



DRCOG FY2022-2025 Transportation Improvement Program (TIP) Regional Share Air Quality/Multimodal (AQ/MM) Application Programming Federal Fiscal Years 2023-2025

APPLICATION OVERVIEW

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

Funding Available: \$43 million (estimated as of the open date)

Applications: Air Quality & Multimodal (AQ/MM) application; each Subregional Forum may submit up to three applications from eligible project sponsors. Both CDOT and RTD may submit up to two applications each

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

Call Opens: January 24, 2022

Call Closes: March 18, 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 February 25, 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](#)). Please click on one of the links to register
- **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 February 4, 2022, with CDOT/RTD providing a response no later than March 4, 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
- **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 February 25, 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
- **Evaluation Process:** DRCOG staff will review submittals for eligibility and provide an initial score for each eligible application to a Project Review Panel. The panel will then review, discuss, and rank the applications and provide a recommended funding list within the funding available. The panel’s recommendation 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 Regional Share application contains two parts: *project information* and *evaluation questions*.

Project Information

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

Evaluation Questions

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

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

Section A. Regional Impact of Proposed Projects 30%

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

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

Section B. Metro Vision Regional Transportation Plan Priorities50%

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”) 10%
 Scores are assigned based on the percent of other funding sources (non-Regional Share funds).

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

Section D. Project Readiness 10%

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

5	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		CO7 Transit Operations: Boulder to I-25	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>		Start point: Downtown Boulder Station End point: CO7 and the I-25 Mobility Hub OR Geographic Area:	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>		Boulder County	
4. Project Contact Person:			
Name	Scott McCarey, PE, AICP	Title	Transportation Project Manager
Phone	720-564-2665	Email	smccarey@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>
<input checked="" type="checkbox"/> <u>DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)</u>			
Provide MVRTP staging period, if applicable capital project:			
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"/> Local/Regional plan:	Planning Document Title: SH7 BRT Feasibility Study; also Transportation Master Plan Update. Adopting agency (local agency Council, CDOT, RTD, etc.): Boulder County Provide date of adoption by council/board/commission, if applicable: Adopted by the Boulder County Commissioners on February 18, 2020.	
	Please describe public review/engagement to date:	There were two public meetings specifically for this project. One was in the City of Boulder and one in the City of Lafayette. This project was also covered in our Transportation Master Plan Update. More information on public process is in section D.3.	
	Other pertinent details:	All studies and documents related to CO7 design and transit feasibility are available at: https://www.bouldercounty.org/transportation/multimodal/bus/s-h7-brt-study/	
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)	
FOR ALL PHASES	Intergovernmental Agreement (IGA) executed (with CDOT/ RTD; assumed process is 4-9 months)	01/2023	
<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):	
	Design 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:	01/2024
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	
<input checked="" type="checkbox"/> Other:	First invoice submitted to CDOT/RTD:	03/2024

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

The CO7 corridor is one of the fastest growing areas in the DRCOG region. Today there are approximately 10,000 residents living in Broomfield along the corridor. By 2027 – just five years from now – there will be 18,000 residents. Based on the current pace of development there will be over 25,000 residents at full build out. The non-residential development is just as robust. The CO7 corridor in Broomfield is currently approved for 22 Million square feet of commercial/retail/office with only 5% of that currently built. The rate of growth in this area is staggering. The problem? There is no transit service. And RTD can't provide it.

It is widely known that RTD has been suffering from a crippling driver shortage. More concerning, however, is RTD's long-term budgetary issues, restricting them from adding new desperately needed regional transit service in corridors like CO7. If development continues with private cars as the only viable transportation option, it will be extremely difficult to meet the transportation goals established in DRCOG's MetroVision. The corridor partners do not want the challenges facing RTD to prevent us from meeting goals and objectives in our collective transportation plans. This DRCOG grant provides one of the few opportunities to access sufficient funding to start foundational transit service in the corridor – opening the potential for new transportation to support new land uses, and new land uses to support new transportation.

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.

After many years of planning, this project will add fixed-route, fixed schedule transit service to one of the fastest growing corridors in the DRCOG region: CO7 in Boulder, Broomfield and Adams Counties. Although the entire corridor is inside the RTD district, much of the corridor has no transit service. This project will add much needed 30-minute headway service, 6:00am to 10:00pm Monday through Friday between I-25 and downtown Boulder. The timing of this project is especially important given the rapid development in the corridor. In order to link the land use development patterns with the transportation systems, it is critical to start a foundational transit system now.

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.*

This project is a culmination of many years of multi-agency planning and collaboration. The first planning study was the 2014 Northwest Area Mobility Study (NAMS) that identified the top BRT corridors for Boulder and Broomfield Counties. CO7 is the third highest priority corridor of NAMS behind US36 (completed) and CO119 (in design and ~75% funded). The next planning effort was the SH7 BRT Feasibility Study completed in 2018. This work defined the routing, station locations and forecasted ridership (used in this application to quantify GHG reductions). The next level of refinement was the Station Area Master Plan – funded in part by a DRCOG STAMP grant – that refined elements of the BRT stations, located the transit platforms and identified first and final mile connections. With all of this planning work behind us, we are ready for implementation of actual service.

In Summary,

- Northwest Area Mobility Study; Identified the top BRT corridors; Completed 2014
- SH7 BRT Feasibility Study; Defined routing and station locations; Completed 2018
- SH7 Station Area Master Planning; Station Design; Completed 2019
- CO7 Transit Operations; New 30-minute headway service; Starting in 2024 (We hope!)

RTD staff have been extremely helpful in the development of this application. Details of the service including travel times, minimum driver layovers, deadhead times, and hourly costs have all come directly from an RTD analysis. The regional partners have also been in close contact with CDOT Division of Transit and Rail over the development of this service. The successful Bustang service, with its regional connectivity and limited stops, serves as an example of what this service could be. With these two project partners supporting the technical aspects of the application, we feel confident that the costs are appropriate for the desired service levels.

We want to be clear that the time of this grant application, its unknown which contractor will operate this new transit service. This is actually similar to funding procurement processes for capital projects – funding is sought and if secured, an RFP is issued to retain a contractor. Should funding be awarded for this project, Boulder County will issue an RFP and the most-qualified bidder will be selected to operate the service.

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

Yes No

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

Smaller DRCOG funding request:

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

Project Financial Information and Funding Request

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

Total amount of Regional Share Funding Request

(No greater than \$20 million and not to exceed 90% of the total project cost)

Check box if requesting only state MMOF funds (requires minimum 50% local funds)¹

\$8,460

89.9%
of total project cost

Match Funds

List each funding source and contribution amount.

