

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

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

**Funding Available:** \$8,329,000 for this subregion and this AQ/MM Track. In the AQ/MM Track, a majority of the funding is in FY26 and FY27, with a very small amount in FY25.

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

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

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

**Application Submittals:** submit the items below online through the submittal link on the [TIP Data Hub](#)

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

**Other Notable items:**

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

# APPLICATION FORMAT

The AQ/MM Subregional Share application contains two parts: *project information* and *evaluation questions*.

## Project Information

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

## Evaluation Questions

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

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

### Section A. Subregional Impact of Proposed Projects ..... 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 <b>substantially</b> address a <b>major</b> subregional problem and benefit people and businesses in multiple communities.
4	The project benefits will <b>significantly</b> address a <b>major</b> subregional problem primarily benefiting people and businesses in one community.
3	The project benefits will either <b>moderately</b> address a <b>major</b> subregional problem or <b>significantly</b> address a <b>moderate</b> -level subregional problem.
2	The project benefits will <b>moderately</b> address a <b>moderate</b> -level subregional problem.
1	The project benefits will address a <b>minor</b> 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 <b>substantial</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>top fifth</b> of applications based on the magnitude of benefits in that priority area.
4	The project provides demonstrable <b>significant</b> benefits in the 2050 MVRTP priority area.
3	The project provides demonstrable <b>moderate</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>middle fifth</b> of applications based on the magnitude of benefits in that priority area.
2	The project provides demonstrable <b>modest</b> benefits in the 2050 MVRTP priority area.
1	The project provides demonstrable <b>slight</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>bottom fifth</b> of applications based on the magnitude of benefits in that priority area.
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	20-39.9%
1	10.1-19.9%
0	10%

**Section D. Project Readiness ..... 10%**

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

5	<b>Substantial</b> readiness is demonstrated and all known obstacles that are likely to result in project delays have been mitigated.
4	<b>Significant</b> readiness is demonstrated and several known obstacles that are likely to result in project delays have been mitigated.
3	<b>Moderate</b> readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
2	<b>Slight</b> readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
1	<b>Few</b> mitigation or readiness activities have been demonstrated.
0	<b>No</b> mitigation or readiness activities have been demonstrated.

## Project Information

1. Project Title	SE Boulder County SuperFlex Demand-Responsive Transit Service ("SuperFlex")		
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>	Start point: Click or tap here to enter text. End point: Click or tap here to enter text. OR Geographic Area: Erie, Lafayette, Louisville, Superior		
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>	Boulder County		
4. Project Contact Person:			
Name: Angel Bond		Title: Mobility for All Program Manager	
Phone: 720-564-2218		Email: <a href="mailto:abond@bouldercounty.org">abond@bouldercounty.org</a>	
5. Required CDOT and/or RTD Concurrence: Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?			<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable concurrence documentation</i>
6. What planning document(s) identifies this project?  <i>Provide link to document(s) and referenced page number if possible, or provide documentation in the supplement</i>	If this project is listed in the <a href="#">DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)</a> , provide the staging period: Click or tap here to enter text.		
	Local/Regional/Subregional plan:	Planning Document Title: 2006 Boulder County Transit Enhancement Plan; 2020 Boulder County Transportation Master (TMP) Plan; 2022 Boulder County Coordinated Human Services Plan (CHSTP) (known as the Mobility and Access for All Ages and Abilities Plan (MAAAP))  Adopting agency (local agency Council, CDOT, RTD, etc.): Boulder County  Provide date of adoption by council/board/commission, if applicable: TMP was adopted by the Board of County Commissioners (BOCC) in Feb 2020; CHSTP was adopted by the BOCC in July 2022.	
	Please describe public review/engagement to date:	We have conducted virtual and in-person engagement between 2017 and 2022 using both the "open house" and "public hearing" formats during the Transportation Master and Coordinated Human Services Transportation Planning processes.  Additionally, we have received public input during our routine community-based planning and engagement processes, such as the Mobility and Access Coalition monthly meetings, Mobility for All Community Conversations, routine updates to the Housing and Human Services East Boulder County Local Area Collaborative and Intellectual and Developmental Disability Mill Levy Advisory Board monthly meetings.	
	Other pertinent details:	Boulder County is the Project Sponsor for this grant application. If awarded funds, we will partner with RTD and Via Mobility Services to ensure coordination of existing services with the new overlay expansion.	
7. Identify the project's <b>key phases and the anticipated schedule of phase milestones.</b> (phases and dates should correspond with the "Phase to be Initiated" in the Funding Breakdown table below)			

Phases to be included:	Major phase milestones:	Anticipated completion date (based on 8/16/2023 DRCOG approval date): (MM/YYYY)
	<input type="checkbox"/> Preconstruction (including studies) <input type="checkbox"/> Construction <input type="checkbox"/> Both	
<b>REQUIRED FOR ALL PHASES</b>	Intergovernmental Agreement (IGA) executed with CDOT/RTD (Assumed process is 4-9 months; any work performed before execution is NOT reimbursable)	01/2025
<input type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	Enter Date
	Design scoping meeting held with CDOT (if no consultant):	Enter Date
	FIR (Field Inspection Review):	Enter Date
	FOR (Final Office Review):	Enter Date
<input type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	Enter Date
	Environmental scoping meeting held with CDOT (if no consultant):	Enter Date
<input type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	Enter Date
	Estimated number of parcels to acquire: <input type="text" value="Enter Number"/>	
	ROW acquisition completed:	Enter Date
<input type="checkbox"/> Construction	Required clearances:	Enter Date
	Project publicly advertised:	Enter Date
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	Enter Date
<input checked="" type="checkbox"/> Bus Service	Service begins:	08/2025
<input checked="" type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	02/2025
<input type="checkbox"/> Other Phase not Listed Describe: Describe	First invoice submitted to CDOT/RTD:	Enter Date

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

Although progress has been made in addressing human services transportation gaps in Southeast Boulder County (SE BoCo) over the last 5+ years, the current demand-responsive transit service is not fully meeting the needs of its riders, the majority of whom have historically been underserved. Travel needs do not necessarily follow jurisdictional boundaries; however, the system has largely been set up that way with FlexRides for individual jurisdictions with extremely limited ability to cross boundaries.

Demand-responsive transit service riders are primarily older adults, people with disabilities, low-income individuals, and youths. Most of the resources they need, such as the Clinica Family Health Center and Sister Carmen Community Center Food Pantry, are located in Lafayette, so residents in other areas would have to transfer from the Louisville and Superior RTD FlexRides to Boulder County's Ride Free Lafayette (RFL); this process has been time-consuming, inefficient, and cumbersome for the user and is only used in the most desperate situations. Inefficiencies have also been exacerbated by the fact that the RTD FlexRides and RFL use different software and cannot be easily coordinated. In addition, RFL's software has more limited functionality, including being unable to decline rides or limit the time between individual passenger trip requests. This has led to a decline in service quality, particularly during peak times, and an increase in trips being cancelled (30% as of August 2022).

