DRCOG Transportation Improvement Program (TIP)

FY 2024-2027 TIP Subregional Share (Call #4) – Boulder County Subregion

Surface Transportation Block Grant (STBG) Project Application

APPLICATION OVERVIEW

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

Funding Available: $10,750,000 for this subregion and this STBG Track. In the STBG Track, funding is split fairly evenly over all four years.

Major Project Eligibility Exceptions: Transit operations projects *(Note: these types of projects are only allowed to be submitted with the AQ/MM Track)*

Call Dates: November 28, 2022 until January 27, 2023, 3 pm

Application Submittals: submit the items below online through the submittal link on the TIP Data Hub

1. REQUIRED: a **single PDF document** containing 1) this application (**before saving to PDF, press Ctrl-A to select all, and F9 to update all formulas**), 2) one location map/graphic, 3) cost estimate (your own or the CDOT cost estimate form), 4) CDOT/RTD concurrence response (if applicable), 5) any required documentation based on the application text (i.e., FHWA emissions calculators), and 6) project support letters and/or peer agency support. Please DO NOT attach additional cover pages, embed graphics in the application, or otherwise change the format of the application form
2. OPTIONAL: Submit **one additional** PDF document containing any supplemental materials, if applicable
3. REQUIRED: Submit a single zipped GIS shapefile of your project. The shapefile should consist of only your project limits. No particular attributes need to be included. Requests for assistance with creating a shapefile should be submitted to tipapplications@drcog.org no later than December 30, 2022

Other Notable items:

- Eligibility: Projects must align with the eligibility guidelines in Appendices B and C of the TIP Policy. Proposed work on roadways must primarily be located on the DRCOG Regional Roadway System to be eligible for TIP funding (the DRCOG RRS can also be viewed within the TIP Data Tool). Further details can be found in the *Policies for TIP Program Development* document (a quick-guide is also available for reference)
- TIP Trainings: To be eligible to submit an application, at least one person from your agency must have attended one of the two mandatory TIP training workshops (February 10 and February 16, 2022)
- CDOT/RTD Concurrence: If required, CDOT and/or RTD concurrence must be provided with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than December 9, 2022, with CDOT/RTD providing a response no later than January 13, 2023. Submit requests to the following: CDOT Region 1 – JoAnn Mattson, CDOT Region 4 – Josie Thomas, RTD – Chris Quinn
- If a submitted application in Calls #1-3 was not funded, and you wish to resubmit the same application for this call, please contact DRCOG. In these cases, we can unlock the application, change the title, and save the applicant some work in the resubmittal process
- Application Data: To assist sponsors in filling out the application, DRCOG has developed a TIP Data Tool. A link to the TIP Data Tool and instructions on how to use it 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 December 30, 2022
- Project Affirmation: The application must be affirmed by either the applicant's City or County Manager, Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency director or equivalent for other applicants
- Evaluation Process: DRCOG staff will review submittals for eligibility, develop scoring sheets, and post all applications (Jan. 30-Feb. 3, 2023). On Feb. 6, a public comment period will open until Feb. 24. Also at that time, details will be provided to each subregion to begin scoring, discussing, and recommending their projects back to DRCOG by March 15. Each forums' recommendation will then be forwarded to the DRCOG committee process for incorporation into a new 24-27 TIP anticipated to be adopted in August 2023
- If you have any questions or need assistance, reach out to us at tipapplications@drcog.org

APPLICATION FORMAT

The STBG Subregional Share application contains two parts: *project information* and *evaluation questions*.

Project Information

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

Evaluation Questions

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

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

Section A. Subregional Impact of Proposed Projects..... 25%

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

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

Section B. Metro Vision Regional Transportation Plan Priorities 60%

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

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

Section C. Project Leveraging ("overmatch") **..... 5%**

Scores are assigned based on the percent of other funding sources (non-Subregional Share funds).

Score	% non-Subregional Share funds
5	60% and above
4	50-59.9%
3	40-49.9%
2	30-39.9%
1	20.1-29.9%
0	20%

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	**Boulder County Vision Zero Safe Routes to School Action Plan**
2. Project Location *Provide a map, as appropriate (see Page 1)*	Start point: NA End point: NA OR Geographic Area: Unincorporated & Incorporated Boulder County, and parts of Weld and Broomfield Counties i.e. The subregional area of all local municipalities with Boulder Valley School District (BVSD), St. Vrain Valley School District (SVVSD) K-12 public schools.
3. Project Sponsor *(entity that will be financially responsible for the project)*	Boulder County

4. Project Contact Person:

Name: Cammie Piller Edson	Title: Youth Transportation Program Manager
Phone: 303-441-3935	Email: cedson@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?	☐ Yes ☒ No *If yes, provide applicable concurrence documentation*

6. What planning document(s) identifies this project? *Provide link to document(s) and referenced page number if possible, or provide documentation in the supplement*	If this project is listed in the DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP), provide the staging period: NA	
	Local/Regional/ Subregional plan:	Planning Document Title: Boulder County Transportation Master Plan (TMP, pg. 1, 27-28), Boulder County Mobility and Access for All Ages and Abilities Plan (MAAAA, pg. ES-4, ES-5, 1-1.), Coordinated Human Services Transportation Plan Adopting agency (local agency Council, CDOT, RTD, etc.): Boulder County Provide date of adoption by council/board/commission, if applicable: TMP adopted January 2020 and the MAAAA Plan adopted July 2022 by Boulder County's Board of County Commissioners
	Please describe public review/engagement to date:	This Vision Zero Safe Routes to School Action Plan (VZ SRTS Action Plan) has been discussed with most municipal partners, and will continue through the application process, as well as, formally presented at a regional Vizion Zero Community Meeting in October. A one-page summary has also been reviewed by partners. Feedback from partner engagement to date has been incorporated as applicable. Discussions with schools, school district partners, and parents have also occurred about the need to come up with a prioritization system to help with anticipated specific project scoping, funding, and sustainability.
	Other pertinent details:	Additional Community Engagement is expected during the project to inform the development of and the use of the developed tools.

7. Identify the project's **key phases and the anticipated schedule of phase milestones**.
(phases and dates should correspond with the "Phase to be Initiated" in the Funding Breakdown table below)

Phases to be included:	Major phase milestones:	Anticipated completion date (based on 8/16/2023 DRCOG approval date): (MM/YYYY)
	☒ Preconstruction (including studies) ☐ Construction ☐ Both	
REQUIRED FOR ALL PHASES	Intergovernmental Agreement (IGA) executed with CDOT/RTD (Assumed process is 4-9 months; any work performed before execution is NOT reimbursable)	02/2024
☐Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	Enter Date
	Design scoping meeting held with CDOT (if no consultant):	Enter Date
	FIR (Field Inspection Review):	Enter Date
	FOR (Final Office Review):	Enter Date
☐Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	Enter Date
	Environmental scoping meeting held with CDOT (if no consultant):	Enter Date
☐Right-of-Way	Initial set of ROW plans submitted to CDOT:	Enter Date
	Estimated number of parcels to acquire: Enter Number	
	ROW acquisition completed:	Enter Date
☐Construction	Required clearances:	Enter Date
	Project publicly advertised:	Enter Date
☒Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	07/2024
☐Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	Enter Date
☐Other Phase not Listed Describe: Describe	First invoice submitted to CDOT/RTD:	09/2024

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

Youth ages 18 and under are currently the largest demographic age group in Boulder County (19.4% of total population, 27.1% of households), yet very few youth-specific comprehensive transportation planning efforts have been undertaken in Boulder County to-date. As a result, when requests to fund youth transportation projects go out to the many overlapping jurisdictions involved (multiple cities and towns, county, and two school districts), these requests are often out of sync with existing Capital Improvement Programs (CIPs) or budgets and are difficult to fund and find matching funds for. This project intends to shift project identification from a reactive situation to being proactive, with coordinated and consistent planning in mind that focuses on safety, health, and equity for this subgroup of vulnerable road users who live, learn, work, and play in the subregion, along with other members of their households.

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

Roadway

☐Operational Improvements

☐General Purpose Capacity (2050 MVRTP)

☐Managed Lanes (2050 MVRTP)

☐Pavement Reconstruction/Rehab

☐Bridge Replace/Reconstruct/Rehab

Grade Separation

☐Roadway

☐Railway

☐Bicycle

☐Pedestrian

Regional Transit[1]

☐Rapid Transit Capacity (2050 MVRTP)

☐Mobility Hub(s)

☐Transit Planning Corridors

☐Transit Facilities (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: Vulnerable Road Users (VRUs) – prioritized Youth Transportation assessments at key destinations - Schools

[1]For any project with transit elements, the sponsor must coordinate with RTD to ensure RTD agrees to the scope and cost. Be sure to include RTD's concurrence in your application submittal.

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

This study is school and youth (defined by the FHWA as a Vulnerable Road User) transportation planning through subregional collaborative plan development addressed in two phases:

- Phase 1: Develop a regional inter-agency Vision Zero Safe Routes to School 5 Year Action Plan, which will include a school prioritization matrix and a corresponding data management system, ($350K).
- Phase 2: Complete School Transportation Safety Plans at 5-10 of the highest need schools ($100K), which will identify infrastructure and non-infrastructure needs and strategies intended to improve personal and group safety, health, and equity via improved multi-modal options, access, and connections.

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.*

If funded, this project could start immediately upon contracting, beginning with the development of RFP criteria and deliverables for interested project consultants, of which, multiple have already expressed interest in responding to the anticipated RFP. Also, this project is being modeled after Denver's City and County's successful development and implementation of a Vision Zero Safe Routes To School Action Plan (see Supplemental Figure 1). Discussions with their project consultants and staff, involved in the development and implementation of Denver's Action Plan, helped frame this study's proposed phases, costs, and timing. Denver has pledged their continued support for the development of a Boulder County Vision Zero Safe Routes to School Action Plan. Therefore, subregional partners will receive the collective benefit of Denver's lessons learned, likely improving efficiency in the development and implementation needs of the proposed Boulder County Vision Zero Safe Routes To School Action Plan and subsequent School Transportation Safety Assessments.

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

Project Financial Information and Funding Request

(All funding amounts in $1,000s)

To update the formulas below, enter your information, highlight the formulas, and press F9 or right-click and select Update Field.

