

Part 1

Base Information

1. Project Title	FlexRide Expansion and Marketing	
2. Project <i>Start/End</i> points or Geographic Area <i>Provide a map with submittal, as appropriate</i>	City & County of Broomfield and nearby destinations that serve Broomfield residents and employees	
3. Project Sponsor (<i>entity that will construct/ complete and be financially responsible for the project</i>)	City & County of Broomfield (project applicant) RTD (operational implementation)	
4. Project Contact Person, Title, Phone Number, and Email	Sarah Grant, Transportation Manager City & County of Broomfield 303-438-6385 SGrant@broomfield.org	
5. 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 with submittal</i>	
6. What planning document(s) identifies this project?	<input type="checkbox"/> DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FC RTP)	
	<input checked="" type="checkbox"/> Local plan:	Broomfield Comprehensive Plan (page 74 / map 20) https://www.broomfield.org/2273/Comprehensive-Plan Broomfield Transportation Plan (page 21) https://www.broomfield.org/DocumentCenter/View/14606/Transportation-Plan-071216?bidid=
	<input type="checkbox"/> Other(s):	
	<i>Provide link to document/s and referenced page number if possible, or provide documentation with submittal</i>	
7. Identify the project's key elements .		
<input type="checkbox"/> Rapid Transit Capacity (2040 FC RTP) <input checked="" type="checkbox"/> Transit Other: <input type="checkbox"/> Bicycle Facility <input type="checkbox"/> Pedestrian Facility <input type="checkbox"/> Safety Improvements <input type="checkbox"/> Roadway Capacity or Managed Lanes (2040 FC RTP) <input type="checkbox"/> Roadway Operational	Grade Separation <input type="checkbox"/> Roadway <input type="checkbox"/> Railway <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Roadway Pavement Reconstruction/Rehab <input type="checkbox"/> Bridge Replace/Reconstruct/Rehab <input type="checkbox"/> Study <input type="checkbox"/> Design <input type="checkbox"/> Transportation Technology Components <input type="checkbox"/> Other:	

8. Problem Statement What specific Metro Vision-related subregional problem/issue will the transportation project address?

MV 4: The subregional transportation system is well-connected and serves all modes of travel

MV 11: The subregions residents have expanded connections to health services

MV 13: all residents have access to the range of transportation, employment, commerce, housing, educational, cultural, and recreational opportunities.

MV 14: Investments in infrastructure and amenities allow people and businesses to thrive and prosper.

9. Define the scope and specific elements of the project.

Four years of Operations, Capital & Marketing (TIP cycle FFY 2020-FFY 2023)

1. Operations:

Modify & expand service boundaries and service hours for the Broomfield and/or Interlocken FlexRide to meet resident & employee needs as Broomfield grows. Consider modifying boundaries or adding new destinations as point deviations for residential neighborhoods, nutrition, medical, employment and personal as Broomfield grows, new destinations are built and needs shift. Operational service improvements could include, but not limited to the following over the four year grant period:

- Operations for the continuation of operational hours should RTD decide to determine discontinuation the service and geography from the 2016 grant period
- Operations for additional service hours for AM/PM peak to support commuters and school trips, evaluate opportunities and implement additional AM and/or PM peak service hours for Broomfield and/or Interlocken FlexRide services
- Explore opportunity for late evening and Saturday service: 1) Consider Saturday service (nine hours - 9 to 6 PM) could also include service in both Broomfield and Interlocken FlexRide service areas to increase ridership potential. 2) Explore if Interlocken FlexRide could serve Broomfield service area from 7-10, expanding late evening opportunities.
- Modify boundaries as needed to incorporate new residential neighborhoods, commercial centers, and medical centers (such as areas north of 144th and Skystone). Consider flexibility in the Broomfield Flexride to destinations in Interlocken, medical centers in Lafayette or Westminster). Boundaries and destinations will be monitored modified and responsive to client needs, new destinations and service performance over the course of the grant period.

