

**DRCOG Transportation Improvement Program (TIP)  
FY 2024-2027 TIP Subregional Share (Call #4) –  
Douglas County Subregion  
Air Quality/Multimodal (AQ/MM) Project Application  
APPLICATION OVERVIEW**

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

**Funding Available:** \$8,707,000 for this subregion and this AQ/MM Track. In the AQ/MM Track, a majority of the funding is in FY26 and FY27, with a very small amount in FY25.

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

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

**Call Dates:** 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](mailto: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](#)). Reconstruction and added capacity are ineligible for the AQ/MM application (see the STBG application). 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, and datasets for download are available on the [TIP Data Hub](#). Requests for additional data or calculations from DRCOG staff should be submitted to [tipapplications@drcog.org](mailto: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](mailto: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..... 30%**

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.

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

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

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

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

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

Scores are assigned based on the percent of other funding sources (non-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	<b>Substantial</b> readiness is demonstrated and all known obstacles that are likely to result in project delays have been mitigated.
4	<b>Significant</b> readiness is demonstrated and several known obstacles that are likely to result in project delays have been mitigated.
3	<b>Moderate</b> readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
2	<b>Slight</b> readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
1	<b>Few</b> mitigation or readiness activities have been demonstrated.
0	<b>No</b> mitigation or readiness activities have been demonstrated.

# Project Information

1. Project Title		<b>Douglas County Transit Pilot Projects</b>	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>		Start point: Douglas County, CO End point: Douglas County, CO OR Geographic Area: 1 to 3 pilots	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>		Douglas County, CO	
4. Project Contact Person:			
Name: Zeke Lynch		Title: Traffic Division Manager	
Phone: 303-663-6225		Email: zlynch@douglas.co.us	
5. Required CDOT and/or RTD Concurrence: Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?			<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>(RTD involvement may vary based on study recommendations)</i> <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 <a href="#">DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)</a> , provide the staging period: N/A		
	Local/Regional/Subregional plan:	Planning Document Title: 2040 Douglas County Transportation Master Plan Adopting agency (local agency Council, CDOT, RTD, etc.): Douglas County Provide date of adoption by council/board/commission, if applicable: September 2019	
	Please describe public review/engagement to date:	Public involvement occurred as part of previous planning studies and will continue in the funded Integrated Transit and Multimodal Feasibility Study set to commence in 2023.	
	Other pertinent details:	Click or tap here to enter text.	
7. Identify the project's <b>key phases and the anticipated schedule of phase milestones.</b> (phases and dates should correspond with the "Phase to be Initiated" in the Funding Breakdown table below)			
Phases to be included:	Major phase milestones:		Anticipated completion date (based on 8/16/2023 DRCOG approval date): (MM/YYYY)
	<input checked="" type="checkbox"/> Preconstruction (including studies) <input type="checkbox"/> Construction <input type="checkbox"/> Both		
<b>REQUIRED FOR ALL PHASES</b>	Intergovernmental Agreement (IGA) executed with CDOT/RTD (Assumed process is 4-9 months; any work performed before execution is NOT reimbursable)		03/2025
<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: <input type="text" value="Enter Number"/>	Enter Date
	ROW acquisition completed:	Enter Date
<input type="checkbox"/> Construction	Required clearances:	Enter Date
	Project publicly advertised:	Enter Date
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	Enter Date
<input checked="" type="checkbox"/> Bus Service	Service begins:	09/2026
<input checked="" type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	01/2026
<input type="checkbox"/> Other Phase not Listed Describe: <input type="text" value="Describe"/>	First invoice submitted to CDOT/RTD:	07/2026

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

Completion of the Integrated Transit and Multimodal Feasibility Study is planned for December 2024 utilizing other funds not associated with this Call 4 request. This study will recommend transit pilot projects that can be implemented to maintain and enhance transit access; improve multi-modal mobility; connect vulnerable populations to critical services; reduce SOV use thereby reducing greenhouse gas emissions; capture shorter trips; link urban centers, community destinations, and pedestrian centric areas; and provide transit service that is flexible to meet changing demands. The requested funding will be used to implement 1 to 3 priority pilot projects for a 1–3-year period depending on available funding. The study will define the type of transit service, specific transit service plans, and transit provider, for each pilot project that is recommended.