In the wake of the Marshall Fire, Boulder County and RTD were able to create a unified SE BoCo on-demand service area by combining RFL (2 cutaway buses) and the two RTD FlexRide services (2 cutaway buses) to allow Superior and Louisville residents who were displaced by the Marshall Fire and living or working in different areas to better access the Disaster Assistance Center in Lafayette. This approach proved successful but was only set up on a temporary basis.

In addition, some areas, such as Erie, don't have any demand-responsive transit service at all, which negatively impacts residents' quality of life. There remains a gap to fill in SE BoCo to provide a seamless local point-to-point mobility option that is equitable, affordable and accessible.

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

**Roadway**

☐ Operational Improvements

**Grade Separation**

☐ Roadway

☐ Railway

☐ Bicycle

☐ Pedestrian

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

☐ Rapid Transit Capacity (2050 MVRTP)

☐ Mobility Hub(s)

☐ Transit Planning Corridors

☒ Transit Facilities/Service (Expansion/New)

☐ **Safety Improvements**

**Active Transportation Improvements**

☐ Bicycle Facility

☐ Pedestrian Facility

☒ **Air Quality Improvements**

☐ **Improvements Impacting Freight**

**Multimodal Mobility** (i.e., accommodating a broad range of users)

☐ Complete Streets Improvements

☐ **Study**

☐ **Other**, briefly describe: Click or tap here to enter text.

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

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

This project proposal is for service operating costs and software to pilot new demand-response transit vehicles in SE BoCo that cross municipal boundaries to provide more seamless travel. The proposed concept is to gradually increase service over the course of three years (one vehicle the first year, 1.5 vehicles the second year, and two the third year). Example vehicles are shown in **Exhibit 1** of the addendum.

This project will coordinate new service with the existing two RTD FlexRide services in Louisville and Superior (1 vehicle each), the Boulder County-operated Ride Free Lafayette (RFL) (2 vehicles), and any potential new demand-response services in Erie. This project will also include shifting the RFL to the same software that RTD uses for FlexRide.

Service performance will be monitored throughout the three-year pilot period to identify areas of improvement, make adjustments to service as needed, and ensure coordination and efficiencies within the overall demand-responsive transit system.

- 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.*

The SuperFlex service area and initial service plan have been identified, as described in this application. Boulder County has coordinated with community partners who will help market the service and provide feedback and is currently working with RTD regarding next steps for software procurement and potential service FlexRide/fixed route changes to fully integrate all services (which would require their standard public process). If this project is funded, the county is poised to develop an RFP for services, building off the RFP used for Ride Free Lafayette.

- 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: \$2.284M

Outline the differences between the scope outlined above and the reduced scope: The proposed scope is based on increasing service from one (1) vehicle the first year to one and a half (1.5) the second year, and two (2) the third year to match anticipated demand. If less money were available, the service equivalent would remain at one (1) vehicle for all three years.

Project Financial Information and Funding Request <span style="color: red;">(All funding amounts in \$1,000s)</span>		
<i>To update the formulas below, enter your information, highlight the formulas, and press F9 or right-click and select Update Field.</i>		
<b>Total amount of Subregional Share Funding Request (in \$1,000's)</b> <i>(Not to exceed 90% of the total project cost)</i>  <input type="checkbox"/> Check box if requesting <b>only</b> state MMOF funds (requires minimum 50% local funds) <sup>1</sup>	\$3,434	89.90% of total project cost
<b>Match Funds (in \$1,000's)</b> List each funding source and contribution amount.	Contribution Amount	% Contribution to Overall Project Total
Boulder County	\$311	8.1%
City of Louisville	\$35	0.9%

Town of Erie	\$25	0.7%
Town of Superior	\$15	0.4%
Click or tap here to enter text.	\$Match Amount	0.0%
Click or tap here to enter text.	\$Match Amount	0.0%
<b>Total Match</b> <i>(private, local, state, regional, or federal)</i>	<b>\$ 386</b>	<b>10.1%</b>
<b>Project Total</b> <b>\$ 3,820</b>		
<b>Notes:</b>	1. If you elect to ONLY receive state MMOF and per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge. Federal Heights, Lakeside, Larkspur, Sheridan, and Ward are <u>not</u> required to provide a match on the MMOF funds. All sponsors will still be required to have 20% match on any added federal funds.	



**Funding Breakdown (in \$1,000s) (by program year)<sup>1</sup>** (Total funding should match the Project Total from above)*To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.*

	FY 2025	FY 2026	FY 2027	Total
DRCOG Requested Funds	\$741	\$1,137	\$1,556	\$3,434
CDOT or RTD Supplied Funds <sup>2</sup>	\$Enter Amount	\$Enter Amount	\$Enter Amount	\$ 0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$83	\$128	\$175	\$ 386
Total Funding	824	1,265	1,731	\$3,820
Phase to be Initiated	Bus Service	Bus Service	Bus Service	
Notes:	<ol style="list-style-type: none"><li>1. Fiscal years are October 1 through September 30 (e.g., FY 2026 is October 1, 2025 through September 30, 2026). The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using a recommended minimum 3% inflation factor.</li><li>2. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source.</li></ol>			
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. <input checked="" type="checkbox"/>			

## 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](#).

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

Like many communities in the United States, Boulder County is seeing starker dichotomies of wealth within its residents. While countywide statistics depict a community of affluence, many county residents are struggling to find affordable housing and reliable transportation, which can limit their ability to get basic needs, such as food and health care, met. Recent Area Agency on Aging surveys and community conversations with Boulder County older adults indicated that transportation is one of their most critical concerns. 25% of Boulder County's residents rate the ease of getting to the places they normally visit as "poor or fair". This number increases to 60% when looking specifically at public transportation as the mode of transportation. This is further highlighted the 2022 Mobility and Access for All Ages and Abilities Plan addressed through its Transit Needs Index, shown in **Exhibit 2. SE Boulder County Transit Needs Index** in the addendum. The plan includes a priority to expand flexible transit connections in areas underserved by fixed-route transit to address transit service gaps in support of goals of Accessibility, Efficiency, and Reliability.

Demand-responsive transit helps people who can't or don't drive and for whom fixed route transit doesn't fully meet their needs. The current demand-responsive transit in SE BoCo has service limitations that keep people from riding, which degrades their quality of life. The current FlexRide and RFL service areas range from 5.1 to 8.8 square miles and cover under 20 square miles in total; the SuperFlex service area is proposed to be approximately 31.5 square miles with a more intuitive boundary that is more inclusive of key origins and destinations. The Project Location Map shows how the various service areas relate.