Total amount of Subregional Share Funding Request (in $1,000's) *(Not to exceed **80% of the total project cost**)*	**$359**	**79.78%** of total project cost
Match Funds (in $1,000's) List each funding source and contribution amount.	**Contribution Amount**	**% Contribution to Overall Project Total**
Boulder County	$46	10.2%
City & County of Broomfield	$5	1.1%
Weld County	$5	1.1%
Town of Erie	$5	1.1%
City of Boulder	$10	2.2%
City of Longmont ($10K) City of Louisville ($10K)	$20	4.4%
Total Match *(private, local, state, regional, or federal)*	**$ 91**	**20.2%**
Project Total	**$ 450**	

Funding Breakdown (in $1,000s) (by program year)[1] (Total funding should match the Project Total from above)

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

	FY 2024	FY 2025	FY 2026	FY 2027	Total
DRCOG Requested Funds[2]	$90	$149	$120	$0	**$ 359**
CDOT or RTD Supplied Funds[3]	$0	$0	$0	$0	**$ 0**
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	$20	$51	$20	$0	**$ 91**
Total Funding	$ 110	$ 200	$ 140	$ 0	**$ 450**
Phase to be Initiated	Study	Study	Study	Study	
Notes:	1. Fiscal years are October 1 through September 30 (e.g., FY 2024 is October 1, 2023 through September 30, 2024). The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using a recommended 3% inflation factor. 2. For the 2024-2027 Subregional Share STBG Call, 23% of DRCOG funding is available in FY 2024, 25% in FY 2025, 26% in FY 2026, and 27% in FY 2027 3. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source.				
Affirmation:	By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair/City or County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. ☒				

Evaluation Questions

A. Subregional Impact of Proposed Project

WEIGHT **25%**

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

- Why is this project subregionally important? *Relevant quantitative data in your response is required*.

This study involves three DRCOG subregions: Boulder County, Southwest Weld County, and Broomfield City & County because that will fully encompass all K-12 public schools (currently 108 school – see Project Map) in the geographic areas defined as St. Vrain Valley and Boulder Valley School Districts, which are the seventh and eighth largest school districts in CO, educating 32,406 and 28,776 students respectively and employing close to 10K additional people combined.

To our understanding, no TIP projects for this subregion have ever been applied for, to specifically help understand and improve safe travel options for youth and around schools. However, we understand and know that the school districts, municipal, and county jurisdictions boundary lines do not dictate where people live, work, play, and learn, as these invisible lines are constantly being crossed, so an inter-regional plan would benefit all partners. Without one, the lack of collaborative strategic planning will perpetuate the existing competition for limited funds and projects rather than successful coordination, efficiency, and equitable development among subregional partners.

We also understand that because there has been a lack of coordinated strategic transportation planning for schools and youth in the two school districts, it's difficult for municipal partners to support each other projects when identified. A systematic approach is needed to tackle school and youth-centered transportation planning, or the current status quo will sustain dangerous conditions for some of the most vulnerable road users, youth, near one of their most important key destinations, school.

Using Denver's Safe Routes to Schools Action Plan (see Supplemental Figure 1), as a proven effective approach for subregional partners to duplicate with local needs incorporated, this project will help capture data never compiled before to help all partners understand what our shared subregion looks like in comparison to regional and nationwide figures while infusing equitable and safe project decision making into future Community Improvement Plans and will foster data reporting being rolling up and down, and sliced and diced, efficiently

- 97,364 or 76% of Boulder County's 127,415 households are occupied by school-aged youth (see Supplemental Figure 3) making a focus on vulnerable road users a core attribute of this study.
    - A coordinated school-centered transportation plan in this subregion is needed to help meet local and regional transportation goals and to support ~30% of the area's households who haven't been targeted before.
- We know that Boulder County's parents are less likely to allow their children to walk or bike to school without adult presence, therefore future coordinated efforts to increase adult presence is needed to improve the rate of active transportation among youth and their families per annual Safe Routes to School Parent Surveys and Trip Tracker Program Year End Surveys pre-covid.
- Nationally, only 10.4% of youth walk or bike to and from school (See Supplemental Figure 4.1)
- Denver's Safe Routes to School Action Plan (see Supplemental Figure 1) sites that 14% of Denver youth walk or bike to school, however, subregional data has not been identified or compiled by any entity making it difficult for transportation plans, services, infrastructure, and programs to reflect the needs of youth, families, and/or schools within our two local school districts, SVVSD and BVSD.
- CDOT's Safe Routes to School grants are only available for application every 2 years and they do not fund planning efforts, therefore projects need to be ready for either infrastructure or non-infrastructure implementation to be eligible for CO SRTS Grant funds. This proposed TIP project is meant to help all subregional partners ensure the planning efforts happen in a coordinated and consistent manner that will result in eligible projects for future CDOT funding opportunities, along with predictable match needs.

1. 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*.

As stated in the problem statement, this project intends to shift school-based transportation safety project identification from being a reactive situation to being a proactive situation, with intentional collaboration and coordination to develop the planning and data collection tools needed to ensure consistent subregional youth/VRU centered Vision Zero and Safe Routes to School planning.

To accomplish this, local partners will first need to develop criteria and compile the existing and needed data for the proposed Action Plan and the School Transportation Safety Assessments. Both will focus on safety, health, and equity for this subgroup of vulnerable road users, who live, learn, work, and play across the subregion, along with other members of their households and communities.

The Action Plan will serve as the road map for subregional partners, providing a prioritized and rational snapshot of school demographics and transportation characteristics to make informed decisions about what to schools to address, in what order, and the why behind it, to ensure an equitable approach is being applied to where limited resources are being focused.

The Safety Assessments with strategies to implement at each school, which become manageable among partners, as all will have had the chance to know the work in coming advance, as a result of the Action Plan, as well as will be able to expect and know when staff time and funding will be needed school-based projects, creating collaboration when seeking limited funding versus continuing to compete among each other.

The proposed study will also address the lack of coordination and analytics by creating an approach to collect needed data and organize partners. Currently, it is difficult to fund school-based transportation planning efforts due to a lack of quantitative and qualitative information. The current project identification system seems to have trapped local planners into a reactive routine rather than proactively working together to identify projects in a timely manner, and therefore ultimately ensure that transportation options and safety increase for youth between their two primary destinations, home and school.

This study will address gaps in county analysis to inform a priority matrix that will help partners to be readily available and aligned for related transportation efforts rather than responding after a fatal incident. By subregionally understanding youth and equity metrics, we can efficiently prioritize school mobility projects and make equitable data-driven decisions rather than continually missing opportunities to receive funding and support partners. From this study, we will have school data centered around air quality, mode/active transportation use, safety, student equity, and vulnerable road users – all of which either aren't currently compiled or haven't been collected yet.

The Vision Zero Safe Routes to School Action Plan and School Transportation Safety Assessment tool will be incorporated into Boulder County's Vision Zero Action Plan with the hope that participating subregional partners will also incorporate this Vision Zero Safe Routes to School Action Plan and School Transportation Assessment Tool into their local version of the same or similar strategic plan.

After the completion of each School Transportation Safety Plan, local partners will then be able to proactively (vs reactively) add the identified projects into each municipalities CIP, and therefore more effectively and efficiently collaborate on next steps to fund the identified safety improvement projects and programs at prioritized locations.

Deliverables from each phase are outline below:

Phase 1: Develop a regional inter-agency Vision Zero Safe Routes To School 5 Year Action Plan with corresponding data management system ($350K)

1. Determine Vision Zero and Safe Routes goals for those under age 18 in Boulder County
2. Determine Existing Conditions – tie to each public school using a defined buffer
3. Develop Strategies/Emphasis Areas of common safety improvement strategies
4. Develop a School Prioritization Matrix - a prioritized list of schools based on the mutually agreed upon safety, equity, and health-based criteria

Phase 2: Complete School Transportation Safety Plans at ~5-10 of the highest need schools ($100K)

1. Develop a standardized data collection, assessment, and reporting tool to complete School Transportation Safety Plans, centering Vision Zero's Prevention Strategies and Safe Routes To School's 6 E's: Equity, Engagement, Education, Encouragement, Engineering, and Evaluation.
2. Using the Action Plan as a road map of where to start, complete School Transportation Safety Plans for ~5-10 of the highest prioritized schools to identify specific infrastructure or non-infrastructure projects and/or programs to improve safety.

Partners will then be able to proactively (vs reactively) collaborate on next steps to fund anticipated safety improvement projects and programs at prioritized locations.

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

This study (and subsequent individualized projects) will strengthen and grow the capacity of all of Boulder County's municipal partners, including both school districts (BVSD & SVVSD), and subregional neighbors in Broomfield and Southwest Weld Counties. All partners will co-benefit from the roadmap and streamlined process to tackling school-based and youth transportation planning and safety improvement projects.

This project will also benefit all public schools within BVSD and SVVSD public schools. They will be categorized, then prioritized for projects based on their corresponding data and matrix placement, creating fair, timely, streamlined, and collaborative planning efforts for the high-need schools in the participating subregions.

Matters of safety in school travel zones belonging to municipalities involved per school site will be proactively enhanced versus responding to unsafe conditions and fatal consequences for youth.

This study will:

- Lead to a firm understanding of school transportation data and demographics
- Help subregional partners make equitable decisions in youth transportation planning
- Create co-benefit opportunities around mobility, safety, air quality, injury prevention, and physical activity, capitalizing on partnerships and sharing resources to save time and money
- Allow for local data to be rolled up and down into varying data sets, reports, and/or proposals

3. Disproportionately Impacted and Environmental Justice Communities

This data is available in the TIP Data Tool. *Completing the below table and referencing relevant quantitative data in your response is required.*

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

	DI & EJ Population Groups	Number within ½ mile	% of Total	Regional %
Use 2015-2019 American Community Survey Data (***In the TIP Data Tool, use a 0.5 mile buffer***)	a. Total population	448,252	-	-
	b. Total households	183,696	-	-
	c. Individuals of color	100,828	22%	33%
	d. Low-income households	17,131	9%	9%
	e. Individuals with limited English proficiency	7,113	2%	3%
	f. Adults age 65 and over	59,326	13%	13%
	g. Children age 5-17	70,507	16%	16%
	h. Individuals with a disability	17,138	4%	9%
	i. Households without a motor vehicle	7,934	4%	5%
	j. Households that are housing cost-burdened	51,945	28%	32%

For Lines c. – i. use definitions in the DRCOG Title VI Implementation Plan. For Line j., as defined in C.R.S. 24-38.5-302(3)(b)(I): "'cost-burdened' means a household that spends more than thirty percent of its income on housing."

Describe how this project will improve access and mobility for each of the applicable disproportionately impacted and environmental justice population groups identified in the table above, *including the required quantitative analysis:*

We predict this Action Plan and subsequent School Safety Assessments will have a substantial effect on the 1 in 4 households of Boulder County that house school aged children. From the TIP data tool, we can see that within Boulder County limits, 51,945 households are cost burdened and could benefit from having shorter morning/evening commutes. While this project seeks to support choices for walking and biking to and from schools, the effects of shortening family commutes by enabling safe walking and biking to and from school will be an externality felt by all. We can expect VMT during commuter times will be greatly reduced, while vulnerable road users such as youth are prioritized. Worldwide, people of color and people with lower incomes are disproportionately at risk of being killed or injured as pedestrians (see Supplemental Figure 4.3). Residents of low-income neighborhoods often have increased exposure to dangerous road conditions, yet low-income children are twice as likely to walk or bike to school compared to white or high-income children (see Supplemental Figure 4.3) Given this information, the first phase of the proposed study will analyze the immediate need for roadway improvements and programs for walking and biking based on equity and household factors like households without a motor vehicle to assess which Boulder County areas should be focused on first. Evaluating access for disproportionately affected groups and environmental justice populations will be a main fixture of this study.