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

**Roadway**

Operational Improvements

**Grade Separation**

Roadway

Railway

Bicycle

Pedestrian

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

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: [Click or tap here to enter text.](#)

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

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

Because the types of pilot projects have not yet been identified, the scope and specific elements may be subject to change but could include:

- Compiling recommendations from the study including type of service provider, type of service, hours of operation, and type of vehicles for each pilot project.
- Developing an RFQ/RFP for transit service providers and/or vehicle procurement.
- Preparing public information/program rollout.

**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.*

A Douglas County transportation forum subcommittee has continued to meet since February 2022 to discuss and refine elements of the study scope of work. This subcommittee is comprised of staff from Douglas County, RTD, and multiple municipalities who will jointly develop the scope of work for the pilot projects based on recommendations from the study.

**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: [Click or tap here to enter text.](#)

Outline the differences between the scope outlined above and the reduced scope: [Click or tap here to enter text.](#)

<b>Project Financial Information and Funding Request</b>		<b>(All funding amounts in \$1,000's)</b>	
<i>To update the formulas below, enter your information, highlight the formulas, and press F9 or right-click and select Update Field.</i>			
<b>Total amount of Subregional Share Funding Request (in \$1,000's)</b> <i>(Not to exceed 90% of the total project cost)</i>  <input type="checkbox"/> Check box if requesting <b>only state MMOF funds (requires minimum 50% local funds)<sup>1</sup></b>	<b>\$2250</b>	<b>90.00%</b> of total project cost	
<b>Match Funds (in \$1,000's)</b> List each funding source and contribution amount.	<b>Contribution Amount</b>	<b>% Contribution to Overall Project Total</b>	
Douglas County, CO	\$250	10.0%	
<a href="#">Click or tap here to enter text.</a>	\$Match Amount	0.0%	
<a href="#">Click or tap here to enter text.</a>	\$Match Amount	0.0%	
<a href="#">Click or tap here to enter text.</a>	\$Match Amount	0.0%	
<a href="#">Click or tap here to enter text.</a>	\$Match Amount	0.0%	
<a href="#">Click or tap here to enter text.</a>	\$Match Amount	0.0%	

<b>Total Match</b> <i>(private, local, state, regional, or federal)</i>	<b>\$ 250</b>	<b>10.0%</b>
<b>Project Total</b>		<b>\$ 2500</b>
<b>Notes:</b>	1. If you elect to ONLY receive state MMOF and per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge. Federal Heights, Lakeside, Larkspur, Sheridan, and Ward are <u>not</u> required to provide a match on the MMOF funds. All sponsors will still be required to have 20% match on any added federal funds.	

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

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

	FY 2025	FY 2026	FY 2027	Total
<b>DRCOG Requested Funds</b>	\$Enter Amount	\$1125	\$1125	\$ 2250
<b>CDOT or RTD Supplied Funds<sup>2</sup></b>	\$Enter Amount	\$Enter Amount	\$Enter Amount	\$ 0
<b>Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)</b>	\$Enter Amount	\$125	\$125	\$ 250
<b>Total Funding</b>	\$ 0	\$ 1250	\$ 1250	\$ 2500
<b>Phase to be Initiated</b>	Choose an item.	Choose an item.	Choose an item.	
<b>Notes:</b>	<ol style="list-style-type: none"> <li>1. Fiscal years are October 1 through September 30 (e.g., FY 2026 is October 1, 2025 through September 30, 2026). The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using a recommended minimum 3% inflation factor.</li> <li>2. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source.</li> </ol>			
<b>Affirmation:</b>	By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair/City or County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. <input checked="" type="checkbox"/>			



# Evaluation Questions

## A. Subregional Impact of Proposed Project

WEIGHT

**30%**

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.***

Douglas County remains one of the fastest growing counties in Colorado. Most of the County is rural with primarily the portions of northern Douglas County being served by transit. The County and municipalities have taken considerable steps to develop regional and local trails and bike lanes, as well as contributed significant funding to LRT expansion. The City of Lone Tree has been successfully running Link on Demand transit service and other municipalities may benefit from similar transit. The approved Integrated Transit and Multimodal Feasibility Study, set to begin in 2023, will provide a clearly defined framework for future transit and multimodal transportation in the County. The study will address and integrate the following items in the recommended pilot projects:

- A gap assessment for both transit and multimodal mobility will help identify critical links, prioritize projects, and focus funding resources,
- A more robust bicycle and pedestrian transportation network is needed to meet regional transportation goals, that include addressing first and last mile issues as well as the following:
  - Most population and employment centers are not currently served or are under served by transit,
  - Vulnerable populations do not have transit service to access housing, employment, and services,
  - There is no transit access to courts and human services,
  - Most jobs have limited to no access to transit,
  - There is a need to provide transportation options,
  - Those without cars or without a driver's license have limited to no mobility,
  - Seniors and the disabled have limited to no mobility, and
  - There is limited access to the regional system – RTD, light rail, mobility hubs, and Bustang

**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 recommended pilot projects from the study have the potential to provide new intracounty transit service that connects major urban centers, reduces the reliance on SOVs, reduces GHG emissions, and provides access to existing regional transit. Potential local feeders/circulators would improve multimodal mobility, capture shorter trips, provide access to community destinations, and provide flexibility in meeting changing demands. Pilot projects may include new multi-modal corridors and services that close critical gaps and provide first/last mile solutions.

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

The pilot projects recommended out of the Integrated Transit and Multi-Modal Feasibility Study could benefit residents of greater Douglas County, and those within the City of Castle Pines, City of Lone Tree, Town of Castle Rock, and Town of Parker, as well as nearby community enclaves in unincorporated Douglas County.

The local match for this funding request is borne by Douglas County. However, while local agency partners cannot formally commit funding beyond their current budget cycles, the City of Castle Pines, City of Lone Tree, Town of Castle Rock, and Town of Parker have been involved in the preparation of this request and may financially participate in implementing pilot projects depending on study recommendations.

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  <i>(In the TIP Data Tool, use a 0.5 mile buffer)</i>	a. Total population	381,197	-	-
	b. Total households	154,192	-	-
	c. Individuals of color	65,757	17%	33%
	d. Low-income households	4,817	3%	9%
	e. Individuals with limited English proficiency	2,303	1%	3%
	f. Adults age 65 and over	47,297	12%	13%
	g. Children age 5-17	76,605	20%	16%
	h. Individuals with a disability	11,874	3%	9%
	i. Households without a motor vehicle	2,743	2%	5%
	j. Households that are housing cost-burdened	31,889	21%	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:*

Specific benefits for each of the recommended pilot projects will be quantified in the study. The DC forum subcommittee members have identified improving transit access and mobility for disproportionately impacted and environmental justice population groups as an important aspect. While the entire County has less of these individuals and a lower percentage than the region, the need to serve these population groups may actually be greater than in other parts of the region because of the distance between destinations and overall lack of transit.

5. 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.)*
    - Transit pilot projects will promote active transportation and attract investment.
    - The study recommendations will include transit pilots that link many of the 7 urban centers: Downtown Castle Rock, RidgeGate Village, Highlands Ranch Town Center, RidgeGate City Center, Lincoln Station TOD, Parker Greater Downtown District, and the I-25 Corridor.
    - Transit pilot projects have the potential to focus growth in and around urban centers.
    - While the study recommendations may not specifically address diversifying the region's housing stock, transit pilot projects have the potential to encourage investment in alternative housing types.
    - Transit pilot projects will connect people to jobs either directly or via connections to the regional transportation network.
  
  - 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.)*
    - Transit pilot projects will meet local transit needs and connect travelers to the regional system.
    - Transit pilot projects will provide a safe experience, garner local support, and become part of the community so that users of all ages and abilities feel comfortable and safe.
    - Transit pilot projects will reduce per capita vehicle miles traveled, air pollution, and greenhouse gas emissions.
    - Transit pilot projects may reduce the risk of hazards and their impact.
  
  - 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.)*
    - Large portions of the County are national forest and open space. The study will determine if initial transit pilot projects can connect people to natural resource and recreation areas.
    - Transit pilot projects will increase access to amenities that support healthy active choices.
    - Transit pilot projects will link vulnerable populations to major medical centers and other adjacent medical service complexes including but not limited to Parker Adventist, Castle Rock Adventist, Sky Ridge Medical Center, and Children's Hospital Highlands Ranch.
    - Transit pilot projects will improve mobility for all users especially those that have been historically underserved.

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

- Is there a DRCOG designated urban center within ½ mile of the project limits?\*

Yes  No If yes, please provide the name: There are 7 urban centers in Douglas County: Downtown Castle Rock, RidgeGate Village, Highlands Ranch Town Center, RidgeGate City Center, Lincoln Station TOD, Parker Greater Downtown District, and the I-25 Corridor.

- Does the project connect two or more urban centers?\*

Yes  No If yes, please provide the names: The study will identify a phasing plan for which transit pilot projects to implement first and those urban areas that would be connected.