Over the years some minor adjustments to the demand-responsive services have been made to include "flagpole" connections to one or two key destinations that are in the next jurisdiction. For example, the Kestrel Boulder County Housing Authority Community in Louisville was added to the Ride Free Lafayette service area. These residents use RFL to reach a variety of basic need destinations in Lafayette, with two of the top destinations as the Kidney Center and Kaiser Permanente. These cross-jurisdictional connections have proven popular (though still very limited), and through community engagement for the MAAAAP, we have heard a desire from residents and city staff for a larger demand-responsive transit service area and more connections between Lafayette, Louisville, and Superior.

2. How will the proposed project address the specific transportation problem described in the **Problem Statement** (as submitted in Project Information, #8)? Relevant quantitative data in your response is required.

This project will address the limitations of the existing demand-responsive transit service. It will offer new point-to-point service through multiple jurisdictions in SE BoCo to seamlessly connect people with where they live and where they need to go. For example, with this service a resident of Louisville could take a one-seat ride to the food pantry or the health clinic in Lafayette instead of needing to transfer from one service to another. In addition, service will be expanded to Erie (which is also submitting a separate TIP application for new demand-responsive service). The service area has been specifically designed to be large enough to include low-income and senior housing, as well as key destinations, such as the Sister Carmen Food Bank, and small enough to manage efficient operations and meet demand.

This project will build on the previous post-Marshall Fire experience with a similar unified service area and will implement the new service incrementally over a three-year period, refining as needed along the way.

In addition, upgrading Ride Free Lafayette to the DemandTrans software and using that software for the FlexRides and the new SuperFlex proposed here will eliminate the issues RFL has experienced with its current software and will make it easier to coordinate services and deliver an efficient system.

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

This project benefits four municipalities in SE BoCo—Lafayette, Louisville, Superior, and Erie—providing residents with important transportation connections to basic needs, including food (grocery stores, the food pantry), employment, and health care. Boulder County staff have been collaborating on grant proposals with Town of Erie staff to ensure this project will be coordinated closely with the implementation of any potential new demand-responsive transit services for which the Town of Erie is able to secure funding.

4. Disproportionately Impacted and Environmental Justice Communities

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

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

	DI & EJ Population Groups	Number within ½ mile	% of Total	Regional %
Use 2015-2019 American Community Survey Data  (In the TIP Data Tool, use a 0.5 mile buffer)	a. Total population	94,319	-	-
	b. Total households	37,628	-	-
	c. Individuals of color	19,043	20%	33%
	d. Low-income households	2,312	6%	9%
	e. Individuals with limited English proficiency	1,440	2%	3%
	f. Adults age 65 and over	12,759	14%	13%
	g. Children age 5-17	16,647	18%	16%
	h. Individuals with a disability	3,310	4%	9%
	i. Households without a motor vehicle	1,093	3%	5%
	j. Households that are housing cost-burdened	9,839	26%	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*:

This demand-responsive transit project by design is set up to support the transportation needs of people in Disproportionately Impacted and Environmental Justice Communities, and that's one of the reasons why the SuperFlex project is so important. If we don't provide this service, who will? The importance of this type of service from an equity standpoint is well articulated by a Boulder County Housing Authority Resident Resource Coordinator: *"FlexRide and Ride Free Lafayette are enormously popular. They are invaluable for people with limited mobility who might not be able to make it to a bus stop and then stand in the sun for their bus to arrive. We have an aging population and many would like to give up their cars. Services like these fill so many needs and help people adjust to mass transit services."*

The quantitative analysis shows that within the project area, 18% of residents are children ages 5-17 (v. 16% regional), 14% of the residents are 65 or over (v. 13% regionally), and 20% are individuals of color. In addition, while 6% of the households are low-income, 26% of the households are housing cost-burdened.

Specifically, the following groups will benefit from the project:

- Low-income: Despite transportation being one of the largest components of a low-income family's budget, there are very few resources to help with transportation costs. This project will expand access to affordable transportation to essential human services, like Sister Carmen Food Pantry.
- Limited English-proficiency: This project will support cultural connections through access to Spanish-language programming at the Lafayette Public Library, Immaculate Conception Catholic Church, Sister Carmen Community Center, and Engaged Latino Parents Advancing Student Outcomes (ELPASO) events.
- Age 65 and over: The average older adult will outlive their ability to drive by 7-10 years. This project will support aging in place by providing a flexible mobility option to support independent living and access to local senior center programs.
- Children age 5-17: Transportation is essential to accessing education and extracurricular activities for youth. This project will provide equitable access to before and after school activities and school choice options that do not offer school-based transportation supports.
- Disability: Affordable and reliable transportation allows people with disabilities to access education, employment, health care, housing, and community living. This project will support independence and dignity of individuals with disabilities.
- Without a motor vehicle: Many people cannot afford to own a car, do not have the ability to drive, or chose not to own a car for environmental sustainability reasons. This project will support community members in living a car-free lifestyle.
- Housing cost-burdened: Affordable living (defined as spending no more than 15% of a household's income on transportation and no more than 30% on housing) has increasingly become a challenge for many Boulder County residents. This project will help reduce the number of people who are transportation-cost burdened, which will free up money for other household expenses.

- 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.)*  
 SuperFlex service will:
  - Make communities more livable by offering connections to essential services and anchor destinations for people in SE BoCo who do not have access to a car.
  - Have the potential to connect low-income residents with higher income jobs that are not easily accessible by RTD fixed route bus service.
  - Improve the region's competitive position by improving quality of life and access to growing job centers.
- 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.)*  
 SuperFlex service will:
  - Complement RTD's fixed route service by supporting first-mile/final-mile connections to bus stops.
  - Overlay existing FlexRide and Ride Free Lafayette service to address gaps that make certain trips difficult or impossible.
  - Include the DemandTrans technology platform and upgrade RFL to be on the same software, which will improve the reliability of the system.
  - Expand connections to one current and two future NAMS BRT Corridors, improving regional transit connections.
  - Offer a safe alternative to driving for those people with medical conditions (e.g., epilepsy, low vision) for whom driving may be risky.
- Connection/accessibility to particular locations supporting healthy and active choices? *(Connect people to natural resource and recreational areas. Increase access to amenities that support healthy, active choices. Improve transportation connections to health care facilities and service providers. Improve access to opportunity.)*  
 SuperFlex service will:
  - Connect people to recreation: YMCA, Recreation & Senior Centers
  - Connect people to parks and trails
    - Coal Creek Regional Trail has trail connections in each of the municipalities from Superior to Erie and connects with these trails and parks and open space properties: Coalton Trailhead, Flagg Park, Harney-Lastoka, Rock Creek Trail.
    - Waneka Lake Park is a popular destination for older adults and individuals with mobility limitations because the trail around the lake is relatively flat.
  - Connect people with health care: Clinica, Good Samaritan Medical Center, Mental Health Partners
  - Improve access to opportunity: The SuperFlex service covers most major employment and educational centers located in SE BoCo, providing access to opportunity for households to reduce their transportation cost burden.