Contribution Amount

**% Contribution
to Overall Project
Total**

CDOT Region 4

\$701

7%

Boulder County

\$50

1%

City and County of Broomfield

\$50

1%

Town of Erie

\$50

1%

City of Thornton

\$50

1%

City of Lafayette

\$50

1%

Total Match

(private, local, state, subregional, or federal)

\$951

10.1%

Project Total

\$9,411

Notes:

- 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

	FY 2023	FY 2024	FY 2025	Total
DRCOG Requested Funds	\$ <input type="text"/>	\$1,910	\$6,550	\$8,460
CDOT or RTD Supplied Funds²	\$ <input type="text"/>	\$165	\$536	\$701
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$ <input type="text"/>	\$50	\$200	\$250
Total Funding	\$0	\$2,125	\$7,286	\$9,411
Phase to be Initiated	Choose an item	Bus Service	Bus Service	
Notes:	<ol style="list-style-type: none"> 1. 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 an 3% inflation factor. 2. 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/County Commission Chair/City-County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. <input checked="" type="checkbox"/>			

Evaluation Questions

A. Regional Impact of Proposed Project

WEIGHT

30%

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

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

Historically an area of agricultural land, CO7 is quickly transitioning from rural farmlands to suburban residential and commercial uses. Fueled by the tight metropolitan Denver housing market, substantial housing has already been constructed both north and south of CO7, and new housing tracks are rapidly being built. Broomfield and Thornton have plans for millions of square feet of new office, research, and commercial development, along with new single- and multi-family residential development around the I-25 and SH 7 intersection. (Source: SH7 BRT Feasibility Study) Between US287 and Brighton, DRCOG projected an additional estimated 28,000 households and 43,000 jobs in the corridor from 2010 to 2025. In the larger 3-mile buffer area, an additional 54,000 households and nearly 70,000 jobs have been projected. (Source: 2014 SH7 PEL: 287 to Brighton) Lafayette and Erie also have thousands of new residential units planned within the Silo and Parkridge developments and mixed-use residential/commercial are in development for the southwest and southeast corners of 7 and 287. Exhibit 1 in the addendum shows Areas of Change for the corridor.

All of this new development leads to new travel demand as forecasted by two recently completed Planning and Environmental Linkages (PEL) Studies. Using DRCOG's 2035 travel demand model, the 2014 SH7 PEL: 287 to I-25 found that through Lafayette traffic volumes would increase from 11,400 vehicles per day (vpd) to 18,200 vpd and near I-25 traffic volumes would increase from 22,000 vpd to 54,000 vpd. Similarly, the 2017 SH7 PEL: 75th to 287 used DRCOG's 2040 fiscally constrained travel demand model to forecast future traffic volumes on this section of the corridor. Existing traffic volumes in this section currently range from 17,600 vehicles per day (vpd) to 21,700 vpd and will increase from 19,900 vpd to 24,600 vpd by 2040.

Unfortunately, for the majority of the corridor there is no transit service. The only option for residents, employees and visitors to access neighboring communities is by a private car. More troubling, without any funding for transit operations, private land developers are unwilling to consider transit oriented developments that depend upon future transit service that may never come. Given RTD's financial problems, this DRCOG funding is critical to begin transit service in the corridor to connect communities and to begin reshaping the current autocentric development patterns.
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.

Simply adding new transit service in a corridor does not guarantee it will be used. The new service must be travel time competitive with a private car. This project uses a multi-pronged approach to provide a practical and attractive alternative to driving. First, the service will provide 30-minute headways throughout the day, 6:00am to 10:00pm. Post-COVID transportation patterns are showing a flattening of the spikes in peak hour travel as many employees have increased flexibility in start and end times. Consistent headways throughout the day will accommodate these new travel patterns while also making personal scheduling easier. (For example, without checking a timetable someone can remember that their bus always leaves their stop at :17 and :47 minutes past the hour – no matter what time of day it is) Furthermore, service sector jobs have traditionally followed non-peak hour schedules. Dependable early morning, mid-day and evening transit will help those employees who can most benefit from transportation options.

Second, this service will have limited stops to minimize the travel delay associated with boarding and alighting. Limited stop locations were one of the recommendations from the 2018 SH7 BRT Feasibility Study to maximize corridor ridership. In fact, the ridership modeling for the corridor – used in Section C for GHG reductions – assumed the exact stop locations proposed in this project. Excluding the east and west termini stops, the 17.6-mile route will have only six on-route stops for an average of one stop every 2.51 miles. For comparison, this is

almost identical to the highly successful Flatiron Flyer 1 that averages one stop every 2.56 miles. The project partners believe that fewer on-route stops will make this service more competitive with driving. In fact, in some locations the transit travel time will be faster than a private car. For the past half a decade, corridor partners have been designing, funding and constructing transit queue jumps and transit only lanes at intersections throughout the corridor. This infrastructure allows transit vehicles – and more importantly their passengers! – to avoid general purpose lane congestion at intersections. The 2020-2023 TIP subregion cycle funded two projects that include transit priority infrastructure. DRCOG awarded \$2,605,000 to the CO7 and 119th/120th intersection project which included queue jump lanes on CO7 and will be constructed in 2022. DRCOG also has awarded \$5,200,000 to the CO7 and 95th intersection project which includes transit only approach and receiving lanes and will be constructed in 2023. Exhibits 4 and 5 in the addendum show the designs of the 119th/120th and 95th intersections, respectively.

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 project is the very definition of a regional project. It literally crosses into and connects three DRCOG Subregions: Boulder, Broomfield and Adams Counties. The residents, visitors and employees of these subregions will benefit from this new service through expanded mobility options and regional connections. Within these three subregions there are four municipalities that directly benefit from this project. These are City of Boulder, City of Lafayette, Town of Erie and City of Thornton (the City and County of Broomfield is represented as a Subregion). This project is also unique in that it connects two CDOT Region – Region 1 and Region 4. To demonstrate the commitment to this project, five local agencies are contributing \$50,000 each in financial match to this project. These financial commitments are represented in the project budget and confirmed in the attached letters of commitment. In addition, there is a letter of support from City of Boulder and Adams County and an email with RTD's concurrency of the project.

CDOT Region 4 is critical partner and is providing the majority of the local match for the project. Regional CDOT offices are not typical funding partners for transit operations. As such, we believe that Region 4's financial commitment of \$701,000 to this project shows just how important providing new regional transit service is to this corridor. Along with the local agencies, CDOT recognizes that despite RTD's financial troubles, new regional transit service must find a way forward to address regional mobility issues.

It is also important to note the collaboration between Region 1 and Region 4 in this corridor. Since the last Regional TIP, the two regions have been working collaboratively on the Corridor Development Plan and several corridor-wide, cross-regional projects such as Aerial/LiDAR Mapping, Environmental Analyses, and a Corridor Bike Treatment Plan. In this instance, Region 1 – while not providing match for operations – is contributing millions of dollars in local funds to complete the Mobility Hub at CO7 and I-25. This will serve as a natural terminus for the route and provide connections to the I-25 Bustang allowing CO7 transit passengers to continue to Denver or Fort Collins.

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
Use 2015-2019 American Community Survey Data	a. Total population	75,961	100%
	b. Total households	30,952	100%
	c. Individuals of color	16,332	22.00%
	d. Low-Income households	5,711	18.00%
	e. Individuals with limited English proficiency	1,220	2.00%
	f. Adults age 65 and over	8,721	11.00%

(In the TIP Data Tool, use a 0.5 mile buffer)	g. Children age 5-17	9,148	12.00%
	h. Individuals with a disability	2,368	3.00%
	i. Households without a motor vehicle	2,367	8.00%
	j. Households that are housing cost-burdened	11,766	38.00%

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, including the required quantitative analysis: Currently the only available transportation in much of the corridor is a car. It is well documented that complete reliance upon private car creates severe mobility limitations for large swaths of our population. The DRCOG TIP Data Tool quantifies how great these limitations are for this corridor. There are 5,700 low-income households and almost 12,000 households that are cost-burdened, representing 18% and 38%, respectively, of all households within ½ mile of the project. There are 2,300 households – an amazing 8% of the total – that have no motor vehicle. Thirty-three percent of individuals are either older than 65 or younger than 17 and 22% are individuals of color. Finally, over 2,300 individuals in the corridor have a disability. While other projects in the corridor have been preparing for transportation alternatives for these residents, this project will actually provide it. As the Data Tool has illuminated, this project will provide a new mobility option to thousands of people that need it most.

Given the exceptionally high numbers of low-income households in the corridor, it was decided by the project partners 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.

There are some additional considerations when moving to a fare free service. One concern is intoxicated or unruly persons using the service as a place to keep warm in the winter. The recent issues at Denver Union Station have demonstrated these challenges. This has been addressed in Longmont’s fare free system by having early and continuous coordination between First Transit – the Longmont system operator – and the Longmont Police Department. Unruly passengers can be barred from using the system and transit operators can directly dispatch officers to the next bus stop.

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

This new fare free, 30-minute headway, all day transit service between I-25 and Boulder could reasonably be condensed into these words/phrases:

- Regional
- Multimodal
- Affordable
- Activity Center Focused

These three words/phases seem to be at the essence of the MetroVision transportation-related objectives. DRCOG is looking for regional projects that connect housing and employment centers – new regional transit service does that. DRCOG is looking for projects that increase transit service and improve capacity of the transportation system – new regional transit service does that. Projects that improve air quality and reduce greenhouse gases – new regional transit service does that. Projects that improve access for underserved populations – new regional transit service does that. And finally, DRCOG is looking for projects that focus development in activity centers designated for urban growth and services – new regional transit service does that.

Overall, MetroVision strives to encourage a transportation system that supports connected and compact development. This project will help achieve that in the rapidly growing CO7 corridor.

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?*
- Yes No If yes, please provide the name: [Downtown Boulder; University Hill; 28th/30th Streets \(BVRC\); and I-25 & SH7 Activity Center](#)
- Does the project connect two or more urban centers?*
- Yes No If yes, please provide the names: [Downtown Boulder, University Hill, 28th/30th Streets \(BVRC\) and the I-25 & SH7 Activity Center](#)
- Is there a transit stop or station within ½ mile of the project limits?*
- Yes No
- Is the project in a locally-defined priority growth and development area?
- Yes No
- If yes, provide a link to the relevant planning document: <https://www.codot.gov/projects/co7-brighton-boulder/assets/2019-co-7-station-area-design-report.pdf>
- If yes, provide how the area is defined in the relevant planning document: [Each of the stations in the SH7 BRT Station Area Design were evaluated for their potential for TOD.](#)
- 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): [Mixed Use, High Density Residential, Commercial and Transit Oriented Development.](#) Exhibit 2 in the addendum shows the future land uses in the corridor.

Provide households and employment data*	2020	2050
Households within ½ mile	30,952	49,153
Jobs within ½ mile	87,214	116,034
Household density (per acre) within ½ mile	2.80	3.87
Job density (per acre) within ½ mile	14.24	16.79

Describe, *including the required quantitative analysis*: This is a rapidly changing corridor as quantified by the analysis in the Data Tool. By 2050 there will be a 58% increase in households and a 33% 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. The SH7 BRT Station Area Design outlines how TOD can work for this corridor and includes specific recommendations for supporting more compact development patterns. Exhibit 3 in the addendum shows an example of TOD opportunities as well as First and Mile connections to at the 119th/120th station.

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 regional transit project will create new transportation options to one of the fastest growing corridors in the DRCOG region. With a project distance of 17.6 miles, it connects multiple regional employment, health, educational and residential centers. In Boulder, the 55th Street Station is less than ¼ mile to the Ball Aerospace campus – a company currently in the approval process to add 310,000 square feet of new building space. Boulder’s Google campus – as well as neighboring high-tech spin off companies – is about a ½ mile walk from the 28th/30th Street Station. Just over a ½ mile in the other direction of Google is the University of Colorado’s East Campus including the Laboratory for Atmospheric and Space Physics. CU’s Main Campus is about a mile south of the Downtown Boulder Station, and easily accessible via a transfer to the SKIP, HOP, DASH, 204 or 225. Moving

east, a large-scale master-planned community is being developed ¼ mile away from the 119th/120th Station. This new development, called Parkdale, represents an excellent opportunity to develop transportation and land uses concurrently and a letter of support from the president of the development company is in the addendum.

The walkshed around the Sheridan Station is exploding with growth. On the south side of CO7 is the massive Baseline Development (McWhinney) covering a 1,100 acre walkable/bikeable mixed-use development. The Broomfield Board of County Commissioners have already approved 17.2 Million square feet of new commercial/retail/office space and over 9,200 homes including a mixture of single-family, townhomes, condos, and apartment complexes. The development includes a STEM school, the relocation of the Butterfly Pavilion, and a future large medical complex. On the north side of CO7, parcels are currently approved for over 4.6 Million square feet of commercial and retail development and 1,900 housing units (65% of which are already constructed). The expansive Children's Hospital North Campus is also in this location. Lastly, the parcels located just northeast of the I-25 Mobility Hub Station will also develop significantly adding thousands more residents and additional commercial and office space in the next half a decade.

The CO7 corridor is fortunate to have two Transportation Management Associations – Commuting Solutions and the North Area Transportation Alliance – working to improve regional transportation options. These agencies serve as a conduit to businesses throughout the corridor and will be key partners in the marketing of the new service. The project budget includes funding specifically to develop a marketing and outreach program to advertise the new service to ensure employers and employees will know about the new service and know how to use it.

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.

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.): [This project provides new transit service to one of the fastest growing corridors in DRCOG. Although the corridor is in the RTD district – and corridor residents and businesses pay RTD taxes – it is currently not served by transit. Shifting trips from private car into transit will improve roadway operations, particularly at key congested intersections.](#)
- 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, include quantitative information, including any items referenced above, in your response:

[This project improves travel time reliability in two ways. First, for the past ten years new infrastructure has been designed and constructed to allow transit vehicles \(and more importantly, their passengers\) the ability to bypass congested roadways and intersections along CO 7. In the City of Boulder, Business Access Transit \(BAT\) Lanes run from 63rd Street to Western Drive. In Boulder County, the 75th Street intersection has queue jump lanes. In Lafayette, the 95th Street intersection – currently in design and programed to be constructed in 2023/2024 – will have exclusive transit only approach and receiving lanes. Also in Lafayette, the 119th/120th intersection has transit queue jump lanes. These capital projects have been designed and constructed in anticipation of new transit service along the corridor. This project will utilize the capital investments already made in the corridor giving transit passengers travel time saving and increased reliability at these congested locations.](#)

[Related to this, for every private car driver that is induced into taking transit, there is a slight reduction in vehicle congestion along the corridor. It is our belief that this limited-stop, regional service will in fact be attractive to many commuters and that vehicle passenger loads of 30 or more people could be expected. As such, each transit trip funded by this project will remove 25-35 vehicles off the road depending upon automobile occupancy](#)

assumptions (typically 1.3 for the DRCOG region, but slightly lower for commute trips). With the proposed 30-minute headways in each direction, this project will lead to a reduction of several hundred vehicles across dozens of intersections every day.

In the development of this project, the corridor partners discussed the pros and cons of the two principle approaches to providing transit vehicles: purchase new vehicles or allow transit operators to incorporate all vehicle cost into their hourly rate. To maximize flexibility for the transit service plan, it was decided to not purchase vehicles but rather request transit operators bidding on the project to include vehicle depreciation in their hourly rates. These rates are expected to include depreciation of the vehicle, insurance, fuel, vehicle components (brakes, tires, etc), and a portion of the salaries for the staff working on fleet maintenance (mechanics, part technicians, shop supervisors, etc). This project will increase revenues into vehicle fleet managers budgets and improve their overall fleet management.

In the summer of 2008, fuel prices were approaching \$5 per gallon due to a series of natural and geo-political events. Cost 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 CO7 corridor exposes this corridor to similar global disruptions on gas prices – there literally are no other options. This project will provide transportation resiliency in a fast-growing corridor 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	NOx	VOCs	PM 10
	26.87	5.07	0.99	0.61

Use [FHWA CMAQ Calculators](#) to determine emissions reduced. Please attach a screenshot of the calculator showing the inputs and outputs as part of your submittal packet.

Note: for project types not covered by the FHWA Calculators, such as education and outreach, please note your methodology in your narrative below.

Describe, include quantitative information, including any items referenced above, in your response:

There were two tools used to calculate the emissions reductions. First was the travel forecasting completed by HDR in the 2018 SH7 BRT Feasibility Study. This study used DRCOG's and RTD's Compass regional travel demand forecast model. The model used the planned roadway network, transit network, TAZ and land use assumptions found in the 2040 fiscally constrained RTP. Under an operating scenario of 15-minute peak / 30-minute off-peak headways with non-dedicated transit lanes, the model forecasted 6,389 total daily transit tips. This project does not include the section from I-25 to Brighton, and also will have slightly less service than due to 30-minute headways in the peak periods. The expected increase in transit ridership was ratcheted down to 1,042 trips per day. Travel forecast results from the Feasibility Study can be found in the addendum as Exhibit 6.

The second tool used was the CMAQ Emissions and Calculator for Transit Bus Service and Fleet Expansion. The results of HDR's modeling work was inputted into this model to calculate the emission reductions. Outputs from the CMAQ calculator can be found at the end of this application.

**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 Metro Vision Regional Transportation Plan](#)? 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? [Arapahoe/SH-7](#)
- Does this project involve a [regional transit planning corridor](#)?*
 Yes No If yes, which specific corridor will this project focus on? [Arapahoe/SH-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? [Similar to capital projects, at the time of this grant application we have not procured a contractor to deliver the project. Should funding be awarded, Boulder County will develop and lead a competitive procurement process to select a vendor. We have been working closely with RTD and CDOT Division of Transit and Rail to ensure that project budget is sufficient for proposed transit service.](#)
- 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: [There are three urban centers that this new transit service will reach. These are Downtown Boulder, University Hill, 28th/30th Streets \(BVRC\), and I-25 & SH7 Activity Center.](#)

Describe, *include quantitative information, including any items referenced above, in your response:*

[The Northwest Area Mobility Study \(NAMS\) developed BRT corridor prioritization for Boulder and Broomfield County. CO7 is the third highest priority transit corridor in the region behind US 36 which has the Flatiron Flyer \(previously the B and BX\) and CO119 which has the BOLT \(previously the M\). This project is also included in DRCOG’s Fiscally Constrained Rapid Transit System map.](#)
<https://drcog.org/sites/default/files/Fiscally%20Constrained%20Rapid%20Transit%20System%20Guideway%20Facilities%20and%20Stations.jpg>

It is critical that this corridor begin a culture of transit service now so that in the future enhanced service can be justified. In fact, as outlined in the SH7 BRT Feasibility Study, the long-term plan for this corridor is to apply for FTA Small Starts funding. Such future funding would allow for continuation of transit priority capital improvements, new BRT vehicles, corridor-wide branding, and 10-minute headways. While the corridor is not ready for this level of transit investment today, we believe this project strikes a balance between enough service to attract riders, but not so much as to be an inefficient use of public dollars. Rather, funding for this project is a stepping stone to larger federal funding.

Regrading regional connections, this regional transit service intentionally has limited stops to decrease travel time and make taking the bus more competitive to driving. These limited stops have been strategically placed to maximize the number of transfers to other routes. In fact with a single transfer, patrons can get from this route to Denver, communities along US 36, Golden, Longmont, Fort Collins and the Denver Airport. There are 17 routes and one on-demand service area that touch the route stops. These are the SKIP (North and South Boulder), DASH (Louisville), HOP (CU, the Boulder Urban Centers), JUMP (local stops along Araphoe), BOUND (30th Street Boulder) BOLT (Gunbarrel and Longmont), NB (Nederland, Eldora Ski Resort), GS (Golden), FF1 (US 36 and Denver), FF5 (Anshutz Medical Center), AB (Denver Airport), LD (Longmont, US 36 and Denver), FLEX Express (Berthoud, Loveland, Fort Collins), 204 (Boulder), 205 (Gunbarrel), 208 (East Boulder), 225 (Baseline), and RideFreeLafayette (on-demand in Lafayette). A map of the existing transit routes can be found in the addendum as Exhibit 7.

At the eastern terminus, this new transit service will connect to the future CO7/I-25 Mobility Hub making connections to the existing Bustang intercity route connecting Denver to Fort Collins. The Mobility Hub will also offer connections to other existing I-25 services such as RTD's LX and other RTD services that terminate at Wagon Road Park-N-Ride at 120th Avenue. In addition, it includes a 180-vehicle space Park-N-Ride providing the ability to drive and park to access this new CO7 transit service. The Mobility Hub is anticipated to be constructed and open in 2024 – right as this service is starting. A 3D graphic of the Mobility Hub is in the addendum as Exhibit 8.

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 [High-Injury Network or Critical Corridors](#)?*
 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)		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	7	
Serious Injury crashes	45	
Other Injury crashes	665	
Property Damage Only crashes	2,200	
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	0.00	Based on conversion rate of private cars trips to transit trips. (More detail below)
Serious Injury crashes reduced	2.00	
Other Injury crashes reduced	25.00	
Property Damage Only crashes reduced	84.00	

Describe, include quantitative information, including any items referenced above, in your response:
 Unfortunately, the NCHRP project 17-25 and NCHRP Report 617 have a limited scope of safety improvements. Almost all the CFRs listed in the reports – over 95% – are capital projects (e.g. Add sidewalk/walkway), with the remaining projects related to signal operations (e.g. Change Cycle Length). While capital – or “Engineering” – projects are certainly important, increasing safety should include Education, Encouragement, Enforcement and projects that shift travel to safer modes. Riding on a bus is safer than any other mode 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 all Federal Transit Administration safety minimums ensuring that drivers are professionally trained, not under the influence of drugs or alcohol, and are prohibited from listening to music or using a smart phone when operating the vehicle.

Based on the forecasts in the 2017 BRT Feasibility Study, this project will lead to an additional 1,042 daily transit trips, which is about 3.8% of the total 27,300 daily person trips in the corridor (21,000 vehicles per day times 1.3 average automobile occupancy). Given that crash rates of transit vehicles are very low, it was assumed that this reduction in vehicles would lead to a straight-line reduction in crashes. Thus, the estimated reduction for each type of crash shown above is 3.8% times the current number of crashes.

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: [Northwest Metro](#)
 - 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: [Truck delay and highway reliability will be addressed in this project along CO7 from downtown Boulder to 28th Street, as indicated on the Highway Delay map on page 59 of the Regional Multimodal Freight Plan. Highway Reliability is also being address on CO7 at these locations in Boulder: Canyon to Arapahoe, Foothills Parkway intersection, and the 55th Street intersection; at these locations in Lafayette: CO 42 to US287, Arapahoe to Baseline \(where CO7 and US287 overlap\); and at these locations in Broomfield: Huron to I-25. This data comes from the Highway Reliability Map on page 61 of the Freight Plan.](#)
- 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, include quantitative information, including any items referenced above, in your response:

This corridor has very poor travel time reliability, as indicated in the map on page 21 of the Freight Plan and attached to this application. The data show that reliability on this corridor is as bad or worse than on US 36 – the corridor with the heaviest traffic volumes in northwest Denver. In fact, travel time reliability is worse on CO7 than either CO119 or US287. Furthermore, two of the five highway bottlenecks within Boulder County identified in the Freight Plan will be addressed with this project (page 63).

While no one project can “solve” congestion, strides can be made to lower the severity of congestion by providing alternatives to driving. This project aims to convert vehicle trips into transit trips by providing regional travelers with a travel-time competitive and less expensive option to driving. Each driver who starts taking transit will result in one fewer car in front of delivery trucks – especially important at the signalized intersections along the corridor.

This project also addresses "multimodal and nonmotorized travel safety" which is one of the five "Needs and Issues" identified in the Freight Plan for the Northwest Metro Freight Focus Area (page 46). As argued in the Safety section above, transit vehicles are statistically less likely to be involved in severe and fatal crashes due in part to the many FTA safety requirements to which operators and vehicles must adhere. The 2017 Boulder County Crash Report found that 34% of all severe crashes involved driver impairment (CDOT and unincorporated roads). These types of crashes – and the delay cause to freight deliveries from them – will be almost completely eliminated from trips made on transit.

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>
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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](#)?*
 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

1. Current Weekday Bicyclists:		0
Bicycle Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	42	84
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)	42	84
5. Enter number of the new trips produced (from #4 above) that are replacing an SOV trip. <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	15.00	29.00
6. = Number of SOV trips reduced per day (#4 - #5)	27.00	55.00
7. 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>	84.00	168.00
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	79.80	159.60
9. If values would be distinctly greater for weekends, describe the magnitude of difference: There is no weekend service proposed with this project, thus there would be no new bike trips.		
10. If different values other than the suggested are used, please explain here: For line 5, a slightly higher percentage was used due to the disproportionately high number of low-income households in the corridor, thus lowering the number of SOV trips reduced per day.		

Pedestrian Use

1. Current Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):		0
Pedestrian Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional weekday pedestrian one-way trips on the facility after project is completed	1,297	2,600
3. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	0	0
4. = Number of new trips from project (#2 – #3)	1,297	2,600
5. Enter number of the new trips produced (from #4 above) that are replacing an SOV trip. <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	454.00	910.00
6. = Number of SOV trips reduced per day (#4 - #5)	843.00	1,690.00
7. Enter the value of {#6 x .4 miles} . (= the VMT reduced per day) <i>(Values other than .4 miles must be justified by sponsor on line 10 below)</i>	519.00	1,040.00

8.	= Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	493.05	988.00
9.	If values would be distinctly greater for weekends, describe the magnitude of difference: There is no weekend service proposed with this project, thus there would be no new pedestrian trips.		
10.	If different values other than the suggested are used, please explain here: For line 5, a slightly higher percentage was used due to the disproportionately high number of low-income households in the corridor, thus lowering the number of SOV trips reduced per day.		

Describe, include quantitative information, including any items referenced above, in your response:

In addition to the “in-line” component of a transit trip – the part actually spent in the transit vehicle – new transit services also generate trips from a starting point to the boarding bus stop (the First Mile), and from the alighting stop to the final destination (the Final Mile). The transportation mode of First Mile trips varies based on context. On the other hand, almost all Final Mile trips are made on foot with a small number being made by bike.

RTD’s 2009 Transit Access Guidelines was used to approximate what percentage of First Mile trips will be made on foot or by bike with this new service.

(https://www3.drcog.org/documents/archive/RTD_Transit_Access_Guidelines_Final.pdf) It was determined that the regional service proposed for this project is most similar to RTD’s LRT due to the regional scope and limited stops. The study found that on average 28% of LRT patrons walked and 3% biked to access the service. For the Final Mile, it was assumed that 98% of trips would be on foot and 2% would be by bike. Given this data and the forecasted 1,042 daily new transit trips (generating 1,042 First Mile and 1,042 Final Mile trips), it is estimated that there will be 1,297 new pedestrian trips and 42 new bike trips generated in the corridor as a result of this service.

Some of these new bike and ped trips will be replacing vehicle trips and thus can be used directly in GHG reductions estimates. Other trips – particularly those made by low-income households and individuals without access to a car – will be newly generated trips. These latter trips cannot be used for GHG reduction estimates because there was no car trip to replace. Given the relatively high-percentage of low-income households in this corridor, it is estimated that 35% of all trips will be new trips. This factor was used to calculate lines 5 in the above table. (Note that it was confirmed with DRCOG staff that lines 5 in the above tables should read “...that are replacing a non-SOV trip.” In this case, a trip not made at all is considered a non-SOV trip and thus subtracted from the total trips for GHG purposes.)

C. Project Leveraging	WEIGHT	10%
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What percent of outside funding sources (non-Regional Share funding) does this project have? <i>(number will automatically calculate based on values entered in the Funding Request table)</i>	10.1%	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
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D. Project Readiness	WEIGHT	10%
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Provide responses to the following items to demonstrate the readiness of the project. DRCOG is prioritizing those projects that have a higher likelihood to move forward in a timely manner and are less likely to experience a delay.

Section 1. Avoiding Pitfalls and Roadblocks

a. Has a licensed engineer (CDOT, consultant, local agency, etc.) reviewed the impact the proposed project will have on utilities, railroads, ROW, historic and environmental resources, etc. and have those impacts and pitfalls been mitigated as much as possible within the project 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:
 N/A

Please describe the anticipated specific pitfalls/roadblocks and the mitigation activities taken to date:
 N/A

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 any reason why your IGA will not be executed by Oct 1 of your first year of funding, 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? [Local agencies include City of Boulder, City of Lafayette, Town of Erie, City and County of Broomfield and City of Thornton. Also included in the project development has been CDOT R4, CDOT Division of Transit and Rail, and RTD. Letters of Support have been provided from all of the local agencies in the corridor. Letters of Concurrence have been provided from CDOT and RTD.](#)

Please provide any additional details on any of the items in Section 1, if applicable.
[This project needs no engineering, no environmental clearances and no right-of-way acquisition. Despite not having any of the typical project roadblocks, to fully guarantee the project can be delivered on-time and within](#)

budget, a 20% contingency has been added to the total estimated cost of this project. This will allow for any unexpected cost escalations between the time of the grant application and the opening day of the service. The idea for adding a contingency came from capital projects which regularly add a contingency line to the budget. Additional unexpected costs for this particular project could include increases in vehicle fuel prices, transit operator salary increases (through Union negotiations or other) and various other unexpected costs. This contingency, while increasing the total project cost and required local match, should guarantee this project can be implemented on-time and within the proposed budget.

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:

To show the strong support for this project, five local agencies along the corridor have committed a financial match: Boulder County, City and County of Broomfield, City of Lafayette, Town of Erie and City of Thornton. These financial commitments are indicated in the funding section of this application. Every agency contributing match has provided the required Peer Agency Support Form which can be found at the end of this application. CDOT Region 4 has the largest financial contribution to the project. Their Letter of Concurrence, as required by the grant, is also in addendum.

All sources of local match will be available in the fiscal years in which they are required.

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

Yes No

Please describe:

Expenditures for this project won't occur until calendar year 2024. The Boulder County budget for that year, however, will not be adopted by the Board of County Commissioners until the fall of 2023. As such, as the time of this grant application this project is not represented in a Board adopted budget. That said, Boulder County staff has programmed this project inside the Capital Improvement Plan budget for years 2024, 2025 and 2026. Boulder County recognizes that this grant operates on a reimbursable basis, and thus needs sufficient cash flow to cover several months of operating expenses. Per this application, Boulder County confirms that it has the ability to meet all of the financial requirements for this grant.

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:

Information for all the work that has been happening over the past decade in the CO7 corridor is on the Boulder County website. (<https://www.bouldercounty.org/transportation/multimodal/bus/sh7-brt-study/>) This includes information about the PEL, the BRT Feasibility Study and the Station Area Master Planning work. Specifically for BRT, the website has information on Background, Purpose, Objectives, and Study Partners. Boulder County has worked hard to ensure that information on all webpages can be instantly translated into the 98 most commonly spoken languages in Boulder County. An example of how these webpages are translated into Spanish can be

found in the addendum as Exhibit 10. Community Planning and Permitting also has several staff members fluent in Spanish.

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

Yes No N/A

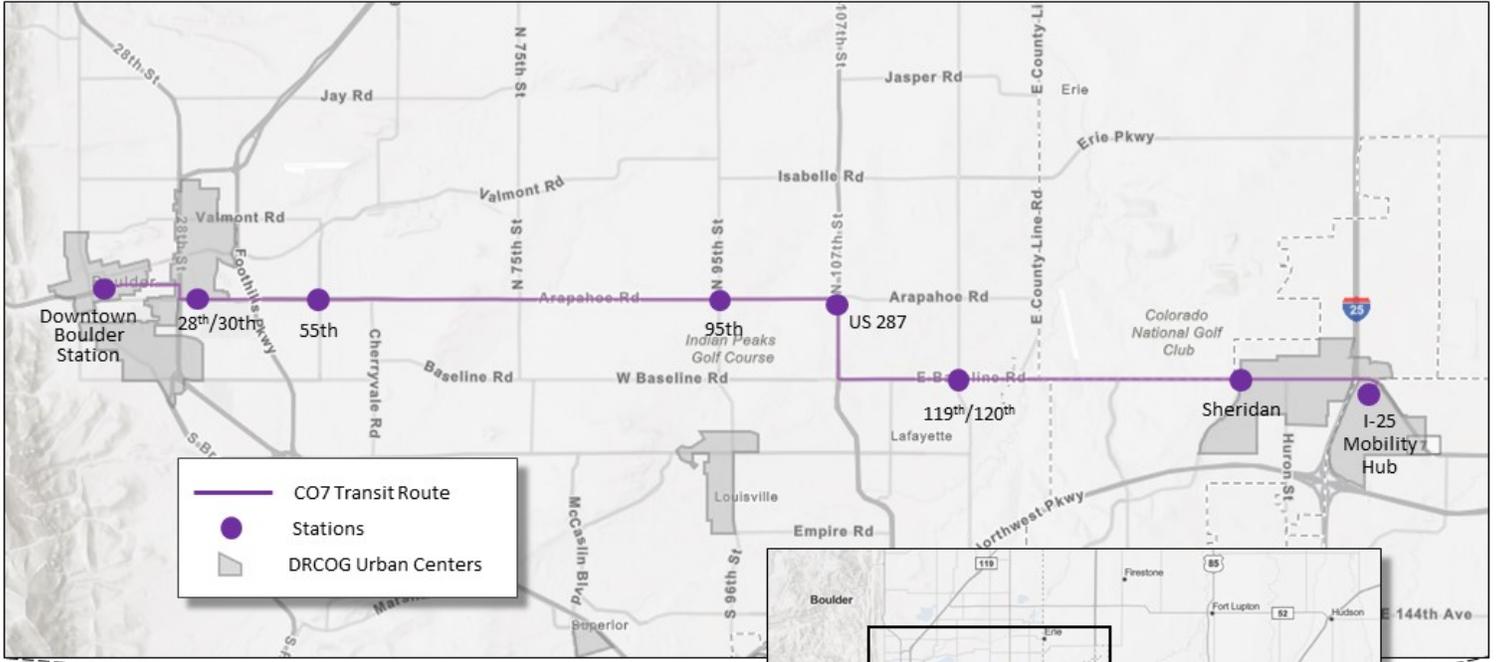
Please provide any additional details on the items in Section 3, if applicable.

The BRT Feasibility Project had two well-attended public meetings in the corridor. The first was in Boulder at EcoCycle near 63rd Street on June 26th, 2017. The second was in Lafayette at the YMCA near 95th Street on May 26, 2017. In addition to the two public meetings, there were four Technical Advisory Committee meetings composed of staff members from all agencies across the corridor including RTD and CDOT Regions 1 and 4.

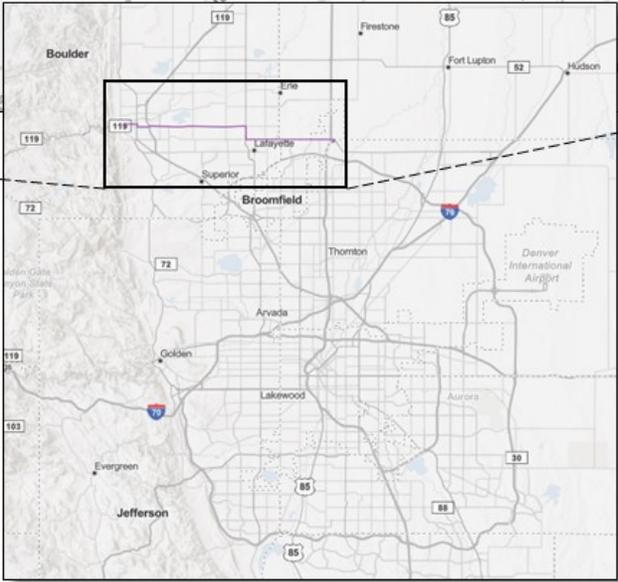
There is strong support for this project by community and the local agency partners. We believe the financial contributions from the local agencies demonstrate the excitement and enthusiasm for new transit in this corridor.

Submit completed applications through the [TIP Data Hub](#) no later than 3pm on March 18, 2022.

Project Map



- CO7 Transit Route
- Stations
- DRCOG Urban Centers



- 17.8 mile regional route
- 8 stations
- 30-minute headways
- 6:00am to 10:00pm, Monday-Friday
- 5 Municipalities
- 3 DRCOG Subregions
- 2 CDOT Regions
- 1 Great Project

Project Cost Estimate

in '000s

	January- December CY2024	January- December CY2025	January- July CY2026
Operations			
RTD's fully allocated cost of \$210/hour Includes vehicles, fuel, driver salaries, maintenance 3 vehicles/hour, 16 hours/day, 5 days/week	\$2,620	\$2,620	\$1,528
Inflation			
3% increase for years 2 and 3	n/a	\$79	\$47
Adjusted cost	\$2,620	\$2,699	\$1,576
Marketing and Outreach			
2% for third party to advertise the new service	\$52	\$54	\$32
Boulder County Administration			
10% for overall project management Managing the selected transit operator	\$262	\$270	\$278
Contingency			
20% modeled after capital projects Allows for unexpected increases in fuel, salaries, etc	\$587	\$604	\$377
Subtotal	\$3,521	\$3,627	\$2,262
Total		\$9,411	



COLORADO

Department of Transportation

Region 4
Director's Office
10601 10th Street
Greeley, CO 80634-9000

March 3, 2022

Scott McCarey
Transportation Project Manager
Boulder County Public Works Department
PO Box 471
Boulder, CO 80306

RE: CDOT Region 4 Concurrence Request for DRCOG TIP Regional Call FY22-FY25

Dear Mr. McCarey:

This letter is to inform you that the Colorado Department of Transportation (CDOT) Region 4 concurs with the Boulder County application for the DRCOG Regional FY22-25 TIP Call. This concurrence applies only for the CO 7 Transit Operations: Boulder to I-25 project, in the event this project is selected by DRCOG as a regional project on or around April/May 2022. If this regional project is awarded DRCOG funds at a later date, the local agency will need to submit a separate request for CDOT's concurrence and funding contribution at that time.

Based on CDOT's existing priorities and limited funds, CDOT Region 4 is able to provide \$860,000 of the \$860,000 requested, in the event this project is selected by DRCOG. This determination applies to the FY22-25 TIP Regional Call. If the project is not selected for regional funds, the local agency may submit a new request for CDOT funding contribution for the FY22-25 TIP Subregional Call and it will be considered with other requests at that time. This offer of funding applies only to the Regional Call as described above and not the subsequent Subregional Call. If DRCOG funds the project at a lower amount than requested, then CDOT's funding contribution will need to be reaffirmed. These CDOT funds are available during State FY22-25, however only a portion of CDOT match funds is available in each fiscal year, to be provided to local agencies on a first come, first serve basis. CDOT staff recommends that local agencies proactively work to budget funds early in the fiscal year in which your project is ready to move forward. If the DRCOG Board rescinds their funding for a project due to project delays, then this CDOT contribution may be rescinded as well.

Projects impacting state highways should assume that CDOT will manage the project and the local agency is responsible for payment of CDOT's work including indirect charges. Please note that per the DRCOG TIP Policy, if project costs increase on DRCOG-selected projects, sponsors must make up any shortfalls.

This concurrence and funding contribution are conditionally granted based on the scope as described and pending CDOT funding availability. CDOT does however retain final decision-making authority for all improvements and changes within CDOT's right-of-way. As the project progresses, the local agency will need to work closely with CDOT Region staff to ensure CDOT's continued concurrence.

This project must comply with all CDOT and/or FHWA requirements including those associated with clearance for right-of-way, utilities, and environmental. All costs associated with clearances including right-of-way acquisition, utilities relocation, and environmental mitigation measures, such as wetland creation, must be



included in the project costs. CDOT staff will assist you in determining which clearances are required for your project. The CDOT Local Agency Manual includes project requirements to assist with contracting, design, and construction, which can be accessed at:

http://www.coloradodot.info/business/designsupport/bulletins_manuals

Should you have any questions regarding this concurrence, or if your agency would like to schedule time to meet with CDOT specialty units, please contact Josie Hadley at (970) 888-4006.

Sincerely,

Heather Paddock
Region 4 Transportation Director

HP:dmm

cc: Dan Marcucci, R4 PE II

Josie Hadley, R4 Planning Manager

James Eussen, R4 Environmental & Planning Manager

Whitney Holcombe, R4 STIP Technician

Jan Rowe, R4 Transit Liaison



From: [Christopher Quinn](#)
To: [Hyde-Wright, Alexander](#); [Todd Cottrell](#)
Cc: [Bracke, Kathleen](#); [McCarey, Scott](#); [Ali Imansepahi](#); [William Sirois](#); [Charlie Stanfield](#)
Subject: [EXTERNAL] RE: RTD concurrence for TIP applications in Call #1
Date: Friday, March 4, 2022 3:10:51 PM
Attachments: [image001.jpg](#)

Alex,

This email is to provide RTD's concurrence with Boulder County's TIP application for CO 7 Transit Operations. Please note that, given RTD's current operator shortage, RTD does not have the ability to provide any new service on the corridor. Boulder County will be responsible for finding a contractor to run any new service.

Please let me know if I can provide further information.

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.

From: Hyde-Wright, Alexander <ahyde-wright@bouldercounty.org>
Sent: Friday, February 4, 2022 10:08 AM
To: Christopher Quinn <Chris.Quinn@RTD-Denver.com>
Cc: Bracke, Kathleen <kbracke@bouldercounty.org>; McCarey, Scott <smccarey@bouldercounty.org>; Ali Imansepahi <Ali.Imansepahi@RTD-Denver.com>
Subject: RTD concurrence for TIP applications in Call #1

Hi Chris,

Please find attached Boulder County's RTD concurrence forms for two projects the Boulder County Forum would like to submit in the 22-25 MM/AQ regional call for projects.

Please let us know if you have any questions.

Thanks,

Alex

Alex Hyde-Wright

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. Emissions reductions are associated with the mode shift from passenger vehicle to transit activity. Users are recommended to forecast activity by mode with an external travel demand model.

Navigator

Transit Bus Service and Fleet Expansion

[Model Year Distribution](#)

[Fuel Type Distribution](#)

[Road Type Distribution](#)

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="272,000"/>	Miles

(3b) Enter the VMT 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.

Model Years

Fuel Types

Road Types

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

Passenger Activity Type

Passenger Vehicle Miles Traveled

Passenger Vehicle Trips

	Before	After	
Vehicle Activity	<input type="text" value="0"/>	<input type="text" value="270,920"/>	Trips

Average One-Way Trip 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 Miles

Passenger Vehicle Trip Reduction Trips

Passenger Vehicle VMT reduction Miles

EMISSION REDUCTIONS

Pollutant	Total kg/day
Carbon Monoxide (CO)	-26.871
Particulate Matter <2.5 µm (PM _{2.5})	-0.184
Particulate Matter <10 µm (PM ₁₀)	-0.618
Nitrogen Oxide (NOx)	-5.076
Volatile Organic Compounds (VOC)	-0.997
Carbon Dioxide Equivalents (CO ₂ e)	-65.747
Total Energy Consumption (MMBTU)	-5,007.436

Local Agency (i.e., non-DRCOG funds)

Subregional Funding Target (forum must approve)

13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above:

Name: Alisha Reis, Interim County Manager Date: 2-18-22

FY2022-2027 TIP PROCESS: REQUEST FOR PEER AGENCY SUPPORT

Complete the sections with green headers below, then provide this form to the agency you are requesting support from. That agency will complete the blue section and return the form.

22-25 Regional Call 22-25 Subregional Call 24-27 Regional Call 24-27 Subregional Call

APPLICANT INFORMATION		
1. Who is requesting support? Subregional Forum: Boulder County Local Agency: Boulder County		
2. Project Sponsor: Boulder County	3. Current Supporting Agency(ies): Boulder, Erie, Lafayette, Thornton, Adams County	
4. Contact Person: Scott McCarey, PE, AICP Title: Transportation Project Manager Email: smccarey@bouldercounty.org Phone: 720-564-2665		
PROJECT DESCRIPTION		
5. Project Title: CO7 Transit Operations: Boulder to I-25 Project Location: CO7		
Project Limits: (mileposts, intersecting roads, rivers, etc.) Downtown Boulder Station to Parkridge Shopping Center, Thornton		Project Length: 17.8 miles
County: Boulder County, City and County of Broomfield, Adams County	Municipality(ies): Boulder, Lafayette, Erie, Thornton	
Brief Description of Project: New fixed-route, fixed headway, limited stop regional transit service running Monday through Friday 5am to 11pm with 30-minute headways.		
SUPPORT REQUEST		
6. Based on who is requesting support (see #1), whom are you are requesting support from? <i>If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each.</i> <input type="checkbox"/> Subregional Forum, Specify: <input checked="" type="checkbox"/> Local Agency, Specify: City of Boulder		
7. Type of Support Requested: <input checked="" type="checkbox"/> Support Only <input type="checkbox"/> Financial Pledge: <input type="checkbox"/> Subregional Funds: Amount: <input type="checkbox"/> Local (non-DRCOG) Funds: Amount:		
8. Please type your name and date below which certifies the above information is accurate and complete: Name: Scott McCarey Date: Feb 14, 2020		
RESPONSE (to be completed by agency/subregion from whom support is requested)		
9. The forum/agency in #1 above has requested for you to support their project. Who are you? Subregional Forum: Local Agency: City of Boulder		
10. Contact person at supporting forum/agency: Title: Jean Sanson Email: Phone: 303.870.5227 sansonj@bouldercolorado.gov		
11. Does your subregion/agency support this project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
12. Does your subregion/agency pledge financial support to this project, if requested? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A If yes, provide amount: \$ Fiscal year(s) funds are provided in:		

If yes, where are funds coming from:

Local Agency (i.e., non-DRCOG funds)

Subregional Funding Target (forum must approve)

13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above:

Name: Jean Sanson

Date: February 14, 2022

If yes, where are funds coming from:

Local Agency (i.e., non-DRCOG funds)

Subregional Funding Target (forum must approve)

13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above:

Name: Sarah Grant, Transportation Manager Date: 2/11/2022



Boulder County Community Planning & Permitting

P.O. Box 471
Boulder, CO 80306

Attention: Scott McCarey, PE, AICP

February 28, 2022

Subject: Support for the CO 7 Transit Operations: Boulder to I-25

Dear Mr. McCarey,

As a member of the Boulder County Subregion, the Town of Erie has participated in discussions surrounding the CO 7 Transit Operations: Boulder to I-25 Project being submitted as part of the 2022-2025 Regional TIP Call for Projects. As an integral member of the Boulder County Subregion and as a benefitting community, the Town of Erie is pleased to send this letter of support for the proposed project and pledge financial support for this project in the amount of \$50,000 to be programmed in fiscal year 2024.

The Town of Erie is a growing community currently comprised of approximately 10,125 residential units and a 2020 population of more than 30,000, triple the population 15 years prior. The proposed route will provide additional transit service availability for a new 287-unit multifamily development in Erie at the corner of US287 and Arapahoe Road, for a new 455 lot subdivision at the corner of 119th Street and CO 7 comprised of single family attached and single family detached dwelling units, as well as for several existing properties in Erie along the route. This proposed route will also provide connectivity for residents in several partner communities to Erie commercial centers located at US287 and Arapahoe Road and at Sheridan Parkway and CO 7. One of those partners, E5x Management, Inc., developer for the Parkdale master planned community, has also included a letter of support (enclosed) for this project.

The Town is excited to see more transit service be proposed in Boulder County, and we look forward to continuing communication and collaboration with you and your staff regarding this project.

Sincerely,

Malcolm Fleming
Town Administrator
Town of Erie



**7353 SOUTH ALTON WAY, SUITE 100
ENGLEWOOD, COLORADO 80112
303. 770. 9111; FAX: 303. 770. 9424**

February 21, 2022

Boulder County Community Planning & Permitting
P.O. Box 471
Boulder, CO 80306
Attention: Scott McCarey, PE, AICP

RE: Support for the CO 7 Transit Operations: Boulder to I-25

Dear Mr. McCarey:

Malcolm Fleming, the Town of Erie's Manager, has advised me that the CO 7 Transit Operations: Boulder to I-25 Project is being submitted as part of the 2022-2025 Regional TIP Call for Projects. As the developer of the Parkdale master-planned community located between County Line Rd. and 119th St. and adjacent to CO 7, we are very excited at the prospects of this project moving forward.

Erie is growing quickly and mixed use communities like ours will greatly benefit from multi-modal transportation options. Smart growth is our collective hallmark and we encourage such efforts to proceed for everyone's benefit. Our community will include many housing types mixed with open spaces and eventually retail and other business opportunities.

Thank you for the opportunity to comment and lend support.

E5X Management, Inc.

A handwritten signature in blue ink, appearing to read 'Chris Elliott', is written over the printed name below.

Chris Elliott, President

If yes, provide amount: \$50,000 Fiscal year(s) funds are provided in: 2024

If yes, where are funds coming from:

Local Agency (i.e., non-DRCOG funds)

Subregional Funding Target (forum must approve)

13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above:

Name: Michelle Melonakis

Date: 03/15/2022

If yes, provide amount: \$50,000 Fiscal year(s) funds are provided in: FY 2024

If yes, where are funds coming from:

Local Agency (i.e., non-DRCOG funds)

Subregional Funding Target (forum must approve)

13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above:

Name: Kent Moorman

Date: March 10, 2022