4. How will this project move the subregion toward achieving the shared regional transportation outcomes established in Metro Vision in terms of…

- Land Use, community, urban development, housing, employment? *(Improve the diversity and livability of communities. Contain urban development in locations designated for urban growth and services. Increase housing and employment in urban centers. Diversify the region's housing stock. Improve the region's competitive position.)*

  - Improve the diversity and livability of communities. By operating the proposed study with an equity lens for safe route to schools, the communities involved will benefit from objective yet *sensitive* analysis for future planning of transportation infrastructure projects connecting youth to their schools. By having the means to build a transportation network that increases safety and modal choice, Boulder County can offer everyone increased livability and access to the physical and mental health benefits of safe walking, biking, and rolling to and from school.

  - Contain urban development in locations designated for urban growth and services. The proposed Action Plan will be informed by the Boulder Valley Comprehensive Plan Land Use and Planning Areas I, II, III Maps which define the desired land use pattern for the Boulder Valley regarding location, type, and intensity of development (see Supplemental Figure 4.5). Boulder County's Comprehensive Plan also establishes intergovernmental agreements with the cities of Boulder and Longmont to guarantee development is focused in existing urbanized areas, preserving the rural character of unincorporated Boulder County. Securing safe transportation to and from schools for youth populations and their staff within urban growth perimeters will strengthen the planning of physical connections of urban development networks in this subregion.

  - Increase housing and employment in urban centers. The Action plan will not specifically address this MVRTP outcome, but transit and multimodal opportunities for schools will encourage overall ridership to urban centers and overlap with enhancements along key corridors for urban centers.

  - Diversify the region's housing stock. The Action plan will not specifically address this MVRTP outcome, but transit and multimodal opportunities have the potential to spur the investment of diversified housing options.

  - Improve the region's competitive position. The study will identify transit and multimodal opportunities that improve the flow of people, goods, services, and information either directly or via the future connections made from the assessments to the regional transportation network. With all the new funds available through the Federal BIL, the action plan will help maximize competitive dollars available to the region and subregion.

- Multimodal transportation, safety, reliability, air quality? *(Improve and expand the region's multimodal transportation system, services, and connections. Operate, manage, and maintain a safe and reliable transportation system. Improve air quality and reduce greenhouse gas emissions. Reduce the risk of hazards and their impact.)*

  - ***Improve and expand the region's multimodal transportation system, services, and connections. Operate, manage, and maintain a safe and reliable transportation system.*** A Boulder County SRTS Action Plan effectively lends transportation agencies the ability to readily identify and address safety issues within their school transportation networks. This improves the communication between partner agencies and the management of transportation options by providing objective and equitable information. The operation of a safe, multimodal, and reliable school transportation system becomes achievable through a roadmap that considers the improvement of current student and caregiver abilities to get to school.

  - ***Improve air quality and reduce greenhouse gas emissions.*** The Action plan and school-based assessments will identify transit and multimodal opportunities that reduce per capita vehicle miles traveled, congestion and school idling, SOV trips, greenhouse gas emissions, air pollution, and more.

  - Reduce the risk of hazards and their impact. Ultimately, this Safe Routes to School Action Plan seeks to proactively respond to hazardous conditions identified from the plan, existing along routes to school rather than acting *after* a disastrous situation to reduce the risks associated with walking/biking to schools.

- Connection/accessibility to particular locations supporting healthy and active choices? *(Connect people to natural resources and recreational areas. Increase access to amenities that support healthy, active choices. Improve transportation connections to health care facilities and service providers. Improve access to opportunity.)*

  - ***Connect people to natural resources and recreational areas.*** Although the Action plan will not directly address this MVRTP outcome, transit and multimodal opportunities identified through the project will support not only access to playgrounds and school fields for the community to enjoy, but also ease the trip to surrounding destinations like recreational areas.
  - ***Increase access to amenities that support healthy, active choices.*** Throughout the phases of the action plan, with collaboration from partners access to support healthy lifestyle choices will be increased. Options include but are not limited to creating mindset shifts about using active transportation, increasing the ability to use bicycles and walking, prioritizing student populations that have the greatest health-related needs, and educating youth on the health benefits of walking, riding, and rolling to school. The state of Colorado does not require a physical education curriculum, so by improving the walking/biking routes to school zones, children will have the ability to get exercise frequently, while engaging in the community. Through teaching and access of active transportation usage, students will gain commuting habits that will last a lifetime.
  - ***Improve access to opportunity.*** When fully developed, the action plan and site-based assessments will provide a comprehensive reasoning roadmap for all stakeholders to review, plan, and choose strategies to then implement into their school services and communities as the municipality sees fit. By prioritizing student populations that have the greatest need for safe active transportation routes to school, Boulder County will be offering youth opportunities to bike and walk that did not safely exist prior. This creates freedom and agency for all members of the household. Students will have the opportunity to attend different school programs, while parents have the flexibility to shorten their driving trips and the number of stops.

5. 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, 28th/30th Streets, University Hill, Gunbarrel Activity Center, Twin Peaks Activity Center, Superior Town Center, Downtown Lousiville, Ken Pratt Extension, CBD of Longmont, North Main Street AC, SH66 Mixed use Corridor, Interlocken loop Activity Center.

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

  ☒ Yes ☐ No If yes, please provide the names: The study will identify and prioritize which urban centers and schools should be connected in the future.

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

  Bus stop: ☒ Yes ☐ No If yes, how many:1,309

  Rail station: ☐ Yes ☒ No If yes, how many: Click or tap here to enter text.

- Is the project in a locally-defined priority growth and development area and/or an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?

  ☒ Yes ☐ No

  If yes, provide a link to the relevant planning document: https://bouldercounty.gov/property-and-land/land-use/planning/intergovernmental-agreements-iga/

  If yes, provide how the area is defined in the relevant planning document: At the site-based assessment level of this study, we will incorporate supportive zoning and priority growth areas into the consideration of school safety projects.

Provide households and employment data*	2020	2050
Households within ½ mile	183,696	273,355
Jobs within ½ mile	321,014	444,269
Household density (per acre) within ½ mile	1.71	2.24
Job density (per acre) within ½ mile	5.48	6.89

6. Describe how this project will improve transportation options in and between key geographic areas including DRCOG-defined urban centers, multimodal corridors, mixed-use areas, Transit Oriented Development (transit near high-density development), or locally defined priority growth areas, *including the required quantitative analysis*:

The goal of the Action Plan and subsequent projects is to create a robust network of active transportation options for Boulder County's youth traveling to and from school. As this population grows, more stress will be placed on current roadways and school drop-off/pick-up operations. In one's formative years and for school staff, education centers are much more than just a place to learn and can dictate someone's mobility choices or pedestrian safety. As this project encompasses most of the county's land there is a vital opportunity to incorporate schools and neighborhoods into future transportation plans and share any data collected in the proposed study. This will establish an integrated approach to handling increased school enrollments, and roadway traffic in locally and regionally defined growth areas.

The Action plan, School-based Traffic assessments, and subsequent site projects will pay particular mind to planning integrated active transportation networks with these DRCOG-defined urban centers: Downtown Boulder, 28th/30th Streets, University Hill, Gunbarrel Activity Center, Twin Peaks Activity Center, Superior Town Center, Downtown Lousiville, Ken Pratt Extension, CBD of Longmont, North Main Street AC, SH66 Mixed use Corridor, Interlocken loop Activity Center.

7. Describe how this project will improve **access** and **connections** to key employment centers or subregional destinations. In your answer, define the key destination(s) and clearly explain how the project improves **access** and/or **connectivity**.

Combined, there are 108+ school sites (see Project Map) and almost 10,000 people working for Boulder Valley School District (4,400) and St. Vrain Valley School District (5,000+), with each district representing one of the subregion's largest employers. School sites should be defined as 'key employment centers' and subregional key destinations since on top of the staff count, the school-enrolled population of households makes up 76% (see Supplemental Figure 3) of all households, all of which have to travel to attend schools to learn and work. Open enrollment/school choice rates within our project's two district region continues to grow/reach almost half of the total district enrollment rates (see Supplemental Figure 5). Many of those same people will travel with other household members and/or neighbors who will continue on elsewhere. Therefore the impact of travel congestion that school locations generate on subregional travel patterns is undeniable, yet this subset of vulnerable road uses lacks a strategic planning document and critical data collection that can align the partnerships needed to assess, identify, and address access and connectivity improvements in a coordinated and proactive manner, allowing subregional partners to maximize opportunities to address access and connectivity needs.

The proposed Action Plan will identify transit and multimodal opportunities that will reveal the pedestrian and biking access inequities between schools within this subregion, with the goal of developing a system to prioritize safe routes projects that resolve the existing planning obstacles keeping employees (& students) from walking or biking to school. At a minimum, aligning the Action Plan with these MVRTP objectives:

- Improve the diversity and livability of communities. Promote investment/reinvestment in existing communities
- Increase housing and employment in urban centers.
- Increase public/private investment and partnerships in urban centers
- Increase access to amenities that support healthy, active choices.
- Increase safe and convenient active transportation options for all ages and abilities.
- Improve access to opportunity.
- Improve access to and from the region's developed and emerging housing and employment centers.

B. MVRTP Priorities

WEIGHT **60%**

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

Multimodal Mobility	**Provide improved travel options for all modes.** (drawn from 2050 MVRTP priorities; federal travel time reliability, infrastructure condition, & transit asset management performance measures; & Metro Vision objective 4) Examples of Project Elements: combinations of improvements that support options for a broad range of users, such as complete streets improvements, or an interchange project that incorporates transit and freight improvements, etc.

- What modes will project improvements directly address?
  ☒Walking ☒ Bicycling ☒ Transit ☒ SOV ☐ Freight ☒ Other: carpool/carshare options.
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, new general purpose or managed lanes, etc.): At the current phase of this project, specified mode improvements have not been developed. Once prioritized and strategically planned through the process of this study, multimodal mobility will be realized from street improvements and training programs that protect and promote safe routes to schools for students and parents. From the needs discovered in the study, an accessibility package including, but not limited to guidelines for improvements for sidewalks, multimodal paths, bus stops, crosswalks, pick-up and drop-off zones, and wayfinding will be developed for schools to implement. We anticipate the outcomes of this study and action plan will provide these safe choices for those in localized school zones.
- 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.
  Although currently, the project does not have a specified corridor or exact location, the Complete Streets Toolkit will serve as a key component to creating subsequent project identification and implementation plans via the proposed School Transportation Safety Plans and at the highest needs school identified in the Vision Zero Safe Routes to School Action Plan, benefitting all identified subregional partners.
  As per the Complete Streets Design guidelines, the tools to be developed during this study will utilize
  - school zone overlays in mapping along with the knowledge of street typologies.
  - vulnerable road user statistics to plan designs for SRTS projects.
  - school zone design strategies with a high degree of safety features for vulnerable road users of the Denver Complete Streets Design Guidelines 2020 (see Supplemental Figure 4.4), which will inform the Action Plan's school prioritization ranking criteria as well as future street improvements identification, feasibility, funding opportunities for implementation per the School Safety Assessment Plans.
- Does this project improve travel time reliability?
  ☒ Yes ☐ No
- Does this project improve asset management of roadway infrastructure, active transportation facilities, and/or transit facilities or vehicle fleets?
  ☒ Yes ☐ No
- Does this project implement resilient infrastructure that helps the subregion mitigate natural and/or human-made hazards?
  ☒ Yes ☐ No

Question: Describe how this project will help increase mobility choices for people, goods, and/or services. Please include quantitative information, including any items referenced above, in your response. *Note that a majority of the proposed roadway operational improvements must be on the DRCOG Regional Roadway System and/or Regional Managed Lanes System.*

The Action Plan will identify transit and multimodal opportunities that offer a safe travel experience, generate local support, and integrate into the communities' daily trips to and from schools easily so that users of all ages and abilities feel comfortable. Through the Action Plan, localized school based assesments and subsequent infrastructure/ street treatment projects, at a minimum will contribute to fulfilling these Multimodal Mobility objectives from the adopted 2050 MVRTP document:

- Improve and expand the region's multimodal transportation system, services, and connections.
- Improve the capacity of the multimodal regional roadway system.
- Improve the region's comprehensive transit system,
- Improve bicycle and pedestrian accessibility.
- Improve interconnections of the multimodal transportation system within and beyond the region for people and freight.
- Expand travel demand management services and strategies.
- Operate, manage, and maintain a safe and reliable transportation system.
- Maintain existing and future transportation facilities in good condition.
- Improve transportation system performance and reliability.
- Improve transportation safety and security.