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 Louisville, Superior Town Center, Interlocken Loop Activity Center](#)

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

☒ Yes ☐ No If yes, please provide the names: [Downtown Louisville, Superior Town Center, Interlocken Loop Activity Center](#)

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

Bus stop: ☒ Yes ☐ No If yes, how many: [246](#)

Rail station: ☒ Yes ☐ No If yes, how many: [2: Downtown Louisville and Flatiron Station](#)

- 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/boulder-county-comprehensive-plan/>

If yes, provide how the area is defined in the relevant planning document: [Growth is focused on Community Service Areas.](#)

Provide households and employment data*	2020	2050
Households within ½ mile	37,628	58,988
Jobs within ½ mile	74,209	111,610
Household density (per acre) within ½ mile	1.02	1.57
Job density (per acre) within ½ mile	3.56	4.86

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*:

This is a rapidly changing area of the county as quantified by the analysis in the TIP Data Tool. By 2050 there will be a 57% increase in households and a 50% increase in jobs within a ½ mile of the project. The local agencies have planned for this increase growth by focusing new jobs and housing around future transit station and activity centers. One example of local agencies addressing the rapid growth is Boulder County Housing Authority is developing 400 permanently affordable home in the City of Lafayette, which will serve generations of families and individuals, elders, and workforce and is located less than a mile from downtown Lafayette. These future residents will benefit from the proposed SuperFlex service.

6. 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**.

As shown in **Exhibit 3**, SuperFlex will provide point-to-point service to an expanded service area that includes employment centers and essential service destinations including:

- Boulder County Southeast Services Hub, 1755 S. Public Road, Lafayette, CO 80026
- Community Food Share, 650 S Taylor Ave, Louisville, CO 80027
- Good Samaritan Medical Center, 200 Exempla Circle, Lafayette, CO 80026
- Imagine! Disability Services, 1665 Coal Creek Drive, Lafayette, CO 80026
- King Soopers, 480 US-287, Lafayette, CO 80026
- King Soopers, 1375 E South Boulder Rd, Louisville, CO 80027
- Mental Health Partners, 1455 Dixon Avenue, 1st and 2nd floor, Lafayette, CO 80026
- Sister Carmen Community Center and Food Bank, 655 Aspen Ridge Dr, Lafayette, CO 80026
- Social Security Administration, 480 West Dahlia Street Louisville, CO 80027
- Walmart Supercenter, 745 US-287, Lafayette, CO 80026

It will also provide connections to other RTD services, including US 36/McCaslin and Lafayette Park-n-Rides, the newly reconfigured Route 228 and planned regional bus rapid transit lines in one of the fastest growing areas, expanding access to subregional destinations in Boulder County and the Denver region.

## 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 a bicycle/pedestrian access to transit, etc.

- What modes will project improvements directly address?  
☐ Walking ☐ Bicycling ☒ Transit ☐ Roadway Operations ☐ Other: [Click or tap here to enter text.](#)
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, signal interconnection, etc.): [Demand-responsive transit service](#)
- Will the completed project be a complete street as described in the [Regional Complete Streets Toolkit](#)? This data is available in the TIP Data Tool.  
☐ Yes ☒ No If yes, describe how it implements the Toolkit's strategies in your response.
- Does this project improve travel time reliability?  
☒ Yes ☐ No
- Does this project improve asset management of active transportation facilities and/or transit vehicle fleets?  
☐ Yes ☒ No
- Does this project implement resilient infrastructure that helps the subregion mitigate natural and/or human-made hazards?  
☒ Yes ☐ No



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

SuperFlex will increase mobility choices for the people who need it the most: residents who are 65 or over (nearly 13,000 people in the service area) and/or low-income (2,300 people) and housing cost-burdened (9,800 households), as well as youths (16,600). It will also offer an alternative for those people who would like to take transit but who have trouble getting to a fixed route stop and will improve travel time reliability for individuals needing to make cross-jurisdiction trips that currently require multiple transfers. The project would improve mobility for people who do not currently have access to affordable, equitable, and accessible transportation options through point-to-point demand-responsive service, as well as connecting to fixed route transit.

A disability activist and resident of Lafayette recently commented that demand-responsive services like Ride Free Lafayette are *“model transportation service[s] and a helpful cog for public transportation,”* and other residents have also voiced support for the importance of such service.

The SuperFlex project will provide an approximately 25% increase in service over the current demand-responsive transit service in SE BoCo and will offer a one-seat ride where one currently doesn't exist. In addition, reliability of the existing Ride Free Lafayette is expected to improve with the software upgrade.

SuperFlex will also be an asset in responding to natural disasters, such as the Marshall Fire. Additional demand-responsive services will improve operations for mass evacuations of vulnerable populations, as well as transit service for evacuees to/from emergency shelters, mass care sites, and longer-term access to Disaster Assistance Centers for people impacted by the events.

Currently, we are experiencing high fuel prices. Similarly, in the summer of 2008, fuel prices were approaching \$5 per gallon due to a series of natural and geo-political events. Costs for operating a private car increased dramatically and transit ridership skyrocketed as people started using other transportation options. The dependency on private cars for mobility in SE BoCo exposes the area to similar global disruptions on gas prices – there literally are no other options. This project will provide transportation resiliency in a fast-growing area by providing a second option for travelers.

<b>Air Quality</b>	<b>Improve air quality and reduce greenhouse gas emissions.</b> (drawn from <a href="#">2050 MVRTP priorities</a> ; <a href="#">state greenhouse gas rulemaking</a> ; <a href="#">federal congestion &amp; emissions reduction performance measures</a> ; <a href="#">Metro Vision objectives 2, 3, &amp; 6a</a> ) Examples of Project Elements: active transportation, transit, or TDM elements; vehicle operational improvements; electric vehicle supportive infrastructure; etc.					
	<ul style="list-style-type: none"> <li>Does this project reduce congestion?  <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No         </li> <li>Does this project reduce vehicle miles traveled (VMT)?  <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No         </li> <li>Does this project reduce single-occupant vehicle (SOV) travel?  <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No         </li> </ul>					
<b>Emissions Reduced</b> (kg/day)		<b>CO</b>	<b>NOx</b>	<b>VOCs</b>	<b>PM 10</b>	<b>CO<sub>2</sub>e</b>
		-0.322	-0.645	-0.040	-0.037	-3.605
Use the <a href="#">FHWA CMAQ Calculators</a> 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.