2. Capital -

- Purchase rolling stock and related equipment, if needed, to support the expanded services

3. Marketing - Support communicating the re-brand from Call N Ride to FlexRide and new service modifications with marketing, examples could include, but not limited to the following:

- Marketing Campaigns (such as Free Fare promotions or other) and promotional materials
- Printables: flyers/mailers for events & distribution
- Advertising (social media, newspapers, bus stops, etc.)
- Mailing/Postage
- Partner with TMOs as appropriate to market/promote the services

10. What is the status of the proposed project?

Broomfield FlexRide operates Monday - Friday 5:30 AM to 7:00 PM (no weekend)

Interlocken/Westmoor FlexRide operates Monday - Friday 5:30 AM - 10:00 PM (no weekend)

Both services are available for scheduled departures at US 36 & Broomfield Bus Rapid transit station for walk-ups, no reservations required. Broomfield service is every 30 minutes in the AM and PM peak and hourly throughout

the day. Interlocken/Westmoor is currently available every 30 minutes 5:30 AM -7:30 PM, and on call until 10 PM.

The Broomfield FlexRide (formerly Call N Ride) is currently under an expansion grant that began in August 2016 and will expire August 2019 that is serving areas of Broomfield that had limited access to transit or no transit service at all. The expansion area included neighborhoods in food deserts with limited access to groceries and pharmacies. RTD will decide after the submittal of this grant if the Broomfield FlexRide met service standards and could be brought in as a part of regular service. This grant includes funds to retain the operational hours and service area in the event RTD determine to cancel the current expansion.

Due to limited staffing Broomfield was unable to roll out marketing efforts until 2018. In January 2019 RTD changed the branding of the service from Call N Ride to FlexRide with limited marketing information upon roll out and decreased reservation bookings from 60 to 10 minutes.

In summer 2018 Broomfield implemented a "Free Fare Summer" campaign with a success of about an average 60% increase in summertime ridership. Over 5,250 trips were taken on the Call N Ride during the three months. The goal was to increase awareness and ridership of the service, introducing new customers. The key message is that the service is for "all ages and abilities. Call N Ride is for everyone!"

Broomfield intends to continue marketing the service to increase general awareness as well as marketing to specific demographics such as students and transit-dependent populations. Broomfield plans to implement another Free Fare Summer Campaign in 2019; key messages will include the previous message that FlexRide is for everyone as well as making sure the community is aware of the re-brand and reduced online booking time from 60 minutes to 10 minutes to be more responsive to on-demand trips.

Broomfield promoted the service on social channels, made a video (<https://youtu.be/eVUOpxCaUgk>) that was aired on local TV and social media, ads in the Broomfield Enterprise (local newspaper), made posters and heavy duty flyers for distribution at events and all civic offices (City Hall, HHS, Workforce, Recreation Center, the Bay (pool) and Community Center).

Broomfield engaged at external events such as the new InventHQ makerspace for youth in the Garden Center and National Night Out Event at Broomfield County Commons. The activities included bringing out the bus for residents to see and tour. Internally, we made efforts to increase awareness of the service to our employees that interface with our community members in civic areas, such as HHS, library, recreation, community centers, workforce, and Community Assistance employees that are often the first point of contact when residents call Broomfield. The majority of employees were unaware of the service, and that it is available too all, many immediately began communicating with our residents about the service.

General community response to outreach was positive, many felt that they learned something new about services available in Broomfield and expressed that they are grateful that such a service is open to all ages and abilities, including youth.

The 2018 onboard survey with 43 returned indicated that 60% had not ridden before the summer campaign, 100% of all respondents said they would continue riding after the summer program. comments included: "great service for handicapped elderly" and that "it was superb!"

The FlexRide service compliments and supports Broomfield's Easy Ride program which is limited to passengers over 60 and adults with a disability, and not available to youth or adults under 60. Easy Ride finds the program to be complementary to their service and can quickly book trips they are unable to serve to the FlexRide reservation program allowing Broomfield to say "yes" to our residents trip requests that would otherwise be denied.

Currently, Easy Ride does not serve residents on weekends. Saturday service will be marketed to Easy Ride clients

as a new available mobility option.

Feedback from the operator indicates that there are challenges for the bus to make the scheduled departure times every 30 minutes in the peak hour for Broomfield AM/PM peak and Interlocken AM peak. Feedback also indicates that the service is very popular for students at Broomfield Middle School and the busses are full; additional capacity may be needed for school drop/pick up. Additional service hours in the peak should help with trip reliability.

In spring 2018, RTD rerouted two local routes (112 and 120) that provided late night and weekend access to residents near the Nickel Street/Midway/Main Street neighborhoods. Feedback from the Broomfield community indicates a desire for better evening and weekend transit service in Broomfield, including neighborhoods in which fixed route access was eliminated for late evening and weekends. FlexRide can begin to serve these unmet transit needs.