- Is there a transit stop or station within ½ mile of the project limits?\*

Bus stop:  Yes  No If yes, how many: There are 279 bus stops in the County and additional stops associated with transit pilot projects will be identified.

Rail station:  Yes  No If yes, how many: There are 5 RTD LRT stations in the County and transit pilot projects may provide connections to these stations depending on study recommendations.

- 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:

If yes, provide how the area is defined in the relevant planning document: Portions of the County have zoning districts that promote compact mixed use development patterns and focus new development in urban centers to reduce sprawl. For example, the Town of Parker has specific guidance to encourage intensity, activity, and identity of downtown (<http://parkeronline.org/597/Greater-Downtown-District-Standards>)

Provide households and employment data*	2020	2050
Households within ½ mile	154,192	221,466
Jobs within ½ mile	212,094	288,470
Household density (per acre) within ½ mile	1.05	1.39
Job density (per acre) within ½ mile	2.97	3.65

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:

Transit pilot projects will connect urban centers: downtowns, transit station areas, employment centers, and smaller scale compact mixed-use development, to support a growing share of the region’s housing and employment.

7. 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**.

Transit pilot projects will improve access and connections to many of the following community resources:

- Urban Centers
  - o Downtown Castle Rock (not served), RidgeGate Village, Highlands Ranch Town Center (limited), RidgeGate City Center, Lincoln Station TOD, Parker Greater Downtown District (limited), and the I-25 Corridor
- Employment
  - o Key employment Centers – I-25 Corridor and north
  - o Lone Tree, Castle Rock (not served), Castle Pines (not served), Parker(limited), and Highlands Ranch (limited)
- Health services
  - o Parker Adventist (limited)
  - o Castle Rock Adventist (not served)
  - o Sky Ridge
  - o Childrens Hospital Highlands Ranch (limited)
- Educational
  - o Arapahoe Community College Castle Rock (not served)
  - o Rocky Vista University (not served)
  - o Neighborhood and Charter Schools (limited)
  - o Private high schools (Lutheran, Valor, etc.)(limited)
  - o Innovation Campus on Lincoln (old Wildlife Experience)(limited)
- Cultural
  - o PACE Center (limited)
  - o Lone Tree Arts Center
  - o Schweiger Ranch
  - o Highlands Ranch Mansion (limited)
  - o Historic Castle Rock (not served)
- Recreational
  - o Phillip S. Miller Park (not served)
  - o Reutter Hess Reservoir Recreation (not served)
- Community Resources
  - o Justice Center (not served)
  - o Jail (not served)
  - o Douglas County Human Resources (not served)
  - o Castle Rock Senior Center (not served)
  - o Parker Senior Center (limited)
  - o DMV's (limited)
  - o Town Hall's (limited)
  - o PD's and Sherriff (limited)

## B. MVRTP Priorities

WEIGHT

**50%**

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

### Multimodal Mobility

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

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

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

- What modes will project improvements directly address?  
 Walking  Bicycling  Transit  Roadway Operations  Other: 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, signal interconnection, etc.): [Transit pilot projects will improve access to existing bicycle, pedestrian, and transit facilities.](#)
- 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 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](#).*

[Transit pilot projects will increase mobility choice for all users but particularly for vulnerable populations and those who have been historically underserved. Pilots may include intracounty transit, local circulator service, and multi-modal opportunities to address the first/last mile problem.](#)

## Air Quality

### Improve air quality and reduce greenhouse gas emissions.

(drawn from [2050 MVRTP priorities](#); [state greenhouse gas rulemaking](#); [federal congestion & emissions reduction performance measures](#); [Metro Vision objectives 2, 3, & 6a](#))

Examples of Project Elements: active transportation, transit, or TDM elements; vehicle operational improvements; electric vehicle supportive infrastructure; etc.

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

Emissions Reduced (kg/day)	CO	NOx	VOCs	PM 10	CO <sub>2</sub> e
	0.0	0.0	0.0	0.0	0.0

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 extent that transit pilot projects reduce congestion, vehicle miles traveled, and single occupant vehicle travel will be determined in the study set to begin in 2023. This data tool will be used to quantify the benefits of the recommendations.

**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, new/expanded service, etc.

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

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

- Does this project implement a portion of the regional bus rapid transit (BRT) network (as defined in the [2050 MVRTP](#))?\*
- Yes  No If yes, which specific corridor will this project focus on: [Transit pilot projects may connect to and enhance the future Broadway BRT and Lincoln Avenue BRT corridors depending on study recommendations.](#)
- 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: [Transit pilot projects may connect to and enhance the Southwest LRT, the Southeast LRT, the RidgeGate Parkway Transit Mobility Corridor, and the Castle Pines Transit Mobility Corridor.](#)
- Does this project implement a mobility hub (as defined in the [2050 MVRTP](#))?
- Yes  No
- Does this project improve connections between transit and other modes?
- Yes  No If yes, please describe in your response.
- Is this project adding new or expanded transit service?
- Yes  No If yes, who will operate the service: [The study will determine the operator of any recommended transit service and coordination with RTD will continue if study recommendations identify RTD as the appropriate provider.](#)
- Does this project add and/or improve transit service to or within a DRCOG-defined urban center?\*
- Yes  No

Question: Describe how this project improves connections to or 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](#).*

Transit pilot projects will expand transit in the County and connections to the regional system. The study will evaluate existing routes that could be modified and recommend new routes to connect municipalities within the county. Potential new municipal connectors may include 50 miles or more of new routes, and 4 or more new municipal circulators:

- Castle Rock to Parker: 13 miles
- Castle Rock to Sterling Ranch: 15 miles
- Highlands Ranch to Lone Tree 8 miles
- Lone Tree to Parker: 7 miles
- Lone Tree to Castle Pines: 7 miles
- Castle Rock circulator
- Parker circulator
- Highlands Ranch circulator
- Sterling Ranch circulator



**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* (using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project) NOTE: if constructing a new facility, report crashes along closest existing alternative route		Sponsor must use industry accepted crash modification factors (CMF) or crash reduction factor (CRF) practices (e.g., <a href="#">CMF Clearinghouse</a> , <a href="#">NCHRP Report 617</a> , or <a href="#">DiExSys methodology</a> ).
Fatal crashes	79	
Serious Injury crashes	425	
Other Injury crashes	5,460	
Property Damage Only crashes	23,338	
Estimated reduction in crashes <u>applicable to the project scope</u> (per the five-year period used above)		Provide the methodology below:
Fatal crashes reduced	2.00	The study will determine the potential crash reduction potential of transit pilot projects. The author has assumed a 2% reduction.
Serious Injury crashes reduced	9.00	
Other Injury crashes reduced	109.00	
Property Damage Only crashes reduced	467.00	

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

Transit pilot projects will incorporating proven safety countermeasures and potential design options that have the potential to improve safety will be considered and implemented at strategic locations.

**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: roadway operational improvements, etc.

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

- Is this project located in or impact access to a [Freight Focus Area](#)?\*  
 Yes  No If yes, please provide the name: 1) U.S. Route 85 South Corridor. 2) I-25 South and Centennial Airport
- If this project is located in a [Freight Focus Area](#) does it address the relevant Needs and Issues identified in the Plan (see text located within each Focus Area)?  
 Yes  No If yes, please describe in your response.
- Is the project located on the [Tier 1 or Tier 2 Regional Highway Freight Vision Network](#)?\*  
 Yes  No
- Check any items from the [Inventory of Current Needs](#) which this project will address:  
 Truck Crash Location  Rail Crossing Safety ([eligible locations](#))  
 Truck Delay  Truck Reliability  
Please provide the location(s) being addressed: [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](#).*

[It is not the intent of transit pilot projects to address freight.](#)

<b>Active Transportation</b>	<b>Expand and enhance active transportation travel options.</b> (drawn from <a href="#">2050 MVRTP priorities</a> ; <a href="#">Denver Regional Active Transportation Plan</a> ; & <a href="#">Metro Vision objectives 10 &amp; 13</a> ) 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?\*
  - Does this project improve pedestrian accessibility and connectivity in a [pedestrian focus area](#)?\*
  - Does this project improve active transportation choices in a [short trip opportunity zone](#)?\*
  - 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:	Enter Data	
Bicycle Use Calculations	<b>Year of Opening</b>	<b>2050 Weekday Estimate</b>
2. Enter estimated additional average weekday one-way bicycle trips on the facility after project is completed.	Enter Data	Enter Data
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. (Example: <b>{#2 X 50%}</b> or other percent, if justified on line 10 below)	Enter Data	Enter Data
4. = Initial number of new bicycle trips from project (#2 – #3)	0	0
5. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, walking, etc.). (Example: <b>{#4 X 30%}</b> or other percent, if justified on line 10 below)	Enter Data	Enter Data
6. = Number of SOV trips reduced per day (#4 - #5)	0.00	0.00
7. Enter the value of <b>{#6 x 2 miles}</b> . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor on line 10 below)	Enter Data	Enter Data
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	0.00	0.00
9. If values would be distinctly greater for weekends, describe the magnitude of difference:  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):	Enter Data	
Pedestrian Use Calculations	<b>Year of Opening</b>	<b>2050 Weekday Estimate</b>
2. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	Enter Data	Enter Data
3. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route (Example: <b>{#2 X 50%}</b> or other percent, if justified on line 10 below)	Enter Data	Enter Data
4. = Number of new trips from project (#2 – #3)	0	0
5. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). (Example: <b>{#4 X 30%}</b> or other percent, if justified on line 10 below)	Enter Data	Enter Data
6. = Number of SOV trips reduced per day (#4 - #5)	0.00	0.00
7. Enter the value of <b>{#6 x .4 miles}</b> . (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor on line 10 below)	Enter Data	Enter Data

8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	0.00	0.00
<p>9. If values would be distinctly greater for weekends, describe the magnitude of difference:</p> <p>Click or tap here to enter text.</p>		
<p>10. If different values other than the suggested are used, please explain here:</p> <p>Click or tap here to enter text.</p>		

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

The study will identify transit and multimodal elements that encourage and facilitate active transportation. Bicycle and pedestrian recommendations will focus on facilities that have the most potential to serve the greatest number of users, critical gaps that limit mobility, as well as those corridors that connect to existing and planned transit services. The study will also determine current barriers to active transportation and identify potential multi-modal/transit connections, hot spots of multi-modal activity, and ways to improve the multi-modal and transit interaction so neither is a barrier to overall mobility. Transit pilot projects will improve local transit and access to the regional network. The benefits identified in this 'Active Transportation' section will be quantified in the study once specific transit pilot projects are identified.

<b>C. Project Leveraging</b>		<b>WEIGHT</b>	<b>10%</b>
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	
	<b>10.0%</b>	50-59.9% ..... 4 pts	
		40-49.9% ..... 3 pts	
		20-39.9% ..... 2 pts	
		10.1-19.9% ..... 1 pt	
		10%..... 0 pts	
<b>D. Project Readiness</b>		<b>WEIGHT</b>	<b>10%</b>
<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>			
<b>Section 1. Avoiding Pitfalls and Roadblocks</b>			
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 checked="" type="checkbox"/> No <input 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"> <li>• Utilities: Click or tap here to enter text.</li> <li>• Railroad: Click or tap here to enter text.</li> <li>• Right-of-Way: Click or tap here to enter text.</li> <li>• Environmental/Historic: Click or tap here to enter text.</li> <li>• Other: Click or tap here to enter text.</li> </ul>			
b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, bus service, 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 The study will commence in 2023  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?

[City of Castle Pines, City of Lone Tree, RTD, Town of Castle Rock, and Town of Parker](#)

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

[Click or tap here to enter text.](#)

## 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:

[Click or tap here to enter text.](#)

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

Yes  No

Please describe:

[Click or tap here to enter text.](#)

## 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:

[Some public involvement occurred as part of previous studies and will continue in the study commencing in 2023](#)

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.

[Click or tap here to enter text.](#)

**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.

## Douglas County Transit Pilot Projects Cost Estimate

	# years	Cost per year	Total Cost
Local on demand circulator (1)	3	\$200,000.00	\$600,000.00
Local on demand circulator (2)	3	\$200,000.00	\$600,000.00
Intracounty transit service	3	\$350,000.00	\$1,050,000.00
Public information and program administration	3	\$50,000.00	\$150,000.00
Contingency			\$100,000.00

Total Program Cost = \$2,500,000.00

Completion of the Integrated Transit and Multimodal Feasibility Study is planned for December 2024 utilizing other funds not associated with this Call 4 request. The study will identify and prioritize transit pilot projects and define the specific service provider, hours of operation, vehicle purchases, etc. This cost estimate is generic in nature and does not reflect the actual costs to implement transit pilot projects. Local on demand circulator costs were derived from the Lone Tree link assuming similar service could be replicated in Parker, Castle Rock, Castle Pines, or Highlands Ranch, etc. Intracounty transit service may connect two or more major population centers and will cost more to implement than local on demand circulators.