SuperFlex will implement new demand-responsive transit service and introduce efficiencies in the existing service. The related impact to emissions were calculated using the FHWA Emissions Calculator based on the following:

- Transit Bus Miles Traveled (BMT):
  - “Before” project was calculated by factoring down 2019 (pre-COVID) data for the two FlexRides and using Ride Free Lafayette reported data.
  - “After” was calculated by assuming transit BMT would increase back to 2019 levels for the FlexRides and that the new service would generate approximately the same number of bus miles traveled as RFL.
- Passenger Vehicle Miles Traveled:
  - “Before” was calculated by assuming a VMT per capita per day applied to the population within the service area with an average trip length.
  - “After” reduced VMT by assuming that half of the new transit trips are replacing trips previously made by private motor vehicle that would no longer be on the roadways. New transit trips were calculated based on a 25% increase in service and ridership due to implementing the new service and upgrading the RFL software.

It is anticipated that SuperFlex will take some cars off the road and will add small cutaway buses in their place; however, it should be noted that the purpose of the service is to provide a mobility option and meet latent demands for our most underserved members of the community. With the additional service provided and the new trips we anticipate users being able to make, impacts to emissions are expected to be minimal.

<b>Regional Transit</b>	<p><b>Expand and improve the subregion's transit network.</b>          (drawn from <a href="#">2050 MVRTP priorities</a>, <a href="#">Coordinated Transit Plan</a>, <a href="#">RTD's Regional Bus Rapid Transit Feasibility Study</a>)          Examples of Project Elements: transit lanes, station improvements, new/expanded service, etc.  <i>Note:</i> 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.</p>
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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: [Click or tap here to enter text.](#)
- 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: [Click or tap here to enter text.](#)
- Does this project implement a mobility hub (as defined in the [2050 MVRTP](#))?
- ☐ Yes ☒ No
- Does this project improve connections between transit and other modes?
- ☒ Yes ☐ No If yes, please describe in your response.
- Is this project adding new or expanded transit service?
- ☒ Yes ☐ No If yes, who will operate the service: [Click or tap here to enter text.](#)
- Does this project add and/or improve transit service to or within a DRCOG-defined urban center?\*
- ☒ Yes ☐ No

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

[SuperFlex will improve connections to the subregion's transit system by providing demand-responsive service to people wishing to connect to and/or from other transit routes within the service area. Some of the key routes that will be served include:](#)

- [DASH \(Boulder/Lafayette via Louisville\)](#)
- [JUMP \(Boulder/Lafayette via Arapahoe\)](#)
- [225 \(Boulder/Lafayette via Baseline\)](#)
- [228 \(Lafayette/Louisville/Broomfield\)](#)
- [AB \(Boulder/Denver Airport\)](#)
- [FF \(Flatiron Flyer\)](#)
- [LD \(Longmont/Denver\)](#)

The service area will also provide connections to future Northwest Area Mobility Study (NAMS) Bus Rapid Transit lines, providing connections to Adams County, Boulder, Denver and the US36 Corridor, as well as Longmont. These include:

- [CO 7 \(Boulder-Brighton\)](#)
- [B-Line/Northwest Rail \(Denver-Longmont via Louisville\)](#)
- [US 287 \(Broomfield-Longmont\)](#)

[Exhibit 3](#) in the addendum highlights some of the key transit stop connections within the service area.

Safety	<b>Increase the safety for all users of the transportation system.</b> (drawn from <a href="#">2050 MVRTP priorities</a> , <a href="#">Taking Action on Regional Vision Zero</a> , <a href="#">CDOT Strategic Transportation Safety Plan</a> , & <a href="#">federal safety performance measures</a> ) 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.																								
<ul style="list-style-type: none"> <li>Does this project address a location on the <a href="#">DRCOG High-Injury Network or Critical Corridors</a> or corridors defined in a local Vision Zero or equivalent safety plan?*</li> <li><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</li> <li>Does this project implement a safety countermeasure listed in the <a href="#">countermeasure glossary</a>?</li> <li><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</li> </ul>																									
<table border="1"> <tr> <td colspan="2">           Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians*            (using the 2015-2019 period – <b>in the TIP Data Tool, use a 0.02 mile buffer of your project</b>)            NOTE: if constructing a new facility, report crashes along closest existing alternative route         </td> <td rowspan="5">           Sponsor must use industry accepted crash modification factors (CMF) or crash reduction factor (CRF) practices (e.g., <a href="#">CMF Clearinghouse</a>, <a href="#">NCHRP Report 617</a>, or <a href="#">DiExSys methodology</a>).         </td> </tr> <tr> <td>Fatal crashes</td> <td>16</td> </tr> <tr> <td>Serious Injury crashes</td> <td>70</td> </tr> <tr> <td>Other Injury crashes</td> <td>1,376</td> </tr> <tr> <td>Property Damage Only crashes</td> <td>4,608</td> </tr> <tr> <td colspan="2">           Estimated reduction in crashes <u>applicable to the project scope</u>            (per the five-year period used above)         </td> <td>Provide the methodology below:</td> </tr> <tr> <td>Fatal crashes reduced</td> <td>0</td> <td rowspan="4">           Assumed that the safe transit service would reduce car trips, reducing crashes by a nominal 2%.         </td> </tr> <tr> <td>Serious Injury crashes reduced</td> <td>1</td> </tr> <tr> <td>Other Injury crashes reduced</td> <td>28</td> </tr> <tr> <td>Property Damage Only crashes reduced</td> <td>92</td> </tr> </table>			Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* (using the 2015-2019 period – <b>in the TIP Data Tool, use a 0.02 mile buffer of your project</b> ) NOTE: if constructing a new facility, report crashes along closest existing alternative route		Sponsor must use industry accepted crash modification factors (CMF) or crash reduction factor (CRF) practices (e.g., <a href="#">CMF Clearinghouse</a> , <a href="#">NCHRP Report 617</a> , or <a href="#">DiExSys methodology</a> ).	Fatal crashes	16	Serious Injury crashes	70	Other Injury crashes	1,376	Property Damage Only crashes	4,608	Estimated reduction in crashes <u>applicable to the project scope</u> (per the five-year period used above)		Provide the methodology below:	Fatal crashes reduced	0	Assumed that the safe transit service would reduce car trips, reducing crashes by a nominal 2%.	Serious Injury crashes reduced	1	Other Injury crashes reduced	28	Property Damage Only crashes reduced	92
Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* (using the 2015-2019 period – <b>in the TIP Data Tool, use a 0.02 mile buffer of your project</b> ) NOTE: if constructing a new facility, report crashes along closest existing alternative route		Sponsor must use industry accepted crash modification factors (CMF) or crash reduction factor (CRF) practices (e.g., <a href="#">CMF Clearinghouse</a> , <a href="#">NCHRP Report 617</a> , or <a href="#">DiExSys methodology</a> ).																							
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<p>Question: Describe how this project will implement safety improvements (roadway, active transportation facility, etc.), particularly improvements in line with the recommendations in <a href="#">Taking Action on Regional Vision Zero</a>. Please include quantitative information, including any items referenced above, in your response. <i>Note that any improvements on roadways must be on the DRCOG <a href="#">Regional Roadway System</a>.</i></p> <p>Riding a bus is safer than other modes of travel. On a per passenger mile travel basis, drivers and passengers of cars have a fatality risk 67 times greater than passengers in a bus (Journal of Public Transportation, 2014). This is in part because transit operators must conform to Federal Transit Administration safety minimums ensuring that drivers are professionally trained, not under the influence of drugs or alcohol, and are prohibited from using a smart phone when operating the vehicle. However, this SuperFlex project focuses on providing safe transit service rather than infrastructure.</p>																									

<b>Freight</b>	<p><b>Maintain efficient movement of goods within and beyond the subregion.</b></p> <p>(drawn from <a href="#">2050 MVRTP priorities</a>; <a href="#">Regional Multimodal Freight Plan</a>; <a href="#">Colorado Freight Plan</a>, <a href="#">federal freight reliability performance measure</a>; <a href="#">Metro Vision objective 14</a>)</p> <p>Examples of Project Elements: roadway operational improvements, etc.</p>
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Items marked with an asterisk (\*) below are available in the TIP Data Tool.

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

[This project is located on the periphery of the Northwest Metro Freight Focus Area, but would likely have minimal impact on the freight network.](#)

Active Transportation	Expand and enhance active transportation travel options. (drawn from <a href="#">2050 MVRTP priorities</a> ; <a href="#">Denver Regional Active Transportation Plan</a> ; & <a href="#">Metro Vision objectives 10 &amp; 13</a> ) Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.	
Items marked with an asterisk (*) below are available in the TIP Data Tool.		
<ul style="list-style-type: none"> <li>Does this project close a gap or extend a facility on a <a href="#">Regional Active Transportation Corridor</a> or locally-defined priority corridor?*</li> <li><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</li> <li>Does this project improve pedestrian accessibility and connectivity in a <a href="#">pedestrian focus area</a>?*</li> <li><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</li> <li>Does this project improve active transportation choices in a <a href="#">short trip opportunity zone</a>?*</li> <li><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</li> <li>Does this project include a high-comfort bikeway (like a sidepath, shared-use path, separated bike lane, bicycle boulevard)?</li> <li><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, please describe in your response.</li> </ul>		
<b>Bicycle Use</b> NOTE: if constructing a new facility, report bike usage along closest existing alternative route <b>To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.</b>		
1. Current Average Single Weekday Bicyclists:		0
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.	0	0
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)	0	0
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)	0	0
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)	0	0
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	0.00	0.00
9. If values would be distinctly greater for weekends, describe the magnitude of difference:  Click or tap here to enter text.		
10. If different values other than the suggested are used, please explain here:  Click or tap here to enter text.		
<b>Pedestrian Use</b> NOTE: if constructing a new facility, report pedestrian usage along closest existing alternative route <b>To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.</b>		
1. Current Average Single Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):		0
Pedestrian Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	0	0
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)	0	0
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)	0	0
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)	0	0

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

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.

This project will not construct new active transportation facilities, but technically some new walk trips will likely occur at the destination end of transit trips. The service will improve access to parks and open space for people who do not currently have access. These vehicles will be equipped with a bus bike rack with a 2-3 bike capacity and will provide connections to regional trails in SE BoCo, like the US 36 Bikeway, Coal Creek Trail, as well as local connector trails.

C. Project Leveraging		WEIGHT	5%
What percent of outside funding sources (non-Subregional Share funding) does this project have? <i>(number will automatically calculate based on values entered in the Funding Request table. If this has not updated, select the box to the right and click F9)</i>	<div>10.1%</div>	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%
<i>Provide responses to the following items to demonstrate the readiness of the project. DRCOG is prioritizing those projects that have a higher likelihood to move forward in a timely manner and are less likely to experience a delay.</i>			
Section 1. Avoiding Pitfalls and Roadblocks			
<p>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?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A (for projects which do not require engineering services)</p> <p>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:</p> <p>Click or tap here to enter text.</p> <p>Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date:</p> <ul style="list-style-type: none"> <li>Utilities: Click or tap here to enter text.</li> <li>Railroad: Click or tap here to enter text.</li> <li>Right-of-Way: Click or tap here to enter text.</li> <li>Environmental/Historic: Click or tap here to enter text.</li> <li>Other: To maximize the coordination benefit with the two RTD FlexRide Service Areas, RTD would need to modify/coordinate current operations, which would need to go through RTD's standard service change process. We will also need to coordinate with RTD to ensure successful integration of DemandTrans technology platform to maximize the benefits of the project.</li> </ul> <p>b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, bus service, equipment purchase, etc.)?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If yes, are the other prerequisite phases complete? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A</p> <p>If this project is for construction, please note the NEPA status: Choose an item.</p> <p>c. Has all required ROW been identified? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A</p> <p>Has all required ROW already been acquired and cleared by CDOT? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A</p> <p>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?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Does your agency have the appropriate staff available to work on this project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>			



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?

- RTD
- Local municipalities
- School districts
- Health and human services organizations
- Transportation management organizations

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

We have notified RTD about this the TIP application, and if funded, the service would be coordinated through the RTD Subregional Service Council.

We have also had discussions with local municipalities, school districts, health and human services organizations, and transportation management organizations about the potential for a broader SE BoCo demand-responsive transit service coordination project over the last 5 years. The following stakeholders were involved in the initial planning phase of this project: City of Lafayette, City of Louisville, Lafayette Senior Center, Louisville Senior Center, Boulder County Housing Authority, Sister Carmen Community Center, RTD, Commuting Solutions, and Via Mobility Services.

The process was part of a Mobility and Access Council Working Group focused on food security in SE BoCo. The initial planning phase resulted in the inclusion of a portion of the City of Louisville in the Ride Free Lafayette pilot service area to ensure low-income Louisville residents living at Boulder County Housing Authority Kestrel Site in Louisville could access the Sister Carmen Food Pantry and medical facilities in Lafayette.

This project has received letters of support from over twenty organizations.

## 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:

The City of Louisville, Town of Erie, and Town of Superior have submitted commitment letters pledging \$75k.

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

☒ Yes ☐ No

Please describe:

The remaining local match will be out of the Boulder County Transportation Sales Tax.