11. Would a smaller DRCOG-allocated funding amount than requested be acceptable, while maintaining the original intent of the project?

Yes No

If yes, define smaller meaningful limits, size, service level, phases, or scopes, along with the cost for each.

A smaller amount could be considered, though not desired. Expanded service options would have to be scaled back

A. Project Financial Information and Funding Request

1. Total Project Cost		\$1,800,000
2. Total amount of DRCOG Subregional Share Funding Request	\$1,440,000	80% of total project cost
3. Outside Funding Partners (other than DRCOG Subregional Share funds) List each funding partner and contribution amount.	\$\$ Contribution Amount	% of Contribution to Overall Total Project Cost
City & County of Broomfield	\$360,000	20%
	\$	0%
	\$	0%
	\$	0%
	\$	0%
	\$	0%
Total amount of funding provided by other funding partners (private, local, state, Regional, or federal)	\$360,000	

Funding Breakdown (year by year)*

**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 inflation factor of 3% per year from 2019.*

	FY 2020	FY 2021	FY 2022	FY 2023	Total
Federal Funds	\$360,000	\$360,000	\$360,000	\$360,000	\$1,440,000
State Funds	\$	\$	\$	\$	\$0
Local Funds	\$90,000	\$90,000	\$90,000	\$90,000	\$360,000
Total Funding	\$450,000	\$450,000	\$450,000	\$450,000	\$1,800,000
4. Phase to be Initiated Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other	Service	Service	Service	Service	

5. By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair) or City/County Manager for local governments or Agency Director or equivalent for others, has certified it allows this project request to be submitted for DRCOG-allocated funding and will follow all DRCOG policies and state and federal regulations when completing this project, if funded.



Part 2 Evaluation Criteria, Questions, and Scoring

A. Subregional significance of proposed project

WEIGHT **40%**

Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on the subregional significance of the proposed project.

1. Why is this project important to your subregion? What is the impact on the greater Broomfield community?

Broomfield's Comprehensive Plan states the following:

"Transportation is a basic human need that affects the daily quality of life. Our residents require transportation to get to work, school, medical facilities, recreational amenities, shopping and community, and social activities. An integrated multimodal transportation system allows residents, employees, and visitors of Broomfield the freedom of personal mobility and a choice of how to travel."

The FlexRide service is an essential piece of the multimodal network as the fixed route provides limited access to Broomfield residents and is not available in most geographic areas of Broomfield as well as evening and weekends. The service is flexible on timing and provides curb to curb transportation. It also offers direct access to the regional transit system at US 36 & Broomfield Station.

The impact of this project is to continue to fund expanded operational hours and expanded geographic areas including new modified boundaries to new neighborhoods and destinations for nutrition, medical, employment, social and personal trips.

Without this funding, new service areas, and days/hours would not be supported and possibly contracted to limited geography and service hours of pre-2016 levels. The service reliability would significantly impact commuters as it is currently challenging to return to the Bus Rapid Transit station at scheduled times in the peak hour. Students would have significantly reduced access to transit options to get to and from school and other activities.

This project is supported by Broomfield Comprehensive Plan & Transportation Plan Policy as follows:

Policy Goal:

Promote and develop transportation alternatives to provide travel choice and mobility for people of all ages and abilities.

Policy TS B2 - Advocate for additional and/or expanded transit services that support the mobility needs of young people, older adults, and people with disabilities including Call N Ride [now known as FlexRide], Access A Ride, Broomfield's Easy Ride and other community based and private transportation services.

Action step TS B2.2 - Work with RTD and other transit providers to ensure continuing Call N Ride [...] Advocate for expansion of Call N Ride [FlexRide] services which serve both general and special needs populations.

Action Step TS B2.3 - Continue to finance and expand services [...] providing mobility options for transportation-disadvantaged populations.

Action Step TS B2.4 - Leverage opportunities to improve efficiencies and use of local and regional transit systems

Policy TS B8- Enhance community information about the availability and benefits of alternative travel modes.

Policy TS C4 - Facilitate connections between travel modes and improve first and final mile access to transit

Policy TS G1 - Seek regional, state, federal and public/private partnership funding opportunity

Action Step TS G1 - Pursue grant funding for alternative transportation improvements

2. Does the proposed project cross and/or benefit multiple **municipalities**? If yes, which ones and how?
The project is intended to be flexible to modify boundaries to meet the needs of current and future Broomfield residents and employees to access new destinations outside of Broomfield subregion.

Staff is working with RTD and the contracted operator to evaluate access to commercial centers for personal, nutrition and employment destinations in Westminster, medical destinations that have been requested in Lafayette and Westminster as part of the modifications over the course of the grant period.

As boundary modifications over the four years may include Broomfield neighborhoods along SH 7, destinations could consist of parts of Erie and/or SW Weld to access community destinations.

3. Does the proposed project cross and/or benefit another **subregion(s)**? If yes, which ones and how?
The destinations noted above in question 2 are in the Adams and Boulder Subregions, the additional potential for modifications to Jefferson and/or SW Weld subregions.

4. How will the proposed project address the specific transportation problem described in the **Problem Statement** (as submitted in Part 1, #8)?

MV 4: The subregional transportation system is well-connected and serves all modes of travel

The project aims to improve Broomfield subregion's multimodal transportation system, services and connections by strengthening the region's comprehensive transit system and improve interconnections of the multimodal transportation system within and beyond the Broomfield subregion.

MV11: The subregion's residents have expanded connections to health services.

The project will improve transportation connections to health care facilities and service providers. The project aims to understand Broomfield subregion's deficiencies in access to health services and make recommendations on how to best serve these trips, which in some cases may be outside Broomfield subregional boundaries. Additionally, the Project will increase awareness of new and expanded options to commuters and residents.

MV 13: All residents have access to a range of transportation, employment, commerce, housing, educational, cultural, and recreational opportunities.

The project aim to fulfill unmet transit needs and also make connections to transit service and meet needs of future development patterns and demographic trends across the subregion over the four year grant period. Connectivity to/through the Urban Centers (Interlocken/Parkway Circle, Original Broomfield, and Broomfield Urban Transit Village) and emerging urban centers (SH 7/i-25 Activity Center) will also be looked at. The Project will improve access to first & final mile transit services to regional transit services. By increasing awareness of services, access will be increased. Marketing will aim to increase access for traditionally underserved populations in the Broomfield Subregion including: elderly, individuals with disabilities, youth, low-income, and limited English proficiency populations.

MV 14: Investments in infrastructure and amenities allow people and businesses to thrive and prosper.

Increasing access to mobility options allows residents and commuters to thrive by increasing opportunities for employment, shopping destinations, nutrition, social and personal trips. Broomfield residents pay an average of 53% of their income to housing and transportation, increasing access to affordable options allow Broomfield subregion residents to spent money on other costs that allow them to thrive, such as medical, health, and education.

5. One foundation of a sustainable and resilient economy is physical infrastructure and transportation. How will the **completed** project allow people and businesses to thrive and prosper?

Increasing transportation options for all ages and abilities improves the subregion's competitive position. The study and implementation of recommendations aim to expand transit options and access to transit, thus

increasing mobility options and access to opportunity for Broomfield residents and employees.

Transit access will be improved for underserved populations and improve access to neighborhoods, employment centers, and urban activity centers.

6. How will connectivity to different travel modes be improved by the proposed project?

Intermodal access will be increased to the Regional Transit system and the US 36 Bus Rapid Transit stations in Broomfield to local and regional transit services

7. Describe funding and/or project partnerships (other subregions, regional agencies, municipalities, private, etc.) established in association with this project.

RTD has written concurrence for the project and is willing to coordinate implementation of the project with support from Broomfield staff.

B. DRCOG Board-approved Metro Vision TIP Focus Areas

WEIGHT **30%**

Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on how the proposed project addresses the three DRCOG Board-approved Focus Areas (in bold).

1. Describe how the project will improve mobility infrastructure and services for vulnerable populations (including improved transportation access to health services).

The project will provide access to vulnerable populations in Broomfield that are unable to access the fixed route system, do not qualify or live outside the Access A Ride boundary and/or do not qualify for Broomfield Easy Ride. These include low-income populations, youth, households with no or limited access to vehicles.

Currently, transit service is extremely limited on weekends and does not provide access for the majority of Broomfield residents and employee, including the 120th Ave corridor, which is a major employment and commercial corridor. Broomfield Easy Ride does not operate on weekends, and Saturday service could help fill gaps in transportation needs for Broomfield seniors and individuals with disabilities.

The project will evaluate access to new destinations based on client feedback and operator capacity to include medical facilities; these could include access to medical facilities at St. Anthony's Hospital in Westminster, medical destinations in Lafayette or others based on client feedback and future destinations that may not exist yet during the grant period. Broomfield FlexRide clients that do not qualify for other services have requested to go to Lafayette medical center, indicated that this service could help fulfill an unmet transit need.

Children's Hospital and UC Health located in Arista in the Interlocken FlexRide boundary and not currently served by the Broomfield FlexRide. Current clients have noted frustrations in accessing destinations on the south side of US 36, transferring to Interlocken FlexRide is not a convenient or attractive option.

Access to new medical destinations could be point deviations.

2. Describe how the project will increase reliability of existing multimodal transportation network.

The project includes operational funding to expand service hours in the A.M. and P.M. peaks. The FlexRide operator has noted problems with getting back to the US 36 & Broomfield station for scheduled departures for quick boards. Quickboards are passengers without reservations may walk up an board the bus to their destination at scheduled departure times.

Adding capacity at these times will allow more time for the buses to deliver passengers to their destinations and not return late to the station. This is anticipated to increase the reliability of on-time performance. Passengers

will know they can count on a bus to board at scheduled times at the station. Increasing reliability also increases rider confidence and builds consistent ridership.

3. Describe how the project will improve transportation safety and security.

This project can increase the safety and security of the multimodal network by increasing the opportunity to access the network more hours and days of the week.

Transit is a relatively safe form of transportation. Providing a reliable transit option on Saturdays and during peak hours reduces the need to complete first and final mile trips by bicycle or foot, in some cases trips may not have adequate walk or bicycle facilities.

C. Consistency & Contributions to Transportation-focused Metro Vision Objectives

WEIGHT **20%**

Provide **qualitative and quantitative** responses (derived from Part 3 of the application) to the following items on how the proposed project contributes to Transportation-focused Objectives (in bold) in the adopted Metro Vision plan. Refer to the expanded Metro Vision Objective by clicking on links.

[MV objective 2](#) **Contain urban development in locations designated for urban growth and services.**

1. Will this project help focus and facilitate future growth in locations where urban-level infrastructure already exists or areas where plans for infrastructure and service expansion are in place?

Yes No

Describe, including supporting quantitative analysis

It is challenging to predict how the service will focus and facilitate future growth. The project will support transit needs as Broomfield grows, including in the emerging Urban Center at I-25 & SH 7

[MV objective 3](#) **Increase housing and employment in urban centers.**

2. Will this project help establish a network of clear and direct multimodal connections within and between urban centers, or other key destinations?

Yes No

Describe, including supporting quantitative analysis

This project will support multimodal connections within and between urban centers. Broomfield's Urban Centers are located in the Broomfield Urban Transit Village & Original Broomfield, Interlocken/Parkway Circle and emerging urban center is the I-25/SH 7 Activity Center.

The project will increase access to/from housing and employment in the urban centers in Broomfield by incrementally modifying boundaries or destinations as point deviations within those urban centers. The service improvement will increase Urban Center access to/from the US 36 Bus Rapid Transit stations at Flatiron and Broomfield stations. As demand increases boundaries may be potentially increased to the SH 7 emerging center as determined by need and demand.

[MV objective 4](#) **Improve or expand the region's multimodal transportation system, services, and connections.**

3. Will this project help increase mobility choices within and beyond your subregion for people, goods, or services?

Yes No

Describe, including supporting quantitative analysis

The project will be modifying boundaries to expand to new destinations and increasing operational hours to improve access during peak weekday service and new operational hours on Saturdays.

These geographic and service expansions improve Broomfield's transportation system and connections within and beyond by providing increased opportunity for access to the regional Bus Rapid Transit Flatiron Flyer service.

MV objective 6a

Improve air quality and reduce greenhouse gas emissions.

4. Will this project help reduce ground-level ozone, greenhouse gas emissions, carbon monoxide, particulate matter, or other air pollutants?

Yes No

Describe, including supporting quantitative analysis

Increasing accessibility of transit to more people reduces future potential air quality impacts.

