

FY 2016 and 2017 DRCOG TDM Pool Application Form

A. GENERAL INFORMATION

Agency Legal Name	36 Commuting Solutions
Address	287 Century Circle, #103
City/State/Zip Code	Louisville, CO 80027
Website	36CommutingSolutions.org

Identify and provide contact information for:

Person authorized to enter into contracts		Project manager for proposed activity(ies) <i>Only if different from authorized person (e.g., consultant)</i>	
Name	Audrey DeBarros	Name	
Title	Executive Director	Title	
Address	287 Century Circle, #103	Address	
City, State, ZIP	Louisville, CO 80027	City, State, ZIP	
Phone	303.604.4383	Phone	
Email	audrey@36commutingsolutions.org	Email	

1. Project Title
US 36 Pilot of Casual/Dynamic Ridesharing

2. Primary Project Type *(select one)*

Indicate which project type is your primary focus and majority of budget (>50%):

Non-infrastructure (marketing, outreach, transit passes, etc.)

Infrastructure (permanently installed, vehicles, bicycle parking, etc.)

Applicant is committed to have a maintenance plan in place for the proposed infrastructure.

3. Project Description *(concise abstract limited to 500 characters)*

With the US 36 Express Lanes, Bikeway & BRT opening, timing is perfect to pilot casual/dynamic ridesharing along US 36. Key elements include:

- HOV 3+, moving beyond couples carpooling
- "Stations" with access to HOV lanes and signed pick-up and drop-off locations
- Transit and/or bike facilities as backup
- Strong travel demand at trip origin and destination
- Expensive and/or limited parking at destination
- A mobile app (i.e. Carma) for access, flexibility and a safety component

4. Project Overview *(limited to 1,500 characters)*

Describe your project and what it is going to do. Do not include background information or justification language.

Casual (organic)/dynamic (using smartphone technology) is the next step in moving rideshare forward. It will increase rideshare opportunities and decrease overall VMT. It will match riders in both real-time and in advance. This combined program and app will reduce fuel consumption, emissions and congestion along the US 36 corridor and utilize the latest in mobile computing and information technology. Digital wallet technology enables users to share expenses (driver proceeds are capped at 55 cents/mile-within IRS guidelines). Payments are cashless and automated, using micro-payment accounts to automatically debit and credit users. The software calculates miles traveled, toll cost, number of passengers. It also calculates VMT, emissions, SOVs reduced, money saved, and is intended to integrate with, and complement the existing My Way to Go program and its transit, rideshare and bike options. Carma has teamed with Ride Amigos on proposals such as the one they submitted to SANDAG. MWTG users can choose between the traditional or dynamic program when they arrive at the MYWG site. MWTG& Carma can inform each other.

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5. Project Innovation

Briefly describe any innovative features of the proposed project. *Example: Project elements haven't been implemented in the region.*

Neither the casual ridesharing (organically created by and for commuters) nor the dynamic rideshare concepts are available in the Denver region. They currently are successful in San Francisco, Sonoma, Washington DC, Austin and Santa Barbara. Light on infrastructure, they use a previously unharnessed resource (empty seats in a car), and require little government involvement once implemented.

Advantages to users include:

- Direct trip to destination.
- No parking costs.
- Minimal cost to no additional cost for passenger and driver, to reduced cost for driver.
- Flexibility and safety (dynamic version). Riders and drivers can be matched in as little as a few minutes, or as much as few days prior to travel. Riders can wait at a designated pick up location just like a casual carpooler, but will use a secure "walk-up" pin to initiate the transaction safely and in real time.
- Riders can remain anonymous. There is no pressure to socialize with others like there may be in a traditional carpool.

A dynamic ridesharing app creates an avenue to match users with nearby people who want to share empty seats, reduce costs, traffic and emissions. For added safety the app keeps a log of all completed trips. The app requires every use to register and verify their email, addresses and phone numbers. A backup of all pickup and drop-off locations is kept. Another innovative function offers an employer or neighborhood the option to set up a "group" within the app; riders can then join that group and carpool with people they know. The app is capable of tracking all important calculations including miles traveled, emissions reduced, gas savings etc. It will also provide a record of verified carpool trip details for reconciliation against tolling transactions.