## 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:

The public has been very supportive of expanding the Ride Free Lafayette services to improve access to neighboring municipalities. Public feedback has been collected through a variety of engagement strategies, such as open houses, community conversations, targeted community presentations, Mobility and Access Council Meetings, feedback from Mobility for All Ambassadors, city council presentations, direct phone calls and emails from the public in English and Spanish.

During the Mobility and Access for All Ages and Abilities planning process, we held Virtual Open Houses in English and Spanish. During those meetings, community members expressed overwhelming support for the Ride Free Lafayette and expressed a desire for additional buses and an expanded service area. They also expressed frustration that the current software system does not have the ability to reject trips, which leads to decreased reliability of the service and increased ride times and wait times for trips.

Mobility for All holds routine community conversations with Boulder County Housing Authority Staff. Overwhelmingly, Louisville residents living at the Kestrel Housing site are satisfied with access to medical facilities, shopping, and food pantry access in Lafayette. Lafayette residents living at Aspinwall, Josephine Commons, and Villa West Housing Sites have expressed satisfaction with access to The ARC Thrift Store in Louisville, but would like to have access to more locations in Louisville and Superior. Via Mobility Service and Mobility for All have received a significant number of requests to expand the service area north to Arapahoe Road and 95th Street, so that Lafayette and Kestrel residents can access the YMCA of Northern Colorado, businesses, and services, like TRU PACE. Additionally, we have received requests from Louisville residents to access medical services in Lafayette. The proposed overlay service area has been expanded north to include those areas.

Mobility for All Ambassadors living in Lafayette have provided the most constructive feedback on the Pantonium software issues that reduce reliability of the service.

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

☐ Yes ☐ No ☒ N/A

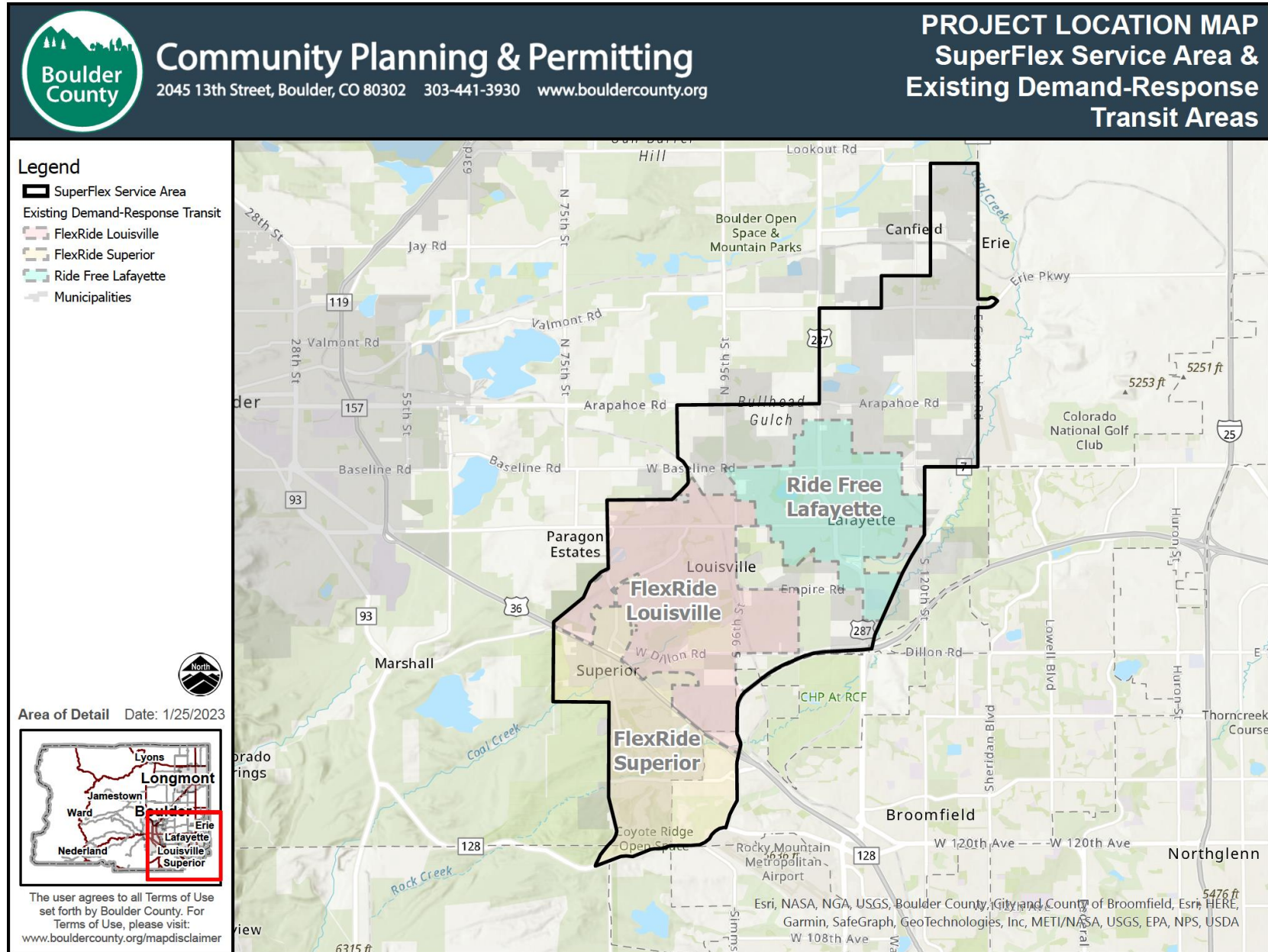
Please provide any additional details on the items in Section 3, if applicable.

Click or tap here to enter text.

**Submit completed applications through the [TIP Data Hub](#) no later than 3pm on January 27, 2023.**

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

# SE Boulder County SuperFlex Demand-Responsive Transit Service



## Project Cost Estimate

in '000s

	January - December CY2025	January - December CY2026	January - December CY2027
<b>Operations</b>	<b>1 Vehicle</b>	<b>1.5 Vehicles</b>	<b>2 Vehicles</b>
Fully allocated cost of \$120/hour			
Includes vehicles, fuel, driver salaries, maintenance	\$625	\$937	\$1,249
13 hours/day, 7 days/week			
<b>Inflation</b>			
3% increase per year (from 2023\$)	\$38	\$87	\$157
<b>Adjusted cost subtotal</b>	<b>\$663</b>	<b>\$1,024</b>	<b>\$1,406</b>
<b>Software</b>			
<b>DemandTrans Annual License</b>	<b>\$15</b>	<b>\$15</b>	<b>\$15</b>
<b>Subtotal</b>	<b>\$678</b>	<b>\$1,039</b>	<b>\$1,421</b>
<b>Marketing and Outreach</b>			
2% for third party to advertise the new service	\$13	\$20	\$28
<b>Boulder County Administration</b>			
10% for contract for operations coordination	\$66	\$102	\$141
<b>Contingency</b>			
10% for unexpected increases in fuel, salaries, etc.	\$66	\$102	\$141
<b>Subtotal</b>	<b>\$146</b>	<b>\$225</b>	<b>\$309</b>
<b>Annual Totals</b>	<b>\$824</b>	<b>\$1,265</b>	<b>\$1,731</b>
<b>Total</b>		<b>\$3,820</b>	