Air Quality	**Improve air quality and reduce greenhouse gas emissions**. (drawn from 2050 MVRTP priorities; state greenhouse gas rulemaking; federal congestion & emissions reduction performance measures; Metro Vision objectives 2, 3, & 6a) Examples of Project Elements: active transportation, transit, or TDM elements; vehicle operational improvements; electric vehicle supportive infrastructure; etc.

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

Emissions Reduced *(kg/day)*	**CO**	**NOx**	**VOCs**	**PM 10**	**CO_2e**
	TBD	TBD	TBD	TBD	TBD

Use the FHWA CMAQ Calculators or a similar reasonable methodology to determine emissions reduced. Base your calculations on the year of opening. Please attach a screenshot of your work (such as the FHWA calculator showing the inputs and outputs) as part of your submittal packet.

Note: if not using the FHWA Calculators, please note your methodology in your narrative below.

Question: Describe how this project helps reduce congestion and air pollutants, including but not limited to carbon monoxide, ground-level ozone precursors, particulate matter, and greenhouse gas emissions. Please include quantitative information, including any items referenced above, in your response.

The above metrics are currently marked as 'to be determined' (TBD) because this type of data will be compiled and reviewed as part of our proposed project. The prosped Action Plan criteria will have an intentional focus on utilizing available air quality metrics to inform school ranking criterion of the school prioritization matrix, which will help local partners pinpoint where to first address site-based needs. The specific criteria and weight of criteria will be co-developed by subregional partners working in collaboration with a consultant to best utilize available air quality data and take advantage the readily available CMAQ Calcualtor. Similarly, the subsequent School Travel Safety Assessment Plans will also be collaboratively developed to include how current conditions and proposed improvement project can positively impact air quality metrics as well as reducing cars and car miles traveled related to school trips, albeit for students or staff. Based on the results of the Action Plan and the Safety Assessment Plan for each school in the highest need of intervention, potential project recommendations will include traffic reduction strategies, safety improvement strategies informed by the Federal , but not limited to the Metro Vision Performance measures found in 2050 MVTRP on pg. 154, 162.

The development of the VZ SRTS Action Plan and the School Transportaion Safety Assesement tool are not directly connected to reducing emissions and/or improving air quality, however we anticipate incorporating air quality metrics into the Action Plan's school priority matrix and that future infrastructure and non-infrastrucure projects will be identified as a result of completing the school-based School Transportation Safety Assessment will address/connect with the air quality elements of:

- Reducing congestion
- Reducing Vehicle Miles traveled
- Reducing Single Occupant Vehicle trips
- anti-idling campaigns at drop-off and pick-up times
- Incentivizing using active transportation
- Improved connections
- Increase public awareness of air quality issues
- Increase collaboration with local and regional partners on air quality initiatives.
- Improve the fuel economy of the subregion's school district vehicle fleet.

With the established nature of collaborative SRTS programming in this subregion, in conjunction with the data collected from the proposed study, we expect all future site based Transportation Safety Plan will support school readiness to tackle air quality improvements.

Regional Transit	**Expand and improve the subregion's transit network.** (drawn from 2050 MVRTP priorities, Coordinated Transit Plan, RTD's Regional Bus Rapid Transit Feasibility Study) Examples of Project Elements: transit lanes, station improvements, etc. Note: For any project with transit elements, the sponsor must coordinate with RTD to ensure RTD agrees to the scope and cost. Be sure to include RTD's concurrence in your application submittal.

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

- Does this project implement a portion of the regional bus rapid transit (BRT) network (as defined in the 2050 MVRTP)?*
  ☒ Yes ☐ No If yes, which specific corridor will this project focus on: It's likely that once school-based assessments begin in Phase 2 of this project, prioritized school(s) will be located/connected to one of the subregion's BRT corridors: N. I-25 BRT: Union Station to SH-119, SH-119 (Diagonal Highway) BRT and BRT Extension. If so, transit and multimodal connection opportunities will be identified at that time.
- Does this project involve a regional transit planning corridor (as defined in the 2050 MVRTP)?*
  ☒ Yes ☐ No If yes, which specific corridor will this project focus on: S. Boulder Rd., State Hwy 7, U.S. Route 36/28th St and State Hwy 93/ roadway, and U.S. Route 287. The study will identify transit and multimodal opportunities for any of the subregion's schools that are connected to a transit planning corridors, which will be

determined and specified through the development of our proposed Action Plan and Safety Assessment Plan/school.

- 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.
- Does this project add and/or improve transit access to or within a DRCOG-defined urban center?*
  ☒ Yes ☐ No

Question: Describe how this project improves connections to or expands the subregion's transit system, as outlined in the 2050 MVRTP. Please include quantitative information, including any items referenced above, in your response. *Note that rapid transit improvements must be on the Regional Rapid Transit System.*

Action Plan criteria and results will focus on Federal Transportation and Metro Vision performace measures while following Reimagine RTD's qualitative regional transit meterics as part of the school prioiritizaion matrix. As well as, the STSA&P, which will help local partners readily assist in regional transit projects. First and last inhibitors for walking/biking to and from school amongest other limting factors, like percived safety will be examined. This will lead to the site based assessments to evalute specifc existing school routes that will be improved the networks sof neighborhoods and schools within the subregion by providing connections for travelers between modes such as transit, car-sharing, school circulars, bike and scooter-sharing programs, and walking. The development of the VZ SRTS Action Plan and the School Transportaion Safety Assesement tool are not directly connected to Regional Transit, however we anticipate that future projects identified as a result of completing the school-based School Transportation Safety Assessment will address/connect with the following elements of the MVRTP regional planning priorities found on pages 5, 91, 164-165 of the MVRTP document:

- Creating safety programs rooted in Vision Zero, implementing DRCOG's Taking Action on Vision Zero Plan
- Eliminating additional transportation fatalities and serious injuries in support of CDOT's Strategic Transportation Safety Plan
- Evaluate current programs and determine future opportunities for bettering community mobility planning and implementation, subregional transportation operations and technology, regional air quality, and regional commute options
- Developing the subregion's high-comfort active transportation corridors, while eliminating gaps between communities and invest in the 2050 RTP's pedestrian focus areas and short-trip opportunity zones
- It's likely that once school-based assessments begin in Phase 2 of this project, prioritized school(s) will be located/connected to one of the subregion's BRT corridors: N. I-25 BRT: Union Station to SH-119, SH-119 (Diagonal Highway) BRT and BRT Extension. If so, transit and multimodal connection opportunities will be identified at that time.
- Leveraging regional funding opportunities to increase volumes of transit ridership and active transportation use by investing in the co-benefits of these interconnected subregional networks and more.

Safety	**Increase the safety for all users of the transportation system**. (drawn from 2050 MVRTP priorities, Taking Action on Regional Vision Zero, CDOT Strategic Transportation Safety Plan, & federal safety performance measures) Examples of Project Elements: bike/pedestrian crossing improvements, vehicle crash countermeasures, traffic calming, etc.

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

- Does this project address a location on the DRCOG High-Injury Network or Critical Corridors or corridors defined in a local Vision Zero or equivalent safety plan?*
  ☒ Yes ☐ No
- Does this project implement a safety countermeasure listed in the countermeasure glossary?

☒ Yes ☐ No

Potential countermeasures in conjunction with relative crash profiles presented in the Taking Action on Regional Vision Zero Plan will serve as a major guideline to identify subsequent SRTS infrastructure projects. Once in that phase of the study, coupled with specified engineering analysis, countermeasures such as extending pedestrian crossing times, implementing high-visibility crosswalks, making protected/separated bikeway, will surely be instituted.

Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* *(using the 2015-2019 period – **in the TIP Data Tool, use a 0.02 mile buffer of your project**)* *NOTE: if constructing a new facility, report crashes along closest existing alternative route*		Sponsor must use industry accepted crash modification factors (CMF) or crash reduction factor (CRF) practices *(e.g., CMF Clearinghouse, NCHRP Report 617, or DiExSys methodology).*
Fatal crashes	308	
Serious Injury crashes	2,122	
Other Injury crashes	19,888	
Property Damage Only crashes	60,980	
Estimated reduction in crashes applicable to the project scope *(per the five-year period used above)*		Provide the methodology below:
Fatal crashes reduced	NA	See narrative below.
Serious Injury crashes reduced	NA	
Other Injury crashes reduced	NA	
Property Damage Only crashes reduced	NA	

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

The above estimated metrics are currently marked as 'to be determined' (TBD) because this type of data will be compiled and reviewed as part of our proposed project once the highest priorty locations are determined via completion of the Action Plan, and then via the completed subsequent Safety Assessment Plan results and recommendations for specific school site. However, per…

- The Taking Action on regional Vision Zero Plan, we know that 35% of all pedestrian-involved crashes are with a victim of vulnerable age (younger than 18, older than 65).

Per Boulder County's Vision Zero Plan's crash data, motorist age 15-18 are involved in 55% of single vehicle Serve and Injury-Fatality Crashes (see Supplemental Figure 6).

- Sideswipe crashes are the next highest Severe Crash type.
- Rear end and single-vehicle crashes together account for three fourths of all the Injury-Fatality Crashes involving a teen driver.

Therefore, centering planning efforts with the intent to reduce the likelihood of crashes involving young people, will have a substantial impact on reducing overall fatalities in the DRCOG region and subregionally.