A strong marketing and public relations presence would be required to create awareness and set the wheels of this program in motion. Components would include branding, signage, incentives, flyers, print and electronic advertising, public relations, press conferences, social media, banners, bus boards, newsletters, interviews, testimonials, contests.

6. Project Tasks

List and briefly describe (below) the specific key tasks you will complete in order to successfully implement and finish your project. *(Tasks will be referenced in Section F Timeline)*

Task #	Task	Description
Task 1: <i>(required)</i>	Calculation and Compilation of Project Results.	Establish procedures for obtaining "before and after" travel habit information from participants. Conduct pre- and/or post-surveys or implement routine tracking procedures. <i>(Details of methodology to be provided in Question #18)</i>
Task 2.	Convene regional and stakeholder task force	To define the implementation details. To include: DRCOG, RTD and CDOT
Task 3:	Convene community design group	Solicit the public to participate in a committee that will help to design a program that fits their needs precisely and to create community support
Task 4:	Develop casual/dynamic rideshare software technology/applicaton	Work with reputable or existing provider to develop a casual/dynamic rideshare application for the US 36 corridor as a replicable model for other systems in the region/state.
Task 5:	Marketing	Brand the program to appeal to millennial/target audience.
Task 6:	Promotion	Signage, flyers, print and electronic advertising, public relations, press conferences, social media, banners, bus boards, newsletters, interviews, testimonials, contests.
Task 7:	Partner	Work with My Way to Go to integrate with the MWTG program as a new and complementary function/tool.
Task 8:	Partner	Work with CDOT and RTD to identify appropriate locations for drop-off and pick up and to develop signage for program.
Task 9:	Incentives	10-Ride ticket book to support the program, to provide a sense of security and to

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		compliment casual/dynamic carpooling. Provide financial credits to dynamic carpool. \$5 cash incentives provided by Carma allowing accounts to be credited perhaps when riders recruit new riders and/or when riders complete 25 trips or other predetermined milestones or simply to thank the drivers.
Task 10:	Analysis	Analyze the progress and outcomes of the project at 12 and 24 months.
B. PROJECT TRAITS		
<p>7. What is the geographic target area (overall and/or specific sites) for the project? Is there anything unique about this geographic area? <i>Provide a map of the service area noting specific sites if applicable.</i></p> <p>The US 36 corridor between Boulder and Denver.</p>		
<p>8. Non-local government applicants are required to submit a letter of support from the applicable local government (s) where the project is located. Please confirm you have met/corresponded with the local jurisdiction(s) where your project is located and attach the letter of support.</p>		<p><input checked="" type="checkbox"/> Yes, I confirm and have provided letter(s) of support.</p> <p><input type="checkbox"/> N/A Applicant is a local government.</p>
<p>9. Who is your target audience? Are there any unique demographic or socioeconomic traits of your target population? Millennials who are regular commuters along the US 36 corridor, ages 25 - 45. This group has been most active in the 36 Commuting Solutions most recent CMAQ campaign to move commuters to bus, carpool and vanpool from drive alone. Millennials are 2.5 times more likely to be early adopters of technology than are older generations. Millennials stand out when it comes to producing and uploading online content (60%) compared with non-Millennials (20%) and they help set trends through social media. They are more likely than other age groups to take transit, get frustrated with traffic and congestion; yet don't realize they are contributing to the problem, have proven strong support for BRT improvement project, represent over 45 percent of corridor population; and recognize the benefits of carpooling. They are also characterized as the "social-minded" generation. Millennials make up 42 percent of commuters on the US 36 corridor and that number will only continue to grow.</p>		
<p>10. Will you be specifically reaching out to any minority or low-income population groups or areas? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p><i>If yes, please describe.</i></p>		
<p>11. When will you be ready to start the project? Describe any unique logistical aspects of getting the project started and implemented.</p> <p>Planning can begin fall 2015, with implementation scheduled for summer 2016 during the summer ozone season. The planning process will include working with DRCOG, CDOT and RTD to identify and create signage and designated drop off and pick up locations, working with a technology developer to create an application that works for our region and complements the US 36 Express Lanes and My Way to Go programs and tools. Marketing, promotional and PR materials will need to be developed prior to rollout of program. Coordination will need to take place with the technology provider to create a program customized for the US 36 corridor. A pre-survey will also need to be developed prior to project deployment.</p>		
<p>12. Will your project be timed or linked with a major roadway construction project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p><i>If yes, which project, and describe the linkage? (e.g., promoting non-SOV travel modes during construction period)</i></p> <p>The key elements for casual and dynamic carpool success all are being developed along the US 36 corridor including:</p> <ul style="list-style-type: none"> • HOV 3+ requirement (January 2017) • US 36 BRT stations with easy access to Express Lanes or locations near transit access • Transit service (as well as the US 36 Bikeway) as a back-up • Strong travel demand at both the trip origin and destination • Expensive and/or limited parking at destination (Denver and Boulder) 		

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13. Transit service relation

Yes No

Will your project be timed or linked to a **new** major transit project?

If yes, what transit project, and describe the linkage?

It will be timed to coordinate with the early 2016 opening of US 36 Express Lanes and the introduction of Bus Rapid Transit.

For non-infrastructure projects: Will your project promote or incentivize new or existing transit?

Yes No

If yes, please explain.

Casual/dynamic ridesharing will promote new and existing transit by highlighting the presence and reliability of BRT and other transit as a reliable backup and complementary option to the casual/dynamic rideshare. It would extend the reach of public transportation with no real infrastructure costs. Offering free 10-ride ticket books will enable commuters to feel secure in their choice to try casual/dynamic ridesharing without worrying that they don't have a back up plan or another option if they choose to not use the the casual/dynamic ridehshare option on any given day or for any trip.

For infrastructure projects types: Will your project support transit by providing a direct link to transit or by providing multimodal connectivity or support to transit?

Yes No

If yes, please explain.

14. List any organization that is a **financial** (cash or in-kind) partner with you in this project. Is the partnership currently in place? Please explain. *A letter of commitment must be provided by each financial partner.*

Carma, an organization that provides dynamic rideshare technology, has offered to provide both cash and in-kind sponsorship. The partnership is ready to be put in place should they be chosen to provide their services for this program. Additionally, 36 Commuting Solutions would like to work with RTD to potentially designate appropriate transit stations for pick up and drop off locations. Also, it is envisioned as described below, that this app would become a part of the My Way to Go (MWTG) tool and as such would be promoted through MWTG.

15. Describe how you will collaborate with (or your project will link to) **Way to Go's** TDM efforts. *(All applicants are required to meet with Way to Go staff to determine potential opportunities to collaborate on projects in some capacity prior to submitting your application.)*

The dynamic rideshare application is envisioned as an option that would become an integral part of the My Way to Go (MWTG) tool. The Carma software would be an enhanced carpool offering for MWTG registrants. The MWTG program could support Carma (as is done in San Francisco with 511.org) and it would be a logical next step and innovation to complement the current MWTG approach and tool.

C. PROJECT BENEFITS – SOV TRIP and VMT REDUCTION POTENTIAL

The CMAQ program supports two important goals of the U.S. Department of Transportation: *improving air quality and relieving congestion*. The TDM Pool is focused on the reduction of SOV trips and associated VMT reduction.

The project review panel will consider the reliability of assumptions listed in Question 16 and the clarity of the justifications. Upon project completion, all project awardees must calculate benefits (trips reduced and VMT reduced) as part of their project evaluations in order to receive final reimbursements for their projects.

Example procedures for tracking project benefits include:

- *Before and after (pre- and post-) surveys of project participants' travel habits*
- *On-going tracking (e.g., web-based) of participant travel habits from the time they join (e.g., My Way to Go tool)*
- *Post- project reporting of RTD transit ridership changes on specific routes.*

If you need assistance, contact DRCOG staff. **Example methodologies to predict benefits will be available on the DRCOG website.**

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16. Trip and VMT reduction potential

a) The following project attributes will lead to a **reduction of single occupant vehicle (SOV) trips** and **vehicle miles of travel (VMT)**. Provide a number and justification for each **applicable** project attribute listed below (*Provide attachments where necessary*).

Project Area Attributes	Amount	Justification	Source of data
1) Residents and employees you expect to reach or contact			
2) Residents and employees you expect to participate (e.g., sign up, register, receive passes, become members, etc.)	8,000 in the first 3 months and approximately 20,000 over the first year.	While there is not a lot of information available on casual and dynamic ridesharing this estimate is based on numbers attained by a program in Sonoma, CA. of similar size and scope. Also on Austin a city that signed on 1,000 members in three months. Austin's corridor has 12,000 AADT compared to US 36 with 80,000 AADT.	Carma data and statistics for and from Sonoma, CA and Austin, TX.
3) Current percent of residents driving alone to work	74 %	Northwest Corridor SCI grant	
4) Current percent of workplace employees driving alone to work	83 %	Mode Use (ACS 2008-2015 Year Estimate)	Mode Use (ACS 2008-2015 Year Estimate)
5) Average trip distance of target population currently driving alone (<i>in miles</i>)	12.5	DRCOG number	
6) A. Program will be active:	365 days per year	for 1.5 years	
or B. Facility will be available:	days per year	for years	
7) Other:			
8) Other pertinent information that supports the attributes provided above (<i>past results, unique project team skills, case studies/research based on similar project types, etc.</i>).			

b) (Optional) If desired, you may calculate an **estimate of number trips reduced, and/or the VMT reduced** as a result of this project. The estimates can be for an average day, or for a year. *Provide an explanation of how you calculated the estimates, including formulas and all specific assumptions below, or in an attachment.*

Trip Reduction Estimate:

Approximately 30,000 trips per year will be reduced in the first year by this program. This is based on a pilot in Sonoma of similar size and scope and using the Austin stats of having reduced 1,250 trips in three months, knowing that the US 36 corridor serves 6.5 times as many daily trips (80,000 vs Austin's 12,000).

VMT Reduction Estimate:

P	D	RT	VMTR Daily	Workdays	VMTR Annually
100	50%	32	1,600	225	360,000

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17. Has your organization been awarded funds in recent DRCOG TDM Pool cycles?			
FY 2012/2013 Cycle Project?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Project name: 36 Prize Riders
If yes, was the project completed?			<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are the annualized VMT reduction results reported for this project from the <i>Result Tracking Table</i> the best available?			<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If no, please provide updated information:			
FY 2014/2015 Cycle Project?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Project name: US 36 Bus Rapid Transit Education and Incentive Program
Do you believe your project will meet the level of VMT reduction predicted in the original application?			
Yes.			
Briefly describe progress made on specific implementation tasks:			
36 Commuting Solutions is working with RTD staff to educate the public about US 36 BRT through an integrated marketing communications program,. We are also reducing traffic congestion by offering free RTD 10-Ride ticketbooks to US 36 solo drivers during the summer months. Pre and post surveys are being conducted to measure the program effectiveness.			
18. Related to Task 1 in Question #6, describe the procedures for how you plan to calculate and compile actual post-project results. (At a minimum, project awardees must conduct a survey, capturing pre- and post-travel habits of project participants to determine results.)			
1. Applicants will be required to fill out a registration form and survey to join the program.			
2. After 12 months, a follow up application will be deployed. These changes in commute choices, distances traveled, number of trips will be used to determine outcome of program such as VMT, SOV and emissions reductions as well as mode choice frequency.			
3. Automated data will be compiled for all of the above through the Carma dynamic carshare application as well as dollars saved for using toll lanes as a rideshare commuter.			
4. Spreadsheets will log whether registrant chose to apply for a regional ten-ride ticket book/transit smartcard and if they went on to register with the My Way to Go program, and the dynamic rideshare program.			

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D. PROJECT FUNDING REQUEST AND BUDGET

Total federal request must be at least \$80,000 and a maximum of \$300,000. (Note: No more than \$100,000 can be requested for bicycle/pedestrian travelway portion of project.)

1. Budget Overview	2016	2017	Total
A. Enter the CMAQ Federal Funds requested , for each year (tab through columns to generate automated calculations)	\$95,775	\$111,200	\$206,975
B. Required 17.21% Local Match*	\$19,909	\$23,116	\$43,025
C. Total Project Cost (federal plus required local match)	\$115,684	\$134,316	\$250,000

* **How will you make your required local match?** Cash, in-kind, both?

Cash and in-kind

What percentage of your local match is in-kind? (e.g., 100%, 75%, 25%, 0%)

37 %

If you plan to use any in-kind, you must complete an in-kind request form as part of this application.
In-kind forms and instructions will be provided at the applicant training.

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E. BUDGET DETAILS

Provide a general description and an amount of the expenses you expect to charge to this CMAQ project.

NOTES:

- The table below is a regular Word table (not a locked form). Additional rows may be inserted, if needed.
- **You will need to input and calculate all amounts—this table does not automatically calculate.**
- Reminder: Federal procurement rules must be followed.

Position	Hrly. Rate	# of Hrs.	Total Amt.	(For future use - <u>Do not</u> input in this column)
A. Salaries List each position, hourly rate, and total anticipated hours (<i>over a 2-year period</i>).				
<i>Sample: Administrator</i>	\$50	100	\$5,000	
Planner	\$39.42	1040	\$40,996	
Outreach staff person	\$33.35	400	13,340	
Executive Assistant	\$15.38	72	\$1,107	
Communications staff person	\$45.48	400	\$18,192	
B. Media Do not list specific media outlets, but provide general descriptions, such as "Fall newspaper campaign".			\$48,000	
Ongoing media flights incorporating social media with traditional paid media.				
C. Incentives				
10-Ride Ticket Books			\$6,000	
100 Transponders			\$1,500	
\$5 Rideshare incentives			\$20,000	
D. Equipment Specific to implement the project.				
See Consultants				
FluidSurveys Survey Software			\$2,000	
E. Production Printing, web development, mailings, etc.				
Flyer design			\$1,365	
F. Consultants List any subcontractors by function rather than name.				
Carma to develop and provide software, technology, analytics, portal and support			\$75,000	
Launch for campaign/brand development			\$20,000	
Program Evaluation (Urban Trans)			\$2,500	
G. Costs associated with physical infrastructure or vehicles				
H. Other Please define.				

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TOTAL	250,000	
(Calculate and enter amount manually - should equal <u>Row C Total</u> in Budget Overview in Section D)		



Introducing the **flatiron flyer**



New RTD service begins early 2016

Connecting Denver, Westminster, Broomfield, Boulder and everywhere in-between

The Flatiron Flyer is RTD's new bus rapid transit service that will give riders a more reliable and convenient commute option. Bus riders can park at one of the 4,200 parking spaces at six convenient Park-n-Rides along US 36 and expect a bus every 4–12 minutes, depending on location. Regular, reliable bus service will get you through traffic with the help of express lanes and smart highway design.

Priority transit lanes: 18 miles of express lanes for buses and HOVs

Smart highway design: US 36 will have overhead signs that display real-time highway conditions, allowing the bus to move into the best lane to avoid traffic.

Bus on shoulder: Safe and wide shoulders were built to give the Flatiron Flyer an alternative lane to use to avoid traffic delays.

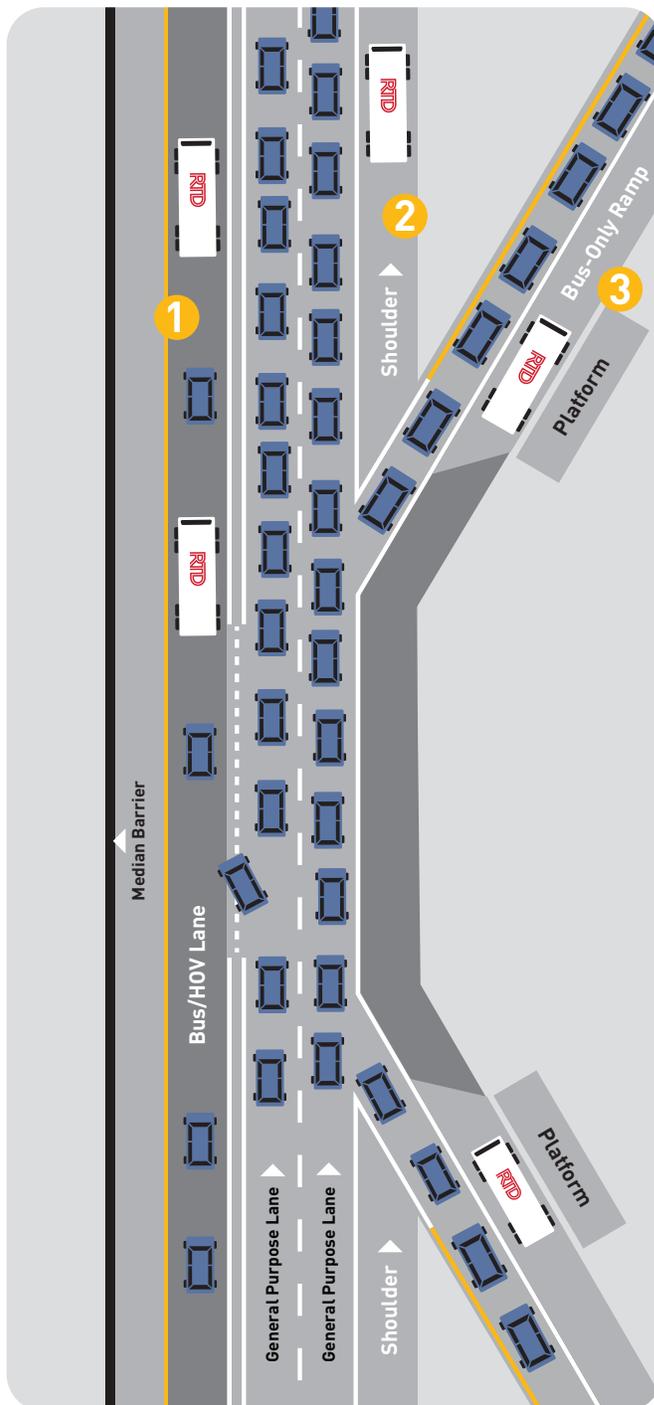
New buses and new stations: You will know when the Flatiron Flyer is pulling into the station by its distinctive design. Additionally, comfortable, new stations with ticket vending machines and electronic information displays will be installed for maximum convenience.



Stay on schedule and get through traffic on the Flatiron Flyer

Coming in 2016, a quicker trip on U.S. 36 with new transit lanes

Bus routes that operate on congested roadways are difficult to keep on schedule unless they have some help. We're changing the commute on U.S. 36 by putting your bus in the priority lane, literally. The Flatiron Flyer will give you more frequent bus service and increased reliability with a few helpful changes.



1 Express lanes for a faster trip

The Flatiron Flyer will travel on 18 miles of express lanes between Denver and Boulder. The new express lanes are the result of collaboration between CDOT and RTD and will accommodate HOV 3+ and RTD buses. By keeping the bus out of the general traffic lanes, the Flatiron Flyer will avoid traffic delays and travel more quickly. **Express lanes will result in fast, reliable, and more predictable bus service.**

2 Using the shoulder to avoid delays

The Flatiron Flyer can get around traffic jams by using the shoulder, too. Bus on shoulder is new to Colorado, but is a tried-and-true transit solution. CDOT and RTD collaborated to ensure that the new highway included shoulders built to accommodate the weight and width of buses. **A safe and wide shoulder gives buses an alternative lane to use to avoid traffic delays.**

3 Bus-only exit ramps

Beginning in 2010, bus-only ramps were constructed. These ramps help buses avoid long traffic delays at exit ramps and on ramps. **With bus-only ramps, RTD can get you on and off the highway more quickly.**

Flatiron Flyer

Connecting Denver, Westminster, Broomfield, Boulder and everywhere in-between

The Flatiron Flyer is a new rapid transit service scheduled to launch in early 2016 that will provide reliable, predictable, and comfortable bus service between Denver and Boulder. It's an efficient, quick, and environmentally friendly commute option.

How it works

- Route** The Flatiron Flyer will travel 18 miles between downtown Denver and Boulder, with varying levels of service at six Park-n-Rides along U.S. 36.
- Rapid transit** The Flatiron Flyer will travel in the new express lanes and will also be able to travel on the shoulder to bypass slow-moving traffic, resulting in a quicker trip.
- Frequency** During peak hours, riders can expect a bus every 4–12 minutes and every 15–29 minutes during off-peak hours.
- Stations** The Flatiron Flyer will have enhanced, updated stations at the Park-n-Rides with large, modern shelters, digital bus arrival/departure displays, and self-service ticket vending machines.

About the vehicles

- Vehicle** 45' MCI D4500 commuter coaches
- Fuel type** Ultra low-sulfur clean diesel
- Luggage compartments** Approximately 750 cubic feet of storage space
- Seating** 57 seats
- Wheelchair accessible** Equipped with a wheelchair lift and two wheelchair securement spaces
- Bike storage** Can carry up to 8 bikes





June 15, 2015

Audrey DeBarros
Executive Director
36 Commuting Solutions
287 Century Drive, #103
Louisville, CO 80027

Dear Ms. DeBarros:

With this letter Carma confirms its support of a 36 Commuting Solutions grant and potential program to implement a dynamic carpool program. As the leader in dynamic carpool/rideshare technology both nationally and internationally, Carma would like to offer in-kind support as a part of the Carma/US 36 Commuting Solutions/Denver Regional Council of Governments (DRCOG) contract. The total in-kind would be for \$39,500 in support of:

- Photography \$4,500
- \$5 driver/rider incentives \$20,000 (approximately \$5,000/quarter for four quarters)
- Carma Account Management \$15,000 (120 hrs. @ \$125/hr. over and above contract)

Having implemented similar programs in Austin, TX and San Francisco, CA we at Carma feel that the Denver market is at a point where dynamic carshare will be successful. All the elements that have made dynamic carshare successful in these other cities are coming online in Denver, including:

- HOV 3+ requirement (2017)
- Large park-n-ride stations with easy access to HOV lanes and/or pick-up and drop-off locations with easy transit access and with bike and car parking options or locations which dynamic carshare users can access on foot
- Transit service (and a bikeway) as backup to the dynamic carshare option or for which carshare can be the backup
- Strong travel demand at both the trip origin and destination
- Expensive and/or limited parking at destination (especially in Boulder and Denver)
- An audience of millennials that make up 42 percent of the commuters and who are known to be early adopters of technology, who are less reliant on an SOV, and who pride themselves on their ability to set trends.

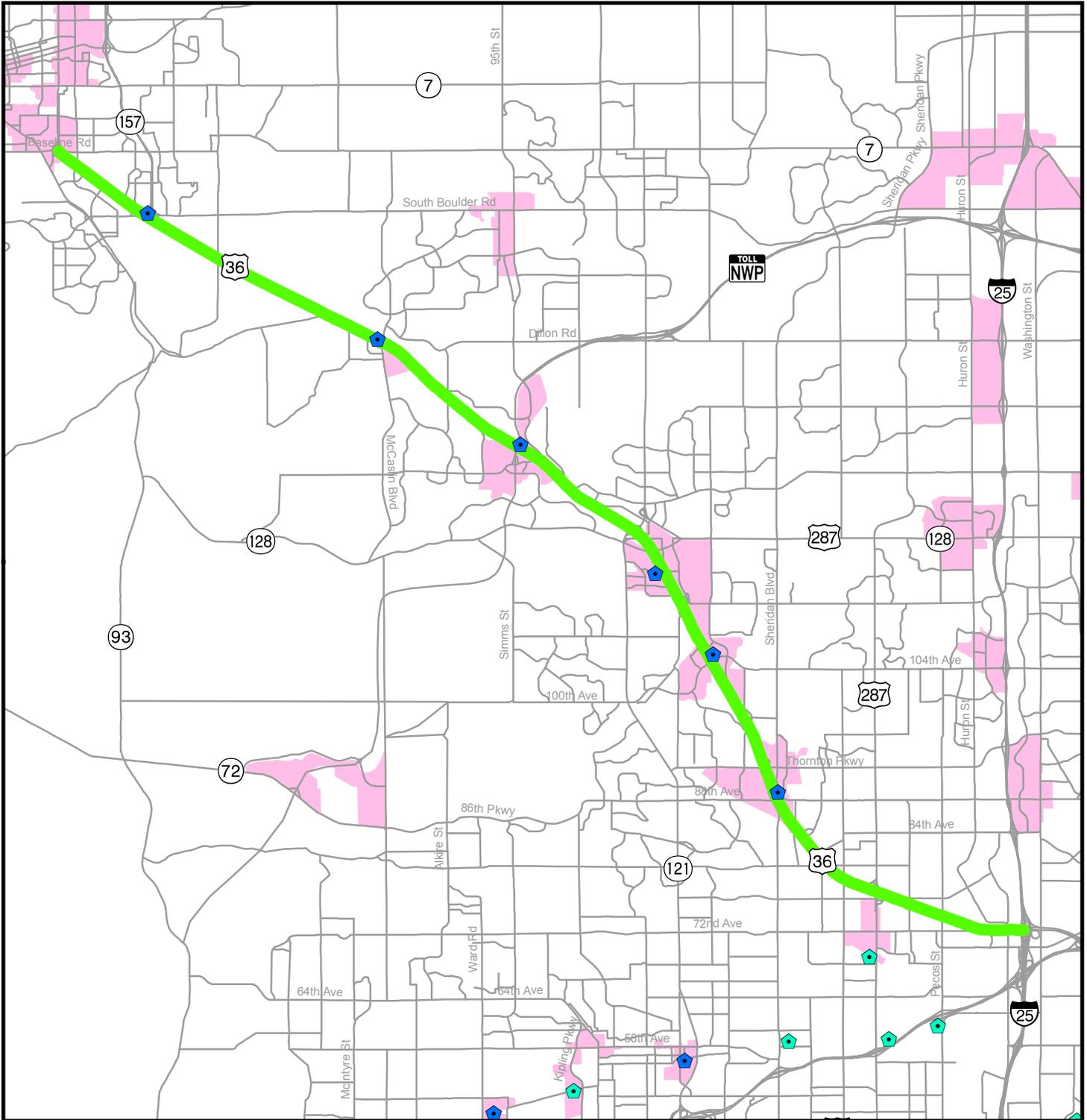
Certainly, it is our hope that Carma's in-kind contributions will assist in creating a program that is an innovative commute option for the Boulder-Denver region and which result in a reduction of congestion and its resulting environmental impacts.

I am happy to answer any questions you may have regarding this proposed program and about work performed for our other clients.

Sincerely,
Paul Steinberg
Team Carma
Chief Business Officer

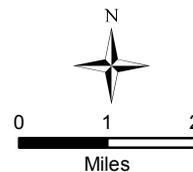
A handwritten signature in black ink, appearing to read "Paul Steinberg", written over a white background.

36 Commuting Solutions Projects #6 & #7



LEGEND

- Project Location █
- Urban Center Area
- Rapid Transit (Current) ▣
- Rapid Transit (Future) ▣



SOURCE DATA:
Enter all data sources here, included base map information

This data is intended for informational purposes only. DRCOG provides this information on an "as is" basis and makes no guarantee, representation or warranty, either express or implied, that the data will be error free. DRCOG further makes no guarantee, representations or warranties, either express or implied, as to the completeness, accuracy or correctness of the data, or as to merchantability or fitness of the data for a particular use or purpose. DRCOG is not responsible to any user for any costs, expenses, liabilities or damages arising from inconsistencies in its data or from any use of the information.

Projection: State Plane Colorado Central, NAD 83 (feet)