Note: Estimates are simplified and might not add up due to rounding

## SE Boulder County SuperFlex Demand-Responsive Transit Service

### RTD Concurrence Response

**From:** [Christopher Quinn](#)  
**To:** [Hyde-Wright, Alexander](#)  
**Cc:** [Bracke, Kathleen](#); [Todd Cottrell](#)  
**Subject:** [EXTERNAL] RE: Boulder County Concurrence Requests to RTD for TIP Call #4  
**Date:** Friday, January 13, 2023 4:10:00 PM

---

Hi Alex,

This email is to provide RTD's concurrence with the following TIP project requests from Boulder County.

1. Boulder County Super Flex Service
2. LoBo Trail- Jay Rd Connection
3. South Boulder Rd Bus Rapid Transit Feasibility & Multimodal Corridor Study
4. Countywide Strategic Transit Plan

We would request that as these projects proceed you coordinate with RTD. Also, in the case of the Flex Service, as you are aware, RTD would not have the ability to operate the service, but we would request that you work with us to plan how connections to existing RTD services would be managed.

Please let me know if I can provide any additional information.

Thanks

Chris

**Chris Quinn**  
Project Manager  
Planning  
he | him | his  
o. 303.299.2439  
[chris.quinn@rtd-denver.com](mailto:chris.quinn@rtd-denver.com)  
[rtd-denver.com](http://rtd-denver.com)



Regional Transportation District  
1660 Blake Street, BLK-21  
Denver, CO 80202

***We make lives better through connections.***

---

**From:** Hyde-Wright, Alexander <ahyde-wright@bouldercounty.org>  
**Sent:** Thursday, December 8, 2022 8:43 PM  
**To:** Christopher Quinn <Chris.Quinn@RTD-Denver.com>  
**Cc:** Bracke, Kathleen <kbracke@bouldercounty.org>  
**Subject:** Boulder County Concurrence Requests to RTD for TIP Call #4

Hi Chris,

Please find attached Boulder County's requests for RTD's concurrence for the following projects in

## SE Boulder County SuperFlex Demand-Responsive Transit Service

the DRCOG TIP Call #4 (24-27 subregional share):

As always, we are more than happy to discuss any of these requests in more detail.

Thanks,

Alex

**Alex Hyde-Wright**

Regional Multimodal Planning Division Manager  
Transportation Planning Division  
Community Planning & Permitting Dept.  
(303) 441-4910 (office)  
[ahyde-wright@bouldercounty.org](mailto:ahyde-wright@bouldercounty.org)

follow us on Twitter: <https://twitter.com/BoCoDoT>

## SE Boulder County SuperFlex Demand-Responsive Transit Service

### FHWA Emissions Calculator Results

# Transit Bus Service and Fleet Expansion

This calculator will estimate the reduction in emissions from projects which expand transit bus service and fleets, including new routes, new schedules, and new vehicles. Emissions reductions are associated with the mode shift from passenger vehicle to transit activity. Users are recommended to forecast activity by mode with an external travel demand model.

## INPUT

[User Guide](#)[Reset to Default Values](#)

(1) What is your project evaluation year?

(2) Please input the number of days that the bus service is operated annually

*Note: Default is 365 days per year.  
For weekdays only, enter 260 days per year.  
For weekends only, enter 105 days per year*

### Transit Bus Information

(3a) Enter the estimated vehicle miles traveled annually by the transit buses before and after the transit project is completed.

	Before	After	
Transit Bus Miles Traveled	164,054	242,416	Miles

(3b) Enter the VTM allocations of your transit bus fleet on the separate tabs before and/or after project completion. If desired, default national average distributions can be used to fill these tables.

Allocations of Model Years

[Transit Bus Model Year Distribution](#)

Allocations of Fuel Types

[Transit Bus Fuel Type Distribution](#)

Allocations of Road Types

[Transit Bus Road Type Distribution](#)

### Passenger Vehicle Information

(4a) Enter the annual passenger vehicle activity information before and after the project. Annual passenger vehicle activity can be entered either in terms of vehicle miles traveled, or number of passenger trips diverted. The passenger vehicle average one-way trip distance should be entered in miles.

Passenger Vehicle Activity Type

Passenger Activity Type  
☒ Passenger Vehicle Miles Traveled  
☐ Passenger Vehicle Trips

Passenger Vehicle Activity

	Before	After	
Passenger Vehicle Activity	723,356,440	723,342,012	Miles

Average One-Way Trip Distance

 Miles

*Note: National Default value is 4.52*

(4b) Do you expect most passenger vehicle trips to be linked with bus trips as a result of the service or fleet expansion?

Linked Passenger Vehicle Trips  
☐ Yes, passengers will drive to transit hubs to use the expanded transit bus service or fleet.  
☒ No, the expansion will eliminate full passenger vehicle trips (reduction of running and start activity)

## OUTPUT

### FLEET PERFORMANCE

Transit Bus VMT increase	78,362	Miles
Passenger Vehicle Trip Reduction	3,192	Trips
Passenger Vehicle VMT reduction	14,428	Miles

### EMISSION REDUCTIONS

Pollutant	Total kg/day
Carbon Monoxide (CO)	-0.322
Particulate Matter <2.5 µm (PM <sub>2.5</sub> )	-0.015
Particulate Matter <10 µm (PM <sub>10</sub> )	-0.037
Nitrogen Oxide (NOx)	-0.645
Volatile Organic Compounds (VOC)	-0.040
Carbon Dioxide Equivalents (CO <sub>2</sub> e)	-3.605
Total Energy Consumption (MMBTU)	-274.262



## SE Boulder County SuperFlex Demand-Responsive Transit Service

### Project Support Letters

#### 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):	
4. Contact Person: Angel Bond Email: abond@bouldercounty.org		Title: Mobility for All Program Manager Phone: 720-564-2218
PROJECT DESCRIPTION		
5. Project Title: SE Boulder County SuperFlex Demand-Responsive Transit Service		Total Project Cost: \$3.8M
Project Location: Southeast Boulder County		Project Limits: (mileposts, intersecting roads, rivers, etc.) Current Louisville and Superior FlexRide, Ride Free Lafayette Service Areas and the Boulder County Side of Erie
County: