County would finalize the DemandTrans technology platform specifications for interoperability with RTD FlexRide. We would launch a contract with Via Mobility Services, which was selected as the operator for Ride Free Lafayette and RTD FlexRide through competitive processes. Based on our current contract with Via Mobility Services, our funding assumption is that the service will cost \$120/service hour in the first year. Hours of operation: Monday – Sunday and Holidays, 7:00 a.m. to 8:00 p.m. (5,110 service hours/year). For this project we are proposing the following costs with the assumption that operating costs have a 4% annual increase:

FY 2023

- Capital Project - Software: \$100,000
- Operating: \$613,200

FY 2024

- Operating: \$637,728

FY 2025

- Operating: \$663,237

Total Cost by DRCOG and Local Match can be found below.

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: Reduced by approx. 25% of Operating + Capital Project \$100k = \$1.5 million

Outline the differences between the scope outlined above and the reduced scope: This project is scalable based on the awarded amount. We would reduce the number of service hours for the transit service from 5,110 service hours/year to 3,800 service hours/year.

| Project Financial Information and Funding Request | | (All funding amounts in \$1,000s) | |
|---|--|--|--|
| Total amount of Subregional Share Funding Request (in \$1,000's) <i>(No less than \$100,000 and not to exceed 90% of the total project cost)</i> <input type="checkbox"/> Check box if requesting only state MMOF funds (requires minimum 50% local funds) ¹ | | \$1,810 | 89.87% 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 Transportation Sales Tax | | \$204 | 10% |
| | | \$ | 0% |
| | | \$ | 0% |
| | | \$ | 0% |
| | | \$ | 0% |
| | | \$ | 0% |
| Total Match <i>(private, local, state, another subregion, or federal)</i> | | \$204 | 10.13% |
| Project Total | | \$2,014 | |
| Notes: | 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)¹ (Total funding should match the Project Total from above)

| | FY 2023 | FY 2024 | FY 2025 | Total |
|--|--|-------------|-------------|---------|
| DRCOG Requested Funds | \$641 | \$573 | \$596 | \$1,810 |
| CDOT or RTD Supplied Funds² | \$ | \$ | \$ | \$0 |
| Local Funds (Funding from sources other than DRCOG, CDOT, or RTD) | \$72 | \$65 | \$67 | \$204 |
| Total Funding | \$713 | \$638 | \$663 | \$2,014 |
| Phase to be Initiated | Bus Service | Bus Service | Bus Service | |
| Notes: | <ol style="list-style-type: none"> Fiscal years are October 1 through September 30 (e.g., FY 2023 is October 1, 2022 through September 30, 2023). 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. 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 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 subregionally important? Relevant quantitative data in your response is required.

Like many communities in the United States, Boulder County is seeing starker dichotomies of wealth within its residents. While countywide statistics depict a community of affluence, many county residents are struggling to find affordable housing and reliable transportation. The RFL pilot has been operating for 2 years and Boulder County has collected good data on where people are starting and ending their trips. It is clear this service is helping seniors and people living in assisted housing get to services they need. The most popular pick-up and drop-off locations are King Soopers on 287, King Soopers in Louisville, Walmart, the Sister Carmen Foodbank and the Boulder County Housing Authority sites of Aspinwall, Josephine Commons in Lafayette and Kestrel in Superior.

Anecdotally, we have heard a desire for community members to have better local, on-demand transit service between Lafayette, Louisville, and Superior.

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 project will not only address cross-jurisdictional travel needs, but will address gaps with the Pantonium software that have led to reduced service quality of the RFL service during peak hours. Between April 2021 and March 2022, the RFL service has continued to trend upward, reaching 1,832 trips in March of 2022. Overall cancellation rates have increased slightly over time due to longer wait times as more technologically advanced community members have discovered that the Pantonium smartphone application allows them to circumvent the already prescheduled trips through the call center for more immediate service, than when other community members call to request a trip through the dispatch office. The current software does not provide the option to decline trip requests that delay the driver's itinerary. The service has been experiencing an upward trend towards longer wait times, as people using the app to request trips are able to jump the queue and we experience a broader geographic distribution of trip requests over the service day. The majority of trip requests are able to be fulfilled within a 20 minute window of their request time, but there are still 5-10% of the trip requests that are experiencing wait times of over 20 minutes.

This project would address both the broadening geographic distribution of trip requests by adding an additional bus to be able to cross jurisdictional transportation requests with the local service is not available, in addition promoting software interoperability between all five on-demand vehicles and offering the ability to reject trip requests that the drivers are unable to fulfill.

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.

This project benefits 3 municipalities in Southeast Boulder County - Lafayette, Louisville, and Superior, in addition to providing much need connections to important anchor destinations, employment and healthcare access.

4. Describe how the project will improve access and mobility for each of the applicable disproportionately impacted and environmental justice population groups identified in the table below. This data is available in the TIP Data Tool.

Completing the below table and referencing relevant quantitative data in your response is required.

| | DI and 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 | 75,738 | - | - |
| | b. Total households | 30,674 | - | - |
| | c. Individuals of color | 16,058 | 21% | 33% |
| | d. Low-Income households | 1,973 | 6% | 9% |
| | e. Individuals with limited English proficiency | 1,307 | 2% | 3% |
| | f. Adults age 65 and over | 9,530 | 13% | 13% |
| | g. Children age 5-17 | 13,405 | 18% | 16% |
| | h. Individuals with a disability | 2,806 | 4% | 9% |
| | i. Households without a motor vehicle | 1,029 | 3% | 5% |
| | j. Households that are housing cost-burdened | 8,340 | 27% | 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 groups, including the required quantitative analysis: The quantitative analysis shows that within the project area, 18% of residents are children ages 5-7, 13% of the residents are 65 or over, and 21% are individuals of color. In addition, while 6% of the households are low-income, 27% of the households are housing cost-burdened.

After housing, transportation often accounts for the second largest share of household spending, and travelling via private vehicle is an expensive way to travel. Providing mobility options will reduce the cost-of-living for residents in Boulder County, which may allow some of the project area’s housing cost-burdened residents to remain in Boulder County even as housing costs continue to rise.

Using the DRCOG region average of 25.5 miles per day per person (Source: DRCOG, <https://metrovision.drcog.org>), and the IRS mileage rate of 59¢ per mile, individual annual transportation costs for private vehicle travel come to \$4,200- \$5,200 per year. By contrast, 12 months of an RTD regional monthly pass costs \$2,400 per year.

Given the high numbers of low-income households in the overlay service area, we to make this a fare free service. Transit fares, while less expensive than owning and operating a private car, are still a barrier for many individuals. Boulder County has managed several fare free transit projects and has witnessed firsthand the benefits they provide to the very poorest of our residents. In addition, since this service may not be operated by RTD, charging a fare would require patrons transferring to an RTD route to have to pay twice for a linked trip.

5. How will this project move the region toward achieving the shared [regional transportation outcomes](#) established in [Metro Vision](#)?

- Improve the diversity and livability of communities. Lafayette's population has more individuals of color, low-income households, individuals with limited English proficiency, and youth than Louisville and Superior. This service will provide connections to essential services and anchor destinations for people in Southeast Boulder County who do not have access to a car.
- Contain urban development in locations designated for urban growth and services. Southeast Boulder County has an increase in urban growth and services, in particular medical services. Through the Boulder County Comprehensive Plan, Boulder County has intergovernmental agreements with the Cities of Boulder and Longmont to ensure development is focused in existing urbanized areas, preserving the rural character of unincorporated Boulder County (<https://assets.bouldercounty.org/wp-content/uploads/2019/10/iga-super-iga-map.pdf>).
- Increase housing and employment in urban centers. This service has the potential to connect low income residents with higher income jobs that are not easily accessible by RTD Fixed-Route bus service.
- Improve and expand the region’s multimodal transportation system, services, and connections. This service will expand connections to one current and two future NAMS BRT Corridors, improving regional transit connections.

- Operate, manage, and maintain a safe and reliable transportation system. The DemandTrans technology platform will improve reliability of the RFL and the SE BoCo Overlay Service Area.
- Improve air quality and reduce greenhouse gas emissions. Our conservative assumption is that approximately 50% of the transit trips for the new service would be travelers who will switch from their personal passenger vehicle to the on-demand service as a first and final mile solution to/from regional transit centers.
- Connect people to natural resource and recreational areas. In an effort to simplify the service area boundaries and increase access to recreational areas, we have added several parks and open space located in the Lafayette-Louisville Buffer Area to the new overlay service. This not only is easier for the general public to understand, but connects people to natural resources and recreational areas.
- Reduce the risk of hazards and their impact. N/A
- Increase access to amenities that support healthy, active choices. Several parks and open space locations were added to the Southeast Boulder County overlay service area.
- Improve transportation connections to health care facilities and service providers. This project improves connections to numerous healthcare facilities Kaiser Permanente, Good Samaritan and Dialysis Centers in Lafayette.
- Diversify the region's housing stock. The proposed TODs near the future BRT Stations provide an opportunity to increase the region's housing stock and this service can help connect the future residents to local services and opportunities.
- Improve access to opportunity. This overlay service covers most major employment and educational centers located in SE BoCo, providing access to opportunity for households to reduce their transportation cost burden.
- Improve the region's competitive position. This project can improve the region's competitive position by improving quality of life and access to growing job centers.

6. Describe how the project will improve access to and/or connectivity between DRCOG-defined urban centers, multimodal corridors, mixed-use areas, Transit Oriented Development (transit near high-density development), or locally defined priority growth areas. 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?*
- Does the project connect two or more urban centers?*
- Is there a transit stop or station within ½ mile of the project limits?*

Yes No If yes, please provide the name: [Downtown Louisville, Interlocken Loop Activity Center, Superior Town Center](#)

Yes No If yes, please provide the names: [Downtown Louisville, Interlocken Loop Activity Center, Superior Town Center](#)

Bus stop: Yes No If yes, how many? [237](#)
 Rail station: Yes No If yes, how many? [2](#) Future Rail Sations: [Downtown Louisville Station and US 36 & Flatiron Station](#)

- Is the project in a locally-defined priority growth and development area?
 Yes No

If yes, provide a link to the relevant planning document:
[The projected growth and development areas are within the Urban Growth Boundaries to preserve open space areas around the municipalities. Below are applicable comprehensive planning documents:](#)

- Boulder County Comprehensive Plan: <https://assets.bouldercounty.org/wp-content/uploads/2018/10/bccp-boulder-county-comprehensive-plan.pdf>
- City of Lafayette Comprehensive Plan: <https://www.lafayetteco.gov/DocumentCenter/View/33112/Lafayette-Comprehensive-Plan-Adopted-December-2021>
- City of Louisville Comprehensive Plan: <https://www.louisvilleco.gov/home/showpublisheddocument/358/635575239200370000>
- Town of Superior Comprehensive Plan: <https://www.superiorcolorado.gov/home/showpublisheddocument/5816/635980548134030000>
- US 287 Bus Rapid Transit Station Area Toolkit: <https://assets.bouldercounty.org/wp-content/uploads/2021/10/cpp-us-287-bus-rapid-transit-stations-area-toolkit.pdf>
- CO-7 Bus Rapid Transit Station Areas Master Plan: <https://assets.bouldercounty.org/wp-content/uploads/2021/02/state-highway-7-BRT-station-area-design-final-report.pdf>

If yes, provide how the area is defined in the relevant planning document: There are several development areas in the three-municipal service area, here are a few: Highway 42 Urban Renewal Area in Louisville; McCaslin Urban Renewal Plan in Louisville; Downtown Superior/Superior Town Center in Superior, Transit Oriented Development at future US-287 and CO-7 BRT Station Areas

- Is the project in an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?
 Yes No If yes, please provide the zoning district designation(s): [Multiple](#)

| Provide households and employment data* | 2020 | 2050 |
|--|--------|---------|
| Households within ½ mile | 30,674 | 46,257 |
| Jobs within ½ mile | 70,594 | 104,604 |
| Household density (per acre) within ½ mile | 1.11 | 1.68 |
| Job density (per acre) within ½ mile | 4.24 | 5.75 |

Describe how this project will improve access to and/or connectivity between the above identified areas, *including the required quantitative analysis*:
 This is a rapidly changing area of the county as quantified by the analysis in the Data Tool. By 2050 there will be a 66% increase in households and a 67% increase in jobs

within a ½ mile of the project. The local agencies have planned for this increase growth by focusing new jobs and housing around future transit station and activity centers.

7. Describe how this project will improve **access** and **connections** to key employment centers or regional destinations, including health services; commerce, educational, cultural, and recreational opportunities; or other important community resources. In your answer, define the key destination(s) and clearly explain how the project improves **access** and/or **connectivity**.

This transit project will create new transportation options and connections to regional bus rapid transit lines in one of the fastest growing areas. When people use the service as a first and last miles solution it will improve connectivity to other modes of transportation. When community members use the service as a mobility and access service, they will have increased access to community living, aging in place, and an improved quality of life.

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 a bicycle/pedestrian access to transit, etc.

How does this project help increase mobility choices for people, goods, and/or services? Note that any roadway operational improvements must be on the DRCOG [Regional Roadway System](#) and/or [Regional Managed Lanes System](#).

- 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.):
- 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

Describe how this project increases mobility choices for all users, *include quantitative information, including any items referenced above, in your response:*

This project would achieve two goals: 1) improve first and final mile connections to regional transit corridors for people who would likely be traveling in single occupancy passenger vehicles and 2) increase mobility for people who do not currently have access to affordable, equitable, and accessible transportation options. Additionally, we are now experiencing record high fuel prices. Similarly, in the summer of 2008, fuel prices were approaching \$5 per gallon due to a series of natural and geo-political events. Costs for operating a private car increased dramatically and transit ridership skyrocketed as people started using other transportation options. The dependency on private cars for mobility in the SE BoCo exposes the area to similar global disruptions on gas prices – there literally are no other options. This project will provide transportation resiliency in a fast-growing area by providing a second option for travelers.

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.

How does this project help reduce congestion and air pollutants, including but not limited to, carbon monoxide, ground-level ozone precursors, particulate matter, and greenhouse gas emissions?

- 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 | NO _x | VOCs | PM 10 |
|-------------------------------|-------|-----------------|------|-------|
| | 13.61 | 1.09 | 0.49 | 0.12 |

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.

Describe how this project reduces air pollutants, *include quantitative information, including any items referenced above, in your response:*

We used the CMAQ Emissions and Calculator for Transit Bus Service and Fleet Expansion. Outputs from the CMAQ calculator can be found at the end of this application. The assumptions we made about ridership are below.

The average boardings per hour for 14-passenger cutaway buses is 3.5. Coordinating the four existing on-demand cutaways with the additional fifth vehicle in Southeast Boulder County will likely result in improved efficiencies, but the new cross jurisdiction bus is expected to provide longer distance trips, so our assumption is that the additional vehicle serving the overlay service area will have 3 average boardings per hour. The proposed service hours are 5,110/year and approximately 15,000 Annual Trips. Our assumption based on current ridership data is that the average trip distance will be 6 miles, with a total of approximately 90,000 annual miles traveled.

Approximately, half of the vehicle miles traveled would be people switching from passenger vehicles trips and the other half would be increased mobility for people who do not have other transportation options.

**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.

How does this project improve connections to or expand the region’s transit system, as outlined in the [2050 MVRTP](#)? Note that rapid transit improvements must be on the [Regional Rapid Transit System](#). 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](#)?*
 Yes No If yes, which specific corridor will this project focus on?
- Does this project involve a [regional transit planning corridor](#)?*
 Yes No If yes, which specific corridor will this project focus on? This service connects people to three NAMS Corridors: US-36, US-287, and CO-7
- 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? This project is an overlay service to three different on-demand services.
- Does this project add and/or improve transit service to or within a DRCOG-defined urban center?*
 Yes No If yes, provide the name of the urban center: Downtown Louisville and Superior Town Center. Interlocken Loop Activity Center is on the periphery of the service area.

Describe how this project improves connections to or expands the region’s transit system, *include quantitative information, including any items referenced above, in your response:*

This is a local transit service that will improve access to 3 Northwest Area Mobility Study (NAMS) Bus Rapid Transit Lines, providing connections to Adams County, City of Boulder, City of Denver and the US-36 Corridor, City of and Longmont.

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.

How does this project implement safety improvements (roadway, active transportation facility, etc.), particularly improvements in line with the recommendations in [Taking Action on Regional Vision Zero](#)? Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#). 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 reduction factors (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology). |
| Fatal crashes | 14 | |
| Serious Injury crashes | 59 | |
| Other Injury crashes | 1,215 | |
| Property Damage Only crashes | 4,225 | |
| 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 | 0.00 | N/A |
| Serious Injury crashes reduced | 0.00 | |
| Other Injury crashes reduced | 0.00 | |
| Property Damage Only crashes reduced | 0.00 | |

Describe how this project will improve safety, *include quantitative information, including any items referenced above, in your response:*
 Riding a bus is safer than other modes of travel. On a per passenger mile travel basis, drivers and passengers of cars have a fatality risk 67 times greater than passengers in a bus (Journal of Public Transportation, 2014). This is in part because transit operators must conform to Federal Transit Administration safety minimums ensuring that drivers are professionally trained, not under the influence of drugs or alcohol, and are prohibited from using a smart phone when operating the vehicle. However, this project doesn't significantly improve safety or address regional Vision Zero recommendations.

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.

How does this project improve the efficient movement of goods, specifically improvements identified in the [Regional Multimodal Freight Plan](#)? Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#). 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:
- Is the project located on the [Tier 1 or Tier 2 Regional Highway Freight Vision Network](#)?*
 Yes No
- 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.
- 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:
- 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.

Describe how this project will improve the movement of goods, *include quantitative information, including any items referenced above, in your response:*

This project is located on the periphery of the Northwest Metro Freight Focus Area, but would likely have minimal impact on the freight network.

| | |
|------------------------------|--|
| Active Transportation | Expand and enhance active transportation travel options. <small>(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.</small> |
|------------------------------|--|

How does this project help expand the active transportation network, close gaps, improve comfort, and/or improve connections to key destinations, particularly improvements in line with the recommendations in the [Denver Regional Active Transportation Plan](#)? 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 | Year of Opening | 2050 Weekday Estimate |
| 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 |
| 1. 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 |
| 5. = Number of SOV trips reduced per day (#4 - #5) | 0.00 | 0.00 |
| 6. Enter the value of {#6 x 2 miles} . (= 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 |
| 7. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.) | 0.00 | 0.00 |
| 8. If values would be distinctly greater for weekends, describe the magnitude of difference: | | |
| 9. 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

| | | |
|---|------------------------|------------------------------|
| 2. 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 |
| 3. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed | 0 | 0 |
| 4. 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 |
| 5. = Number of new trips from project (#2 – #3) | 0 | 0 |
| 6. 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 |
| 7. = Number of SOV trips reduced per day (#4 - #5) | 0.00 | 0.00 |

| | | |
|--|------|------|
| 8. 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) | 0.00 | 0.00 |
| 9. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.) | 0.00 | 0.00 |
| 10. If values would be distinctly greater for weekends, describe the magnitude of difference: | | |
| 11. If different values other than the suggested are used, please explain here: | | |

Describe how this project will expand the active transportation network, close gaps, improve comfort, and/or improve connections to key destinations, *include quantitative information, including any items referenced above, in your response:*

This project will not construct new active transportation facilities, but will improve access to parks and open space for people who do not currently have access. This bus will be equipped with a bus bike rack with a 2-3 bike capacity and have a connections to regional trails in Southeast Boulder County, like US-36 Bikeway, Coal Creek Trail, and local connector trails.

| 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)</i> | 10.13% | 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% |
|---|--|--------|-----|
| <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?
 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: *To maximize the coordination benefit with the two RTD FlexRide Service Areas, RTD would need to modify/coordinate current operations, which would need to go through RTD's standard service change process. We will also need to coordinate with RTD to ensure successful integration of DemandTrans technology platform to maximize the benefits of the project.*

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

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

Yes No N/A

If yes, who are the stakeholders? We have notified RTD about submitting the TIP application. We have had discussions with local municipalities, school districts, human services organizations, and transportation management organizations about the potential for a broader Southeast Boulder County on-demand service coordination project over the last 5 years. The following stakeholders were involved in the initial planning phase of this project: City of Lafayette, City of Louisville, Lafayette Senior Center, Louisville Senior Center, Boulder County Housing Authority, Sister Carmen Community Center, RTD, Commuting Solutions, and Via Mobility Services. The process was part of a Mobility and Access Council Working Group focused on food security in Southeast Boulder County. The initial planning phase resulted in the inclusion of a portion of the City of Louisville in the Ride Free Lafayette pilot service area to ensure low income Louisville residents living at Boulder County Housing Authority Kestrel Site in Louisville could access the Sister Carmen Food Pantry and medical facilities in Lafayette.

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

Section 2. Local Match

a. Is all the local match identified in your application currently available, and if a partnering agency is also committing match, do you have a commitment letter?

Yes No

Please describe:

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

Yes No

Please describe:

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:

The public has been very supportive of expanding the Ride Free Lafayette services to expand access to neighboring municipalities. Public feedback has been collected through a variety of engagement strategies, such as open houses, community conversations, targeted community presentations, Mobility and Access Council Meetings, feedback from Mobility for All Ambassadors, city council presentations, direct phone calls and emails from the public in English and Spanish.

During the Mobility and Access for All Ages and Abilities planning process, we held Virtual Open Houses in English and Spanish. During those meetings, community members expressed overwhelming support for the Ride Free Lafayette and expressed a desire for an additional bus and expanded service area. They also expressed frustration that the current software system does not have the ability to reject trips, which leads to increased ride times and wait times for trips.

Mobility for All holds routine community conversations with Boulder County Housing Authority Staff. Overwhelmingly, Louisville residents living at Kestrel Housing Site are satisfied with access to medical facilities,

shopping, and food pantry access in Lafayette. Lafayette residents living at Aspinwall, Josephine Commons, and Villa West Housing Sites have expressed satisfaction with access to The ARC Thrift Store in Louisville, but would like to have access to more locations in Louisville and Superior. After the Marshall Fire, RTD and Boulder County piloted a unified service area for Superior and Louisville residents who needed to access the

Via Mobiltiy Service and Mobiltiy for All have received a significant number of requests to expand the service area north to Arapahoe Road and 95th Street, so that Lafayette and Kestrel residents can access the YMCA of Northern Colorado, businesses, and services, like TRU PACE. Additionally, we have received requests from Louisville residents to access medical services in Lafayette. The proposed overlay service area has been expanded north to include those areas.

Mobiltiy for All Ambassadors living in Lafayette have provided the most constructive feedback on the Pantonium software issues that reduce reliablitiy of the service.

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

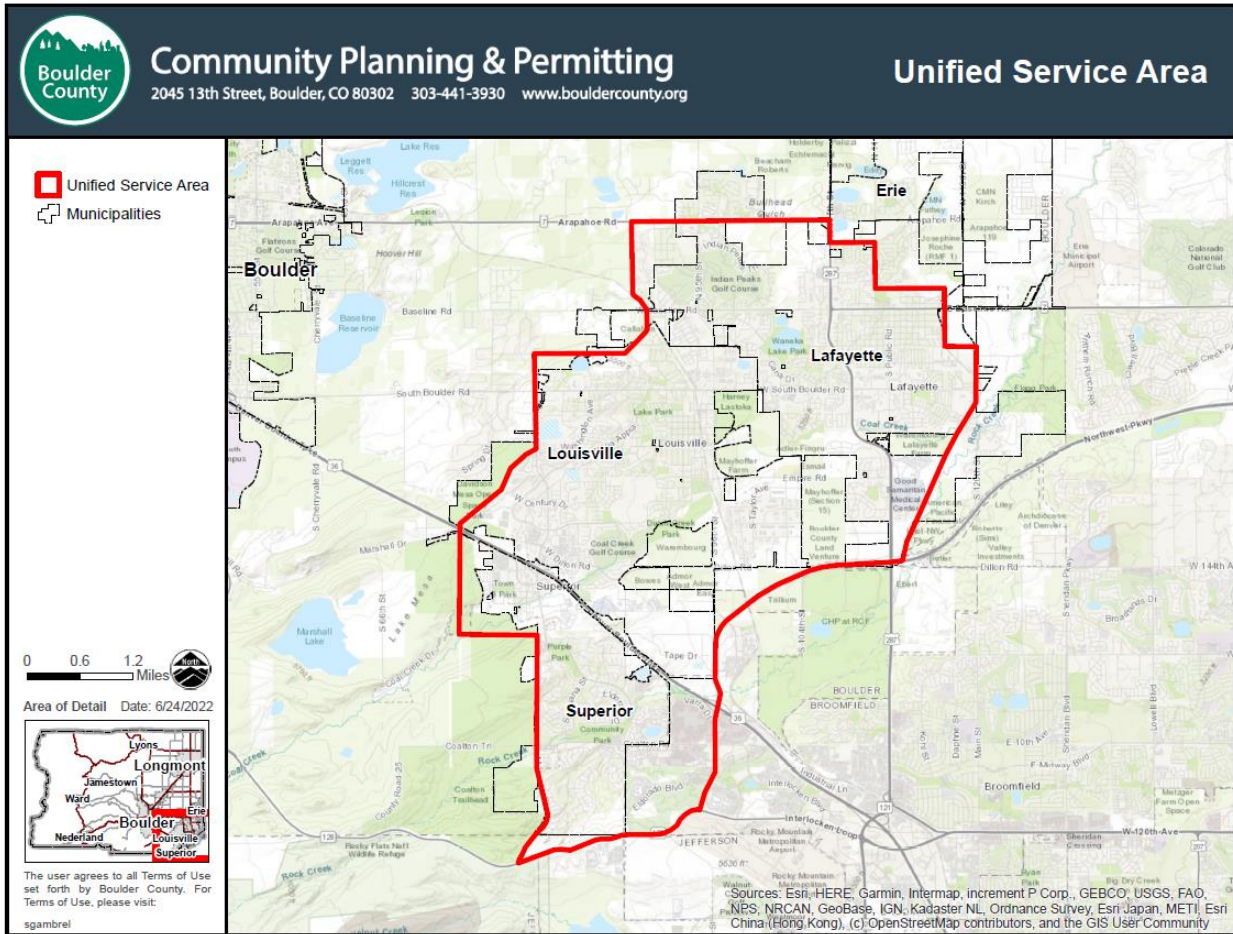
Yes No N/A

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

N/A

Submit completed applications through the [TIP Data Hub](#) no later than 3pm on June 24, 2022.

Project Location Map

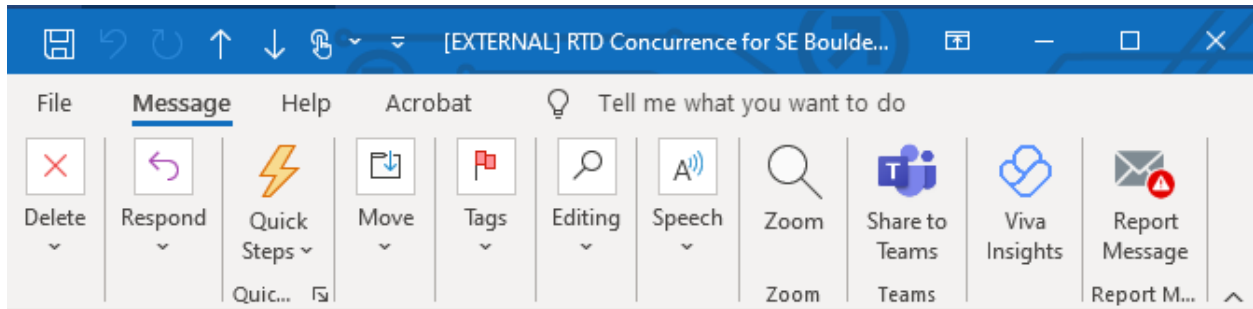


Doc Path: C:\Users\sgambrel.000\Desktop\USA Map.mxd

Cost Estimate Summary

| Project Component | Cost |
|--------------------------|--------------------|
| Capital – Software | \$100,000 |
| Operations | \$1,914,000 |
| Total | \$2,014,000 |

RTD Concurrence



[EXTERNAL] RTD Concurrence for SE Boulder County FlexRide Service



Christopher Quinn <Chris.Quinn@RTD-Denver.com>



6/10/2022

To ● Bond, Angel

Cc ○ Erin Vallejos; ○ Bracke, Kathleen; ○ Hyde-Wright, Alexander; ● Proctor, Stacey; ○ Todd Cottrell

Retention Policy BOCO Default Retention (1 year)

Expires 6/10/2023

You replied to this message on 6/10/2022 3:29 PM.

Hi Angel,

My apologies for the delayed response to Boulder County's request for RTD concurrence with the Boulder County TIP request for a Southeast Boulder county FlexRide service pilot.

RTD concurs with the proposal, but RTD will require that any requests to modify current operations in Southeast Boulder County go through RTD's standard service change process. Also, we will require that you coordinate with RTD on scheduling software for the service to ensure successful integration of services.

Please let me know if I can provide additional information.

Chris

Chris Quinn

Project Manager

Planning

he | him | his

o. 303.299.2439

chris.quinn@rtd-denver.com

rtd-denver.com



Regional Transportation District
1660 Blake Street, BLK-21
Denver, CO 80202

We make lives better through connections.

FHWA Emissions Reduction Calculator

Transit Bus Service and Fleet Expansion

This calculator will estimate the reduction in emissions from projects which expand transit bus service and fleets, including new routes, new schedules, and new vehicles.

INPUT

(1) What is your project evaluation year?

(2) Please input the number of days that the bus service is operated annually
Note: Default is 365 days per year.
 For weekdays only, enter 260 days per year.
 For weekends only, enter 105 days per year.

Transit Bus Information

(3a) Enter the estimated vehicle miles traveled annually by the transit buses before and after the transit project is completed.

| | Before | After | |
|-------------------|--------------------------------|-------------------------------------|-------|
| Transit Bus Miles | <input type="text" value="0"/> | <input type="text" value="90,000"/> | Miles |

(3b) Enter the VTM allocations of your transit bus fleet on the separate tabs before and/or after project completion. If desired, default national average distributions can be used to fill these tables.

Allocations of
 Allocations of Fuel
 Allocations of Road

Passenger Vehicle Information

(4a) Enter the annual passenger vehicle activity information before and after the project. Annual passenger vehicle activity can be entered either in terms of vehicle miles traveled, or number of passenger trips diverted. The passenger vehicle average one-way trip distance should be entered in miles.

Passenger Vehicle Activity Type

Passenger Activity Type
 Passenger Vehicle Miles Traveled
 Passenger Vehicle Trips

| | Before | After | |
|-------------------------------|-------------------------------------|-------------------------------------|-------|
| Passenger Vehicle | <input type="text" value="90,000"/> | <input type="text" value="45,000"/> | Miles |
| Average One-Way Trip Distance | <input type="text" value="6.00"/> | | Miles |

Note: National Default value is 4.52

(4b) Do you expect most passenger vehicle trips to be linked with bus trips as a result of the service or fleet expansion?

Linked Passenger Vehicle Trips
 Yes, passengers will drive to transit hubs to use the expanded transit bus service or fleet.
 No, the expansion will eliminate full passenger vehicle trips (reduction of running and start activity)

OUTPUT

FLEET PERFORMANCE

| | | | |
|----------------------------------|--------------------------------------|--|-------|
| Transit Bus VMT Increase | <input type="text" value="90,000"/> | | Miles |
| Passenger Vehicle Trip Reduction | <input type="text" value="-7,500"/> | | Trips |
| Passenger Vehicle VMT reduction | <input type="text" value="-45,000"/> | | Miles |

EMISSION REDUCTIONS

| Pollutant | Total kg/day |
|---|-----------------|
| Carbon Monoxide (CO) | 13.616 |
| Particulate Matter <2.5 µm (PM _{2.5}) | 0.035 |
| Particulate Matter <10 µm (PM ₁₀) | 0.119 |
| Nitrogen Oxide (NO _x) | 1.085 |
| Volatile Organic Compounds (VOC) | 0.498 |
| Carbon Dioxide (CO ₂) | 1,209.151 |
| Carbon Dioxide Equivalents (CO ₂ e) | 1,222.370 |
| Total Energy Consumption (MMBTU) | 15.935 |