To reduce dangerous roadway situations for youth and near schools before fatalies occur, this project allows us implement Vision Zero with a crash prevention. As the site base assesments are completed and criteria are identified at one or a few school as either safe or dangerous, partners can then apply the approriate response(s)/treatment(s) to other schools with similar cirteria present, thus spread safety improvement treatments throughout both school districts faster, as a crash prevention strategy. This appraoch is inline with the Taking Action on Vision Zero Plan and the Vison Zero and Safe Routes to School: Partners In Safety report (see Supplemental Figure 4.2), both of which reframe addressing traffic deaths as preventable.

Freight	**Maintain efficient movement of goods within and beyond the subregion.** (drawn from 2050 MVRTP priorities; Regional Multimodal Freight Plan; Colorado Freight Plan, federal freight reliability performance measure; Metro Vision objective 14) Examples of Project Elements: bridge improvements, improved turning radii, increased roadway capacity, etc.

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

- Is this project located in or impact access to a Freight Focus Area?*
  ☒ Yes ☐ No If yes, please provide the name: North-West Metro, and I-25 Metro
- If this project is located in a Freight Focus Area does it address the relevant Needs and Issues identified in the Plan (see text located within each Focus Area)?
  ☒ Yes ☐ No If yes, please describe in your response.
- Is the project located on the Tier 1 or Tier 2 Regional Highway Freight Vision Network?*
  ☒ Yes ☐ No
- Check any items from the Inventory of Current Needs which this project will address:
  ☐ Truck Crash Location ☐ Rail Crossing Safety (eligible locations)
  ☐ Truck Delay ☐ Truck Reliability ☐ Highway Bottleneck
  ☐ Low-Clearance or Weight-Restricted Bridge
  Please provide the location(s) being addressed: Click or tap here to enter text.
- Does this project include any innovative or non-traditional freight supportive elements (i.e., curb management strategies, cargo bike supportive infrastructure, etc.)?
  ☒ Yes ☐ No If yes, please describe in your response.

Question: Describe how this project will improve the efficient movement of goods. In your response, identify those improvements identified in the Regional Multimodal Freight Plan, include quantitative information, and include any items referenced above. *Note that any improvements on roadways must be on the DRCOG Regional Roadway System*.

The development of the VZ SRTS Action Plan and the School Transportation Safety Assessment tool is not directly connected to a Freight Focus Area, however, we anticipate that future projects identified because of completing the school-based School Transportation Safety Assessment could address/connect due to geographic proximity to Tier 2 National Highways, including, but not limited to US routes, State Routes, and local connectors such as but not limited to Hwy 36, Hwy 287, Hwy 119. In addition, connections are likely to be made with the following Freight Focus Area relevant Needs and Issues (found on pg. 46 of the Regional Multimodal Freight Plan), Multimodal and nonmotorized traveler safety:

- Rail grade crossing safety
- Growing consumer base and land use changes
- Curb management strategies
- Cargo bike-supportive infrastructure
- And more.

Active Transportation	**Expand and enhance active transportation travel options.** (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.

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

- Does this project close a gap or extend a facility on a Regional Active Transportation Corridor or locally-defined priority corridor?*
  ☒ Yes ☐ No
- Does this project improve pedestrian accessibility and connectivity in a pedestrian focus area?*
  ☒ Yes ☐ No
- Does this project improve active transportation choices in a short trip opportunity zone?*
  ☒ Yes ☐ No
- Does this project include a high-comfort bikeway (like a sidepath, shared-use path, separated bike lane, bicycle boulevard)?
  ☒ Yes ☐ No If yes, please describe in your response.

Bicycle Use

NOTE: if constructing a new facility, report bike usage along closest existing alternative route

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

1.	Current Average Single Weekday Bicyclists:		TBD
	Bicycle Use Calculations	**Year of Opening**	**2050 Weekday Estimate**
2.	Enter estimated additional average weekday one-way bicycle trips on the facility after project is completed.	TBD	TBD
3.	Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. (Example: **{#2 X 50%}** *or other percent, if justified on line 10 below)*	TBD	TBD
4.	= Initial number of new bicycle trips from project (#2 – #3)	0	0
5.	Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, walking, etc.). (Example: **{#4 X 30%}** *(or other percent, if justified on line 10 below)*	TBD	TBD
6.	= Number of SOV trips reduced per day (#4 - #5)	0.00	0.00
7.	Enter the value of **{#6 x 2 miles}**. (= the VMT reduced per day) *(Values other than 2 miles must be justified by sponsor on line 10 below)*	TBD	TBD
8.	= Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	0.00	0.00

9. If values would be distinctly greater for weekends, describe the magnitude of difference:

Weekend trips will be impacted, but likely not as much as on school days/week days.

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

The above estimated metrics are currently marked as 'to be determined' (TBD) because this type of data will be compiled and reviewed as part of our proposed project once the highest priorty locations are determined via completion of the Action Plan and via the completed subsequent Safety Assessment Plan results and recommendations. However, we expect that once specific school site safety improvement projects are completed in the future, each site will see an increase in bicyclist within the range of 25-100/school, depending on the site's infrastructure and non-infrastructure improvement projects and programs.

- If this is the assumed range at this point and it's multiplied by the total number of current schools (108), that estimated range is 2,800 -10,800, averaging 4,000 additional bicyclist for the subregion.

The goal of this proposal is to ensure youth bicyclist and pedestrian safety is proactively and consistently prioritized among all subregional partners, while reducing overall car trips for school for the multiple safety, air quality, and health benefits possible for youth, school staff, and more.

Pedestrian Use

NOTE: if constructing a new facility, report pedestrian usage along closest existing alternative route

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

1.	Current Average Single Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):		TBD
	Pedestrian Use Calculations	**Year**	**2050**

		of Opening	Weekday Estimate
2.	Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	TBD	TBD
3.	Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route (Example: **{#2 X 50%}** *or other percent, if justified on line 10 below)*	TBD	TBD
4.	= Number of new trips from project (#2 – #3)	0	0
5.	Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). (Example: **{#4 X 30%}** *or other percent, if justified on line 10 below)*	TBD	TBD
6.	= Number of SOV trips reduced per day (#4 - #5)	0.00	0.00
7.	Enter the value of **{#6 x .4 miles}**. (= the VMT reduced per day) *(Values other than .4 miles must be justified by sponsor on line 10 below)*	TBD	TBD
8.	= Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	0.00	0.00

9. If values would be distinctly greater for weekends, describe the magnitude of difference:

Weekend trips will be impacted, but likely not as much as on school days/week days.

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

The above estimated metrics are currently marked as 'to be determined' (TBD) because this type of data will be compiled and reviewed as part of our proposed project once the highest priorty locations are determined via completion of the Action Plan and via the completed subsequent Safety Assessment Plan results and recommendations. However, we expect that once specific school site safety improvement projects are completed in the future, each site will see an increase in pedestrians within the range of 25-100/school, depending on the site's infrastructure and non-infrastructure improvement projects and programs.

- If this is the assumed range at this point and it's multiplied by the total number of current schools (108), that estimated range is 2,800 -10,800, averaging 4,000 additional pedestrians for the subregion.

The goal of this proposal is to ensure youth bicyclist and pedestrian safety is proactively and consistently prioritized among all subregional partners, while reducing overall car trips for school for the multiple safety, air quality, and health benefits possible for youth, school staff, and more.

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

Developing the VZ SRTS Action Plan is the strategic planning that needs to happen before specific project identification will occur (per School Transportation Safety Assessments) leading to the improvement of multi-modal activity, connections, and comfort of youth, who are USDOT-identified vulnerable road user group.

Project deliverables and results will focus on safety, health, equity, distance, and other connectivity metrics as part of the school prioritization matrix, as well as, the school transportation safety assessments, which will help local partners identify future projects that have already factored active transportation needs in the project identification phase.

This will lead to family members, and/or faculty, having the ability to bicycle, walk and roll to school, where they previously did not have the access to do so.

C. Project Leveraging

WEIGHT **5%**

What percent of outside funding sources (non-Subregional Share funding) does this project have? *(number will automatically calculate based on values entered in the Funding Request table. If this has not updated, select the box to the right and click F9)*	**20.2%**	60%+ outside funding sources ..... 5 pts 50-59.9% ..... 4 pts 40-49.9% ..... 3 pts 20-39.9% ..... 2 pts 10.1-19.9% ..... 1 pt 10%..... 0 pts

D. Project Readiness

WEIGHT **10%**

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 to date before this submittal?

☐ Yes ☐ No ☒ N/A (for projects which do not require engineering services)

If yes, please type in the engineer's name below which certifies their review and that impacts have been evaluated and mitigated as much as possible before your application is submitted:
NA

Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date:

- Utilities: NA
- Railroad: NA
- Right-of-Way: NA
- Environmental/Historic: NA
- Other: NA

b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, 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: NA

c. Has all required ROW been identified? ☐ Yes ☐ No ☒ N/A
Has all required ROW already been acquired and cleared by CDOT? ☐ Yes ☐ No ☒ N/A

d. Based on the current status provided in Project Information, question 11, do you foresee being able to execute your IGA by October 1 of your first year of funding (or if requesting first year funding, beginning discussions on your IGA as soon as possible), so you can begin your project on time?
☒ Yes ☐ No

Does your agency have the appropriate staff available to work on this project? ☒ Yes ☐ No

If yes, are they knowledgeable with the federal-aid process? ☒ Yes ☐ No ☐ N/A

e. Have other stakeholders in your project been identified and involved in project development?
☒ Yes ☐ No ☐ N/A

If yes, who are the stakeholders?

1. City and County of Broomfield, Transportation Manager, Sarah Grant and/or her delegate(s)
2. County of Weld, Public Works Deputy Director, Elizabeth Relford and/or her delegate(s)
3. Town of Erie, Senior Transportation Planner, Carlos Hernandez and/or his delegate(s)
4. City of Boulder, Jean Sanson, Principal Planner and/or her delegate(s)
5. City of Lafayette, Michelle Melonakis, Engineer and Melissa Berry, Planner and/or their delegate(s)
6. City of Louisville, Megan Davis, Deputy City Manager and/or her delegate(s)
7. City of Longmont, Phil Greenwald, Transportation Planning Manager and/or his delegate(s)
8. Town of Superior, Brannon Richards, Public Works Director or his delegate(s)
9. Boulder Valley School District, Landon Hilliard, Safe Routes to School Coordinator and/or his delegate(s)
10. St. Vrain Valley School District, Theresa Spires, Wellness Coordinator and/or Ryan Kragerud, GIS/Planner, and/or their delegate(s)

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

Pending funding, additional partners from other communities not yet listed will also be invited to participate in the development and implementation of this VZ SRTS Action Plan project.

Section 2. Local Match Availability

a. Is all the local match identified in your application currently available and not contingent on any additional decisions, and if a partnering agency is also committing match, do you have a commitment letter?

☒ Yes ☐ No

Please describe:

Per our attached Peer Agency Support forms (see attached) the following partners have committed project support and/or a financial contribution towards the project's match funds.

- $0K by Town of Superior
- $5K from City and County of Broomfield
- $5K from County of Weld
- $5K from Town of Erie
- $10K from City of Boulder
- $10K from City of Longmont
- $10K from City of Louisville
- $46K from County of Boulder
- $91K in Total Match Funds

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

☒ Yes ☐ No

Please describe:

Boulder County's Transportation Sales Tax Extension begins in 2024 and will support this project per Boulder County's Mobility And Access for All Ages And Abilities (MAAAA), a human services transportation plan and the following funded buckets:

- Community Transportation Partnerships: matching grant support for community-based mobility programs to leverage federal funding sources to improve accessibility for vulnerable and underserved populations.
- Active Transportation Education Programs: school-based multimodal and active transportation programs and public engagement on equitable transportation outcomes.

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:
Youth Transportation Planning has been identified in multiple public review processes and information mediums, including in relevant languages, during the strategic planning processes for

- Boulder County's Transportation Master Plan Update
- Boulder County's Environment and Sustainability Plan
- Boulder County's Mobility and Access for All Ages And Abilities Plan.

In addition, each proposed School Transportation Safety Assessment will also include additional public engagement in the languages relevant to that community.

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.
Adjacent property owners will not come into play during the Action Plan development phase but are expected to be invited to participate in/contribute to the completed of site-specific School Transportation Safety Assessments.

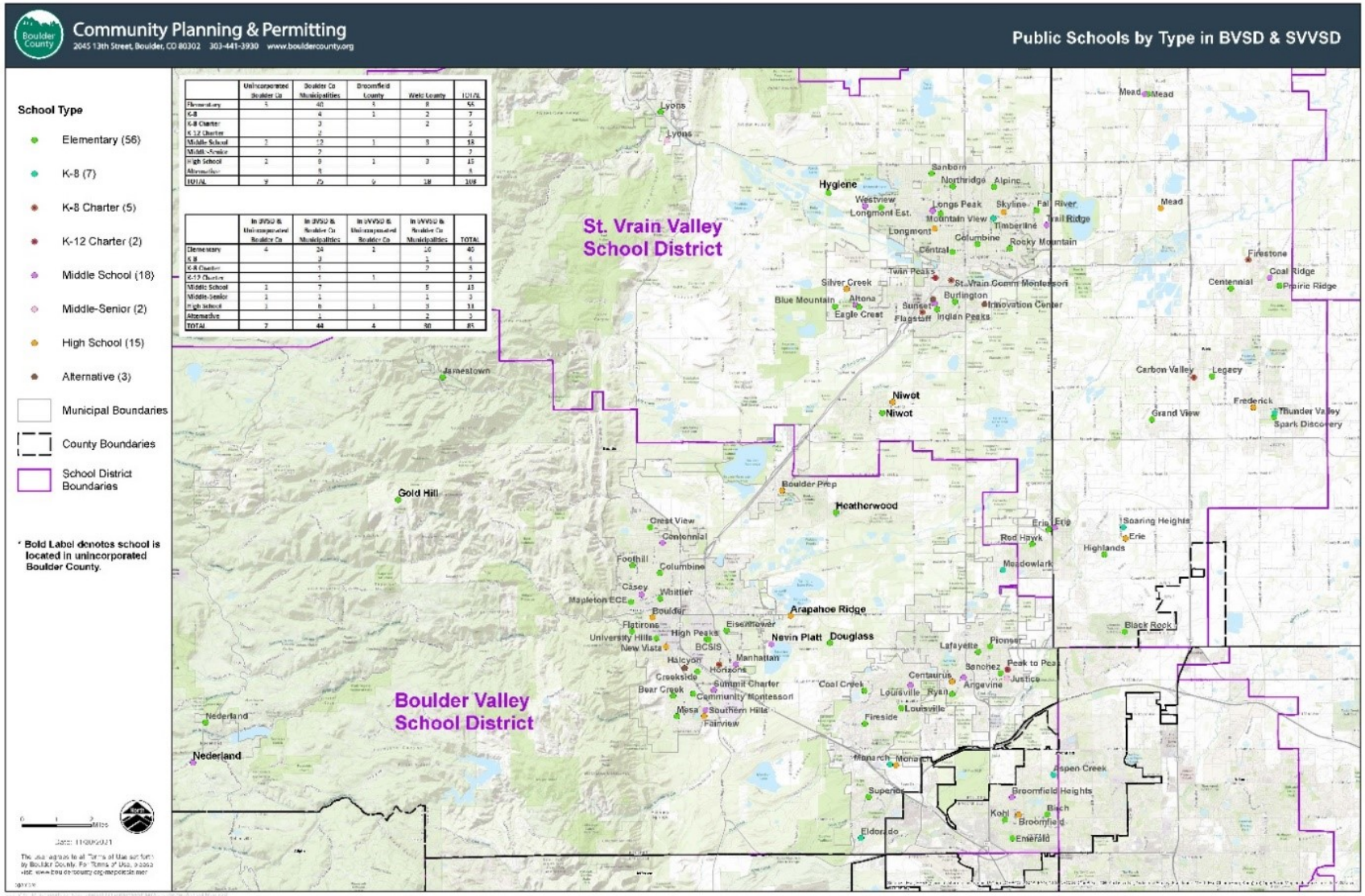
Submit completed applications through the TIP Data Hub no later than 3pm on January 27, 2023.

Prior to submitting, press Ctrl+A to select all, then press F9 to update all formulas. You can then print to PDF.

Vision Zero Safe Routes To School Action Plan - Subregional Project Location/Map

All K-12 Public & Charter Schools (84) operated by BVSD and SVVSD including schools in both unincorporated Boulder County and those within incorporated areas. If we were to include the schools which cross into Weld and Broomfield Counties, it's an additional 24 schools, totaling 108.

- The shared data in the maps below would be combined with other municipality's map data, including high injury network crash data, health and other equity data, history of prior programs and projects, and more, will be compiled and weighted by collaborative decision to determine the ranking criteria to produce a prioritized rank order of school to receive school transportation safety plan assessments.



Boulder County Vision Zero Safe Routes to School Action Plan (Study) DRCOG SubRegional TIP Call #4
Detailed Budget

ITEM	QUANTITY	UNIT	UNIT PRICE	BUDGET
Phase 1 - Vision Zero Safe Routes to School Action Plan Develop the tools needed to complete a Vision Zero Safe Routes to School Action Plan with a school prioritization matrix and corresponding database				
Action Plan Consultant(s)	1	Firm	$152,500	$152,500
Database Build Consultant(s)	1	Firm	$145,000	$145,000
School Transportation Safety Assessments Consultant(s)	1	Firm	$52,500	$52,500
			Subtotal	**$350,000**
Phase 2 - School Transportation Safety Assessments & Plans/Reports Based on the Action Plan, develop the tools needed to complete a School Transportation Safety Assessment & Report with project recommendations for each of the highest prioritized schools				
School Transportation Safety Assessments Consultant(s)	10	Report	$10,000	$100,000
			Subtotal	**$100,000**
Other Expenses				
	0		$0	$0
			Subtotal	**$0**
TOTALS				
			TOTAL PROJECT COST	**$450,000**
			DRCOG Request	$359,000
			(20.22% of Total Project Costs) MATCH Funds	$91,000

Subcontractor/Consultants Summary

Action Plan Consultant - Along side of the database and safety assessment consultant(s)m guide and manage the collaborative process with municipal partners to develop and complete the Vision Zero Safe Routes to School Action Plan.

Database Consultant(s) - Along side of the action plan and safety assessment consultant(s), guide the development of the Vision Zero Safe Routes to School Action Plan database to manage data inputs and outputs identified in the Action Plan and that will help collaborative partners track progress on addressing priority school's transportation safety needs.

School Transportation Safety Assessments Consultant(s) - Along side of the database and action plan consultant(s), guide and manage the collaborative process with municipal partners to develop and complete the School-Based School Transportation Safety Plan Assessments & Reports.

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. Providing additional project materials and attending meetings of the agency/forum from whom support is requested is encouraged.

☐ 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:		Local Agency: Boulder County
2. Project Sponsor: Boulder County	3. Current Supporting Agency(ies): Boulder County	
4. Contact Person: Cammie Piller Edson Email: cedson@bouldercounty.org	Title: Youth Transportation Program Manager Phone: 303-441-3935	

PROJECT DESCRIPTION		
5. Project Title: Vision Zero Safe Routes to School Action Plan		Total Project Cost: $450K
Project Location: All school zones in both Boulder Valley School District and St. Vrain Valley School District		Project Limits: (mileposts, intersecting roads, rivers, etc.) All school zones in both Boulder Valley School District and St. Vrain Valley School District
County: Boulder, Weld, & Broomfield	Municipality(ies): Boulder, Erie, Longmont, Lousiville, Lafayette, Lyons, Broomfield, Superior, Niwot, Nederland, Hygiene, Mead, Fredrick, Firestone, Unincorporated Boulder County communities	Project Length: 3 Years
Brief Description of Project: Develop a regional inter-agency Vision Zero Safe Routes to School Action Plan, including a standardized School Transportation Plan Assessment tool, which will be used to identify site specific recommendations for approximately 5-10 high priority school sites within Boulder County's two school districts.		

SUPPORT REQUEST

6. Based on who is requesting support (see #1), from whom are you are requesting support? *If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each*.
   - ☐ Subregional Forum, Specify:
   - ☒ Local Agency, Specify: City and County of Broomfield
7. Type of Support Requested:
   - ☐ Support Only
   - ☒ Financial Pledge: ☐ Subregional Funds: Amount:
     ☒ Local (non-DRCOG) Funds: Amount: $5K
8. Please type your name and date below which certifies the above information is accurate and complete:
   Name: Cammie Piller Edson Date: 12/09/2022

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 & County of Broomfield
10. Contact person at supporting forum/agency: Sarah Grant

Title: Transportation Manager Email: SGrant@broomfield.org Phone: 303-438-6385

11. Does your subregion/agency support this project? ☒ Yes ☐ No
12. Does your subregion/agency pledge financial support to this project, if requested?
    ☒ Yes ☐ No ☐ N/A
    If yes, provide amount: $5,000 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: Sarah Grant, Transportation Manager Date: 1/13/2023

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. Providing additional project materials and attending meetings of the agency/forum from whom support is requested is encouraged.

☐ 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:		Local Agency: Boulder County
2. Project Sponsor: Boulder County	3. Current Supporting Agency(ies): Boulder County	
4. Contact Person: Cammie Piller Edson Email: cedson@bouldercounty.org	Title: Youth Transportation Program Manager Phone: 303-441-3935	

PROJECT DESCRIPTION		
5. Project Title: Vision Zero Safe Routes to School Action Plan		Total Project Cost: $450K
Project Location: All school zones in both Boulder Valley School District and St. Vrain Valley School District		Project Limits: (mileposts, intersecting roads, rivers, etc.) All school zones in both Boulder Valley School District and St. Vrain Valley School District
County: Boulder, Weld, & Broomfield	Municipality(ies): Boulder, Erie, Longmont, Lousiville, Lafayette, Lyons, Broomfield, Superior, Niwot, Nederland, Hygiene, Mead, Fredrick, Firestone, Unincorporated Boulder County communities	Project Length: 3 Years
Brief Description of Project: Develop a regional inter-agency Vision Zero Safe Routes to School Action Plan, including a standardized School Transportation Plan Assessment tool, which will be used to identify site specific recommendations for approximately 5-10 high priority school sites within Boulder County's two school districts.		

SUPPORT REQUEST

6. Based on who is requesting support (see #1), from whom are you are requesting support? *If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each*.
   - ☐ Subregional Forum, Specify:
   - ☒ Local Agency, Specify: Town of Superior
7. Type of Support Requested:
   - ☒ Support Only
   - ☐ Financial Pledge: ☐ Subregional Funds: Amount:
   - ☐ Local (non-DRCOG) Funds: Amount:
8. Please type your name and date below which certifies the above information is accurate and complete:
   Name: Cammie Piller Edson Date: 12/09/2022

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: Boulder County Local Agency: Town of Superior
10. Contact person at supporting forum/agency: Brannon Richards

Title: Public Works Director	Email: brannonr@superiorcolorado.gove	Phone: 303-499-3675x111

11. Does your subregion/agency support this project? ☒ Yes ☐ No
12. Does your subregion/agency pledge financial support to this project, if requested?
    ☐ Yes ☒ No ☐ 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: Brannon Richards Date: 12/19/2023

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. Providing additional project materials and attending meetings of the agency/forum from whom support is requested is encouraged.

☐ 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:		Local Agency: Boulder County
2. Project Sponsor: Boulder County	3. Current Supporting Agency(ies): Boulder County	
4. Contact Person: Cammie Piller Edson Email: cedson@bouldercounty.org	Title: Youth Transportation Program Manager Phone: 303-441-3935	

PROJECT DESCRIPTION		
5. Project Title: Vision Zero Safe Routes to School Action Plan		Total Project Cost: $450K
Project Location: All school zones in both Boulder Valley School District and St. Vrain Valley School District		Project Limits: (mileposts, intersecting roads, rivers, etc.) All school zones in both Boulder Valley School District and St. Vrain Valley School District
County: Boulder, Weld, & Broomfield	Municipality(ies): Boulder, Erie, Longmont, Lousiville, Lafayette, Lyons, Broomfield, Superior, Niwot, Nederland, Hygiene, Mead, Fredrick, Firestone, Unincorporated Boulder County communities	Project Length: 3 Years
Brief Description of Project: Develop a regional inter-agency Vision Zero Safe Routes to School Action Plan, including a standardized School Transportation Plan Assessment tool, which will be used to identify site specific recommendations for approximately 5-10 high priority school sites within Boulder County's two school districts.		

SUPPORT REQUEST

6. Based on who is requesting support (see #1), from whom are you are requesting support? *If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each*.
   - ☐ Subregional Forum, Specify:
   - ☒ Local Agency, Specify: Town of Erie
7. Type of Support Requested:
   - ☐ Support Only
   - ☒ Financial Pledge: ☐ Subregional Funds: Amount:
     ☒ Local (non-DRCOG) Funds: Amount: $5K
8. Please type your name and date below which certifies the above information is accurate and complete:
   Name: Cammie Piller Edson Date: 12/09/2022

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: Town of Erie
10. Contact person at supporting forum/agency: Carlos Hernandez

Title: Senior Transportation Planner | Email: chernandez@erieco.gov | Phone: 720-737-1253

11. Does your subregion/agency support this project? ☒ Yes ☐ No
12. Does your subregion/agency pledge financial support to this project, if requested?
    ☒ Yes ☐ No ☐ N/A
    If yes, provide amount: $5K Fiscal year(s) funds are provided in: 2026
    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: Carlos Hernandez Date: 1/5/2023

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. Providing additional project materials and attending meetings of the agency/forum from whom support is requested is encouraged.

☐ 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:		Local Agency: Boulder County
2. Project Sponsor: Boulder County	3. Current Supporting Agency(ies): Boulder County	
4. Contact Person: Cammie Piller Edson Email: cedson@bouldercounty.org	Title: Youth Transportation Program Manager Phone: 303-441-3935	

PROJECT DESCRIPTION		
5. Project Title: Vision Zero Safe Routes to School Action Plan		Total Project Cost: $450K
Project Location: All school zones in both Boulder Valley School District and St. Vrain Valley School District		Project Limits: (mileposts, intersecting roads, rivers, etc.) All school zones in both Boulder Valley School District and St. Vrain Valley School District
County: Boulder, Weld, & Broomfield	Municipality(ies): Boulder, Erie, Longmont, Lousiville, Lafayette, Lyons, Broomfield, Superior, Niwot, Nederland, Hygiene, Mead, Fredrick, Firestone, Unincorporated Boulder County communities	Project Length: 3 Years
Brief Description of Project: Develop a regional inter-agency Vision Zero Safe Routes to School Action Plan, including a standardized School Transportation Plan Assessment tool, which will be used to identify site specific recommendations for approximately 5-10 high priority school sites within Boulder County's two school districts.		

SUPPORT REQUEST

6. Based on who is requesting support (see #1), from whom are you are requesting support? *If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each*.
   - ☐ Subregional Forum, Specify:
   - ☒ Local Agency, Specify: City of Boulder
7. Type of Support Requested:
   - ☐ Support Only
   - ☒ Financial Pledge: ☐ Subregional Funds: Amount:
     ☒ Local (non-DRCOG) Funds: Amount: $10K
8. Please type your name and date below which certifies the above information is accurate and complete:
   Name: Cammie Piller Edson Date: 12/09/2022

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: Jean Sanson

Title: Principal Planner Email: sansonj@bouldercolorado.gov Phone: 303.870.5227

11. Does your subregion/agency support this project? ☒ Yes ☐ No
12. Does your subregion/agency pledge financial support to this project, if requested?
    ☒ Yes ☐ No ☐ N/A
    If yes, provide amount: $10K Fiscal year(s) funds are provided in: 2025
    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: 1/2/23

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. Providing additional project materials and attending meetings of the agency/forum from whom support is requested is encouraged.

☐ 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:		Local Agency: Boulder County
2. Project Sponsor: Boulder County	3. Current Supporting Agency(ies): Boulder County	
4. Contact Person: Cammie Piller Edson Email: cedson@bouldercounty.org	Title: Youth Transportation Program Manager Phone: 303-441-3935	

PROJECT DESCRIPTION		
5. Project Title: Vision Zero Safe Routes to School Action Plan		Total Project Cost: $450K
Project Location: All school zones in both Boulder Valley School District and St. Vrain Valley School District		Project Limits: (mileposts, intersecting roads, rivers, etc.) All school zones in both Boulder Valley School District and St. Vrain Valley School District
County: Boulder, Weld, & Broomfield	Municipality(ies): Boulder, Erie, Longmont, Lousiville, Lafayette, Lyons, Broomfield, Superior, Niwot, Nederland, Hygiene, Mead, Fredrick, Firestone, Unincorporated Boulder County communities	Project Length: 3 Years
Brief Description of Project: Develop a regional inter-agency Vision Zero Safe Routes to School Action Plan, including a standardized School Transportation Plan Assessment tool, which will be used to identify site specific recommendations for approximately 5-10 high priority school sites within Boulder County's two school districts.		

SUPPORT REQUEST

6. Based on who is requesting support (see #1), from whom are you are requesting support? *If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each*.
   - ☐ Subregional Forum, Specify:
   - ☒ Local Agency, Specify: City of Louisville

7. Type of Support Requested:
   - ☐ Support Only
   - ☒ Financial Pledge: ☐ Subregional Funds: Amount:
   - ☒ Local (non-DRCOG) Funds: Amount: $10K

8. Please type your name and date below which certifies the above information is accurate and complete:
   Name: Cammie Piller Edson Date: 12/09/2022

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: Boulder County Local Agency: City of Louisville

10. Contact person at supporting forum/agency: Megan Davis

Title: Deputy City Manager | Email: mdavis@louisvilleco.gov | Phone: 303-335-4539

11. Does your subregion/agency support this project? ☒ Yes ☐ No
12. Does your subregion/agency pledge financial support to this project, if requested?
    ☒ Yes ☐ No ☐ N/A
    If yes, provide amount: $10,000 Fiscal year(s) funds are provided in: 2025
    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: Megan Davis Date: 1/23/2023

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. Providing additional project materials and attending meetings of the agency/forum from whom support is requested is encouraged.

☐ 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:		Local Agency: Boulder County
2. Project Sponsor: Boulder County	3. Current Supporting Agency(ies): Boulder County	
4. Contact Person: Cammie Piller Edson Email: cedson@bouldercounty.org	Title: Youth Transportation Program Manager Phone: 303-441-3935	

PROJECT DESCRIPTION		
5. Project Title: Vision Zero Safe Routes to School Action Plan		Total Project Cost: $450K
Project Location: All school zones in both Boulder Valley School District and St. Vrain Valley School District		Project Limits: (mileposts, intersecting roads, rivers, etc.) All school zones in both Boulder Valley School District and St. Vrain Valley School District
County: Boulder, Weld, & Broomfield	Municipality(ies): Boulder, Erie, Longmont, Lousiville, Lafayette, Lyons, Broomfield, Superior, Niwot, Nederland, Hygiene, Mead, Fredrick, Firestone, Unincorporated Boulder County communities	Project Length: 3 Years

Brief Description of Project: Develop a regional inter-agency Vision Zero Safe Routes to School Action Plan, including a standardized School Transportation Plan Assessment tool, which will be used to identify site specific recommendations for approximately 5-10 high priority school sites within Boulder County's two school districts.

SUPPORT REQUEST

6. Based on who is requesting support (see #1), from whom are you are requesting support? *If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each*.
   - ☐ Subregional Forum, Specify:
   - ☒ Local Agency, Specify: City of Longmont

7. Type of Support Requested:
   - ☐ Support Only
   - ☒ Financial Pledge: ☐ Subregional Funds: Amount:
   - ☒ Local (non-DRCOG) Funds: Amount: $10K

8. Please type your name and date below which certifies the above information is accurate and complete:
   Name: Cammie Piller Edson Date: 12/09/2022

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: Boulder County Local Agency: City of Longmont

10. Contact person at supporting forum/agency: Phil Greenwald

Title: Transportation Planning Manager	Email: phil.greenwald@longmontcolorado.gov	Phone: 303-651-8335

11. Does your subregion/agency support this project? ☒ Yes ☐ No
12. Does your subregion/agency pledge financial support to this project, if requested?
    ☒ Yes ☐ No ☐ N/A
    If yes, provide amount: $10,000 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: Phil Greenwald Date: 01/23/2023

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. Providing additional project materials and attending meetings of the agency/forum from whom support is requested is encouraged.

☐ 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:		Local Agency: Boulder County
2. Project Sponsor: Boulder County	3. Current Supporting Agency(ies): Boulder County	
4. Contact Person: Cammie Piller Edson Email: cedson@bouldercounty.org	Title: Youth Transportation Program Manager Phone: 303-441-3935	

PROJECT DESCRIPTION		
5. Project Title: Vision Zero Safe Routes to School Action Plan		Total Project Cost: $450K
Project Location: All school zones in both Boulder Valley School District and St. Vrain Valley School District		Project Limits: (mileposts, intersecting roads, rivers, etc.) All school zones in both Boulder Valley School District and St. Vrain Valley School District
County: Boulder, Weld, & Broomfield	Municipality(ies): Boulder, Erie, Longmont, Lousiville, Lafayette, Lyons, Broomfield, Superior, Niwot, Nederland, Hygiene, Mead, Fredrick, Firestone, Unincorporated Boulder County communities	Project Length: 3 Years
Brief Description of Project: Develop a regional inter-agency Vision Zero Safe Routes to School Action Plan, including a standardized School Transportation Plan Assessment tool, which will be used to identify site specific recommendations for approximately 5-10 high priority school sites within Boulder County's two school districts.		

SUPPORT REQUEST

6. Based on who is requesting support (see #1), from whom are you are requesting support? *If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each*.
   - ☐ Subregional Forum, Specify:
   - ☒ Local Agency, Specify: Weld County
7. Type of Support Requested:
   - ☐ Support Only
   - ☒ Financial Pledge: ☐ Subregional Funds: Amount:
   - ☒ Local (non-DRCOG) Funds: Amount: $5K
8. Please type your name and date below which certifies the above information is accurate and complete:
   Name: Cammie Piller Edson Date: 12/09/2022

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: Weld County
10. Contact person at supporting forum/agency: Elizabeth Relford

Title: Deputy Director Email: erelford@weld.gov Phone: 970-400-3748

11. Does your subregion/agency support this project? ☒ Yes ☐ No
12. Does your subregion/agency pledge financial support to this project, if requested?
    ☒ Yes ☐ No ☐ N/A
    If yes, provide amount: $5,000.00 Fiscal year(s) funds are provided in: 2023
    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: Elizabeth Relford Date: 1/11/2023

Denver Regional Council of Governments
Todd Cottrell, Senior Planner
1001 17th Street, Suite 700
Denver, CO 80202
tcottrell@drcog.org

January 17, 2023

Mr. Cottrell:

Bicycle Colorado is pleased to provide this letter of support of the Boulder County's Subregional TIP application for the **Boulder County Vision Zero Safe Routes to School Action Plan** for the DRCOG FY 2024-2027 Share (Call #4) Air Quality Multimodal (AQ/MM) track.

Youth ages 18 and under are currently the largest demographic age group in Boulder County, yet very few youth-specific comprehensive transportation planning efforts have been undertaken in Boulder County to-date. As a result, when requests to fund youth transportation projects go out to the many overlapping jurisdictions involved- multiple cities and towns, county, and two school districts- these requests are often out of sync with existing budgets and are difficult to fund.

The project would develop a regional inter-agency Vision Zero Safe Routes To School five- year action plan which would:

- Determine Vision Zero and Safe Routes goals for those under age 18 in Boulder County, existing Conditions and develop Strategies/Emphasis Areas for safety improvement strategies, and develop a School Prioritization Matrix and management database.
- Develop a standardized data collection, assessment, and reporting tool to complete School Transportation Safety Plans and complete School Transportation Safety Plans for the highest prioritized schools to identify specific infrastructure or non-infrastructure projects and/or programs to improve safety.

Partners would then be able to proactively collaborate on next steps to fund safety improvement projects and programs at prioritized locations.

This project would geographically involve all local municipalities within Boulder Valley School District and St. Vrain Valley School District K-12 public schools. The project is also consistent with the Boulder County Transportation Master Plan, the Boulder County Mobility and Access for All Ages and Abilities Plan, and the Boulder County Environmental & Sustainability Plan.

For all these reasons we support funding the Boulder County Vision Zero Safe Routes to School Action Plan. Thank you for your consideration of Boulder County's application for this important project.

Sincerely,

Rachel Hultin
Sustainable Transportation Director
Bicycle Colorado

COMMUNITY CYCLES
Creating a culture of cycling

2601 SPRUCE ST, UNIT B
BOULDER, CO 80302

COMMUNITYCYCLES.ORG

Community Cycles is made up of people who ride bicycles, love bicycles, and support bicycle-based transportation. We promote abundant and equitable access to safe cycling infrastructure for everyone in our community.

Community Cycles Letter of Support for the **Vision Zero Safe Routes to School Action Plan** TIP Application FY 2024-2027 (Call #4)

Our youth are the biggest demographic in Boulder County and an effective method to fund youth transportation projects is needed.

This Vision Zero Safe Routes To School Plan will be important so goals are set and a strategy developed to achieve those goals for our youth. The data gained will allow the highest prioritized schools to identify specific infrastructure projects or programs to improve safety.

Community Cycles supports the funding of the Boulder County Vision Zero Safe Routes to School Action Plan to improve the safety of our youth. Thank you for your consideration of Boulder County's application for this important project.

==========

Sincerely
Community Cycles Advocacy Committee

Denver Regional Council of Governments
Todd Cottrell, Senior Planner
1001 17th Street, Suite 700
Denver, CO 80202
tcottrell@drcog.org

10 January, 2023

Mr. Cottrell:

Cyclists 4 Community, 501(c)(3) is pleased to provide this letter of support of the Boulder County's Subregional TIP application for the Boulder County Vision Zero Safe Routes to School Action Plan for the DRCOG FY 2024-2027 Share (Call #4) Air Quality Multimodal (AQ/MM) track.

Youth ages 18 and under are currently the largest demographic age group in Boulder County, yet very few youth-specific comprehensive transportation planning efforts have been undertaken in Boulder County to-date. As a result, when requests to fund youth transportation projects go out to the many overlapping jurisdictions involved- multiple cities and towns, county, and two school districts- these requests are often out of sync with existing budgets and are difficult to fund.

The project would develop a regional inter-agency Vision Zero Safe Routes To School five- year action plan which would:

- Determine Vision Zero and Safe Routes goals for those under age 18 in Boulder County, existing Conditions and develop Strategies/Emphasis Areas for safety improvement strategies, and develop a School Prioritization Matrix and management database.
- Develop a standardized data collection, assessment, and reporting tool to complete School Transportation Safety Plans and complete School Transportation Safety Plans for the highest prioritized schools to identify specific infrastructure or non-infrastructure projects and/or programs to improve safety.

Partners would then be able to proactively collaborate on next steps to fund safety improvement projects and programs at prioritized locations.

This project would geographically involve all local municipalities within Boulder Valley School District and St. Vrain Valley School District K-12 public schools. The project is also consistent with the Boulder County Transportation Master Plan, the Boulder County Mobility and Access for All Ages and Abilities Plan, and the Boulder County Environmental & Sustainability Plan.

It is the opinion of C4C that the sum of Boulder County's Transportation Master Plan is a national leader in its vision for multi-modal network connectivity that leads on our greatest challenges. Let's fund it..

Sincerely,

Matt Muir, Operations Manager
matt@c4community.org
c4community.org

TO:
Denver Regional Council of Governments
Todd Cottrell, Senior Planner
1001 17th Street, Suite 700
Denver, CO 80202
tcottrell@drcog.org

FROM:
John Tayer, President & CEO, Boulder Chamber
Amanda Mansfield, Executive Director, Boulder Transportation Connections & Senior Manager of Transportation, Boulder Chamber
Jonathan Singer, Senior Director of Policy Programs, Boulder Chamber

SUBJECT:
Boulder County TIP Funding Applications

January 23, 2023

Dear Mr. Cottrell:

The Boulder Chamber and Boulder Transportation Connections (BTC) is pleased to provide this letter of support for all of Boulder County's ten Subregional TIP applications. The complete list of applications is below.

1. CO 119 Bikeway: Foothills - Jay
2. CO 119 Bikeway: Airport - Hover
3. CO 119 Bikeway: Niwot - Airport
4. LoBo Trail - Jay Rd Connection
5. Vision Zero Safe Routes to School Action Plan
6. Countywide Strategic Transit Plan
7. South Boulder Rd Rapid Transit and Multimodal Corridor Plan
8. Lafayette/Louisville/Boulder Protected Bikeway Feasibility Study
9. Super Flex SE Boulder County
10. CO 93 Bikeway Feasibility Study

Boulder County's proposed projects will provide safe, convenient, affordable, accessible and environmentally sustainable regional transportation options for residents, employees and the broader public traveling throughout Boulder County. Each one of these projects would take Boulder County one step closer to its Vision Zero goals, reduce greenhouse gases and provide more viable options and choices beyond the single occupant vehicle for traveling in and around the county. All the projects together will help Boulder County and the larger community make significant progress toward reaching these goals.

All of Boulder County's projects for this round of TIP funding build off prior studies and reports and are consistent with regional planning documents.

Connection to Community Economic Vitality
An effective transportation system focuses on regional multi-modal forms of transportation that serve the transportation needs of all travelers, including historically underserved groups (HUGs). Such a transportation system is a key requirement for a community's economic vitality, including its ability to attract and retain workers across the full economic spectrum. This is particularly the case for Boulder County due to the high cost of living and limited housing options, resulting in a local economy that depends on a workforce that commutes from long distances into our region.

Each of Boulder County's Subregional TIP grant applications are an important step in providing more convenient, cost-effective and environmentally sustainable transportation options for corridor-wide employees and residents. We strongly support the Boulder County project application team in requesting funding to contribute to the buildout of much needed regional pedestrian, bicycle, and transit connections serving communities across the County.

For all these reasons we support funding all of Boulder County's TIP grant applications. Thank you for your consideration of Boulder County's applications for these important and impactful projects.

Sincerely,

John Tayer, President & CEO, Boulder Chamber

Amanda Mansfield, Executive Director, Boulder Transportation Connections & Senior Manager of Transportation, Boulder Chamber

Jonathan Singer, Senior Director of Policy Programs, Boulder Chamber

Commuting Solutions

287 Century Circle, Suite 103 Louisville, CO 80027 303.604.4383
commutingsolutions.org

Denver Regional Council of Governments

Todd Cottrell, Senior Planner
1001 17th Street, Suite 700
Denver, CO 80202
tcottrell@drcog.org

1/12/2023

Mr. Cottrell:

Commuting Solutions is pleased to provide this letter of support for all of Boulder County's Subregional TIP applications. Complete list of applications is below.

CO 119 Bikeway: Foothills- Jay
CO 119 Bikeway: Airport- Hover
CO 119 Bikeway: Niwot- Airport
LoBo Trail - Jay Rd Connection
Vision Zero Safe Routes to School Action Plan
Countywide Strategic Transit Plan
South Boulder Rd Rapid Transit and Multimodal Corridor Plan
Lafayette/Louisville/Boulder Protected Bikeway Feasibility Study
Super Flex SE Boulder County
CO 93 Bikeway Feasibility Study

Each one of the projects would take Boulder County one step closer to their Vision Zero goals, reduce greenhouse gases and provide more viable options and choices beyond the single occupant vehicle for traveling in and around the county. All the projects taken as a whole propel us leaps towards the goals.

All of the projects in the applications build off of prior studies and reports and are consistent with regional planning documents.

For all these reasons we support funding all ten of Boulder County's TIP grant applications. Thank you for your consideration of Boulder County's application for these important projects.

Sincerely,

Audrey DeBarros

Audrey DeBarros
Executive Director