Improving access to to access the regional transit system (rather than driving to Park N Rides) can contribute significantly to air quality and emissions reductions for longer commute trips

The 2009 National Household Travel Survey identified that Americans drive 10 billion miles a year that are trips one mile or less. The EPA estimates that the average passenger vehicle emits about 4.6 metric tons of carbon dioxide per year (assuming 11,500 miles). If just 10% of those miles or approximately 3 miles a day could be converted to a walking or cycling trip 460,000 metric tons per year could be saved per vehicle.

FlexRide is a first and final mile solution as well as a solution for local trips to school, shopping, and local health services.

Source: <https://www.epa.gov/greenvehicles/greenhouse-gas-emissions-typical-passenger-vehicle>

MV objective 7b

Connect people to natural resource or recreational areas.

5. Will this project help complete missing links in the regional trail and greenways network or improve other multimodal connections that increase accessibility to our region's open space assets?

Yes No

Describe, including supporting quantitative analysis

Multimodal access will be improved to our region's open space by way of increasing transit options to visit and enjoy Broomfield's parks and open spaces. Vulnerable populations in Broomfield that do not have access to a vehicle or who are unable to drive could have increased opportunities to access open spaces, in particular, with weekend service options.

MV objective 10

Increase access to amenities that support healthy, active choices.

6. Will this project expand opportunities for residents to lead healthy and active lifestyles?

Yes No

Describe, including supporting quantitative analysis

Increasing access to transit increases the opportunity to walk and bicycle more by incorporating physical activity into daily activities. A report by Todd Litman in 2010 evaluated public transportation health benefits, some highlights are summarized below:

The CDC recommends at least 150 weekly minutes (22 minutes per day) of moderate aerobic activity, such as brisk walking. The World Health Organization states the regular physical activity provides a 50% decrease in heart disease, developing adult diabetes, and becoming obese, as well as reduced osteoporosis in elderly and reliefs symptoms of depression and anxiety. Currently, less than half of Americans meet the recommended physical activity targets.

Research indicates that on average North Americans walk 6 minutes daily, while public transit users walk an average of 19 minutes/day. Another study showed that public transit users are likely to walk ten times more than their non-transit user counterparts. Additionally, walking increased across all income levels for public transit users showing that access to transit can have positive health impacts across a variety of demographics. Other research indicated that resident that had access to more and better transit service tended to walk significantly more and drove substantially less than residents of more automobile-dependent neighborhoods

Source:

https://www.apta.com/resources/reportsandpublications/Documents/APTA_Health_Benefits_Litman.pdf

[MV objective 13](#)

Improve access to opportunity.

7. Will this project help reduce critical health, education, income, and opportunity disparities by promoting reliable transportation connections to key destinations and other amenities?

Yes No

Describe, *including supporting quantitative analysis*

Broomfield will have an estimated population of 77,300 in 2020 a significant increase. even from the 2012-2016 ACS Census of 62,500.

The 2013-2017 ACS Census data indicates that there are approximately 8,000 seniors over 65, 900 minorities, 2,800 low-income households, 2,400 persons with limited English proficiency, 5,300 persons with a disability and 11,500 children. These residents are most likely to benefit from expanded mobility options.

This project will reduce critical health, education, income, and opportunity disparities by increasing access to Basic Mobility. Basic Mobility is the ability to access services and activities considered essential such as health care, primary shopping/nutrition, education, and employment opportunities, as well as, social and recreational activities.

Inadequate mobility can lead to missed medical appointments, which can exacerbate medical problems, could lead to costly medical or taxi transport. A survey of older adults over 65 found that non-drivers make 15% fewer trips to the doctor, 59% fewer shopping trips, 65% fewer trips for social, family activities, as compared to those who drive.

Income disparities can be reduced with affordable transit options. Having more opportunity to access affordable transit reduces the financial burden on household budgets, especially low-income and households in poverty. The need to own an operate a personal automobile could be reduced for these families such as the ability to not have a necessary expense of a vehicle or reduce ownership from two to one. The options allow families to use the funds towards health expenses, adequate shelter, healthy food, medical care, education and reduces emotion stresses related to poverty.

Increased opportunity to access transit increases options for access to education, including access for youth who cannot drive and students accessing higher education with limited income available and tuition expenses to pay. Having the option to access education without the necessity of a vehicle reduces the financial burden on students or the need to be dependent on others for transportation to achieve education goals.

https://www.apta.com/resources/reportsandpublications/Documents/APTA_Health_Benefits_Litman.pdf

<https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>

[MV objective 14](#)

Improve the region’s competitive position.

8. Will this project help support and contribute to the growth of the subregion’s economic health and vitality?

Yes No

Describe, including supporting quantitative analysis

FlexRide is a community asset. Not all communities have such a service. The service directly benefits Broomfield subregion residents and commuters. It is important to continually evaluate needs to increase service access and to ensure that availability of the service is continually being communicated to residents as the subregion’s population grows, transportation needs change, increases in age and adds new employees.

This project furthers the need to continually invest in services that support a connected economy and offer opportunities for all residents to share and contribute to the subregion and region's communities.

Broomfield subregion's economic vitality depends on providing a high quality of life, investing transit options that increase opportunity and access for all contribute to supporting growth of the Broomfield subregion's economic health and vitality as a great place to live, work and play.

D. Project Leveraging

WEIGHT 10%

9. What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?

20%

60%+ outside funding sources High
 30-59% Medium
 29% and below Low



Sarah Grant <sgrant@broomfield.org>

CDOT & RTD Concurrence - Broomfield Subregional TIP Projects

Quinn, Chris <Chris.Quinn@rtd-denver.com>

Fri, Feb 8, 2019 at 4:22 PM

To: Sarah Grant <sgrant@broomfield.org>

Cc: Tom Schomer <tschomer@broomfield.org>, Katie Allen <kallen@broomfield.org>, Fonda Buckles <fbuckles@broomfield.org>, "Sirois, William" <William.Sirois@rtd-denver.com>, "Van Meter, Bill" <Bill.VanMeter@rtd-denver.com>

Sarah,

This email is to provide RTD's concurrence for the City & County of Broomfield's TIP application requests.

For the Bike-n-Ride shelters, we will want to work closely with the City on the project design details.

Please contact me if you would like additional information.

Thanks

Chris Quinn

Project Manager

Regional Transportation District

Suite 700

1560 Broadway

Denver, CO 80202

(303) 299-2439

chris.quinn@rtd-denver.com

From: Sarah Grant <sgrant@broomfield.org>

Sent: Monday, January 07, 2019 4:56 PM

To: Danny Herrmann <danny.herrmann@state.co.us>; Quinn, Chris <Chris.Quinn@RTD-Denver.com>

Cc: Tom Schomer <tschomer@broomfield.org>; Katie Allen <kallen@broomfield.org>; Fonda Buckles <fbuckles@broomfield.org>

Subject: CDOT & RTD Concurrence - Broomfield Subregional TIP Projects

Hello Danny & Chris,

Please find attached below the required forms for CDOT & RTD's consideration of support for Broomfield Subregional projects that may be considered for submittal.

The document title clarifies if CDOT, RTD or both entities are requested to consider the project.

Please let me know if you have any questions or need clarification.

Thank you,

Sarah

Sarah Grant

Transportation Manager

City and County of Broomfield

Community Development • Planning Division

One DesCombes Drive • Broomfield CO 80020

sgrant@broomfield.org

303-438-6385



Part 3

Project Data Worksheet – Calculations and Estimates

(Complete all subsections applicable to the project)

A. Transit Use

1. Current ridership weekday boardings	78
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	0	0	0
2040	0	0	0

Transit Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional daily transit boardings after project is completed. <i>(Using 50% growth above year of opening for 2040 value, unless justified)</i> <i>Provide supporting documentation as part of application submittal</i>	8	30
4. Enter number of the additional transit boardings (from #3 above) that were previously using a different transit route. <i>(Example: {#3 X 25%} or other percent, if justified)</i>	0	0
5. Enter number of the new transit boardings (from #3 above) that were previously using other non-SOV modes (walk, bicycle, HOV, etc.) <i>(Example: {#3 X 25%} or other percent, if justified)</i>	0	0
6. = Number of SOV one-way trips reduced per day (#3 – #4 – #5)	8	30
7. Enter the value of {#6 x 9 miles}. (= the VMT reduced per day) <i>(Values other than the default 9 miles must be justified by sponsor; e.g., 15 miles for regional service or 6 miles for local service)</i>	72	270
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	68	256
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

B. Bicycle Use

1. Current weekday bicyclists	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	0	0	0
2040	0	0	0

Bicycle Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	0	0
4. Enter number of the bicycle trips (in #3 above) that will be diverting from a different bicycling route. (Example: {#3 X 50%} or other percent, if justified)	0	0
5. = Initial number of new bicycle trips from project (#3 – #4)	0	0
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: {#5 X 30%} or other percent, if justified)	0	0
7. = Number of SOV trips reduced per day (#5 - #6)	0	0
8. Enter the value of {#7 x 2 miles} . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor)	0	0
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	0	0
10. If values would be distinctly greater for weekends, describe the magnitude of difference:		
11. If different values other than the suggested are used, please explain here:		

C. Pedestrian Use

1. Current weekday pedestrians (include users of all non-pedaled devices)	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	0	0	0
2040	0	0	0

Pedestrian Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday pedestrian one-way trips on the facility after project is completed	0	0
4. Enter number of the new pedestrian trips (in #3 above) that will be diverting from a different walking route (Example: {#3 X 50%} or other percent, if justified)	0	0
5. = Number of new trips from project (#3 – #4)	0	0
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: {#5 X 30%} or other percent, if justified)	0	0
7. = Number of SOV trips reduced per day (#5 - #6)	0	0

12. Enter the value of {#7 x .4 miles} . (= the VMT reduced per day) <i>(Values other than .4 miles must be justified by sponsor)</i>	0	0
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	0	0
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

D. Vulnerable Populations

Use Current Census Data	Vulnerable Populations	Population within 1 mile
	1. Persons over age 65	
2. Minority persons		900
3. Low-Income households		2,800
4. Linguistically-challenged persons		2,400
5. Individuals with disabilities		5,300
6. Households without a motor vehicle		830
7. Children ages 6-17		11,500
8. Health service facilities served by project		29

E. Travel Delay *(Operational and Congestion Reduction)*

Sponsor must use industry standard Highway Capacity Manual (HCM) based software programs and procedures as a basis to calculate estimated weekday travel delay benefits. *DRCOG staff may be able to use the Regional Travel Model to develop estimates for certain types of large-scale projects.*

1. Current ADT (average daily traffic volume) on applicable segments	0
2. 2040 ADT estimate	0
3. Current weekday vehicle hours of delay (VHD) (before project)	0

Travel Delay Calculations	Year of Opening
4. Enter calculated future weekday VHD (after project)	0
5. Enter value of {#3 - #4} = Reduced VHD	0
6. Enter value of {#5 X 1.4} = Reduced person hours of delay <i>(Value higher than 1.4 due to high transit ridership must be justified by sponsor)</i>	0
7. After project peak hour congested average travel time reduction per vehicle (includes persons, transit passengers, freight, and service equipment carried by vehicles). <i>If applicable, denote unique travel time reduction for certain types of vehicles</i>	0
8. If values would be distinctly different for weekend days or special events, describe the magnitude of difference.	

9. If different values other than the suggested are used, please explain here:

F. Traffic Crash Reduction

1. Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians (*most recent 5-year period of data*)

Fatal crashes	0
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Serious Injury crashes	0
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Other Injury crashes	0
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Property Damage Only crashes	0
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2. Estimated reduction in crashes applicable to the project scope (*per the five-year period used above*)

Fatal crashes reduced	0
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Serious Injury crashes reduced	0
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Other Injury crashes reduced	0
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Property Damage Only crashes reduced	0
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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*).

G. Facility Condition

Sponsor must use a current industry-accepted pavement condition method or system and calculate the average condition across all sections of pavement being replaced or modified. Applicants will rate as: Excellent, Good, Fair, or Poor

Roadway Pavement

1. Current roadway pavement condition	Choose an item
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2. Describe current pavement issues and how the project will address them.

3. Average Daily User Volume	0
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Bicycle/Pedestrian/Other Facility

4. Current bicycle/pedestrian/other facility condition	Choose an item
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5. Describe current condition issues and how the project will address them.

6. Average Daily User Volume	0
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H. Bridge Improvements

1. Current bridge structural condition from CDOT

2. Describe current condition issues and how the project will address them.

3. Other functional obsolescence issues to be addressed by project

4. Average Daily User Volume over bridge 0

I. Other Beneficial Variables *(identified and calculated by the sponsor)*

1.

2.

3.

J. Disbenefits or Negative Impacts *(identified and calculated by the sponsor)*

1. Increase in VMT? *If yes, describe scale of expected increase* Yes No

2. Negative impact on vulnerable populations

3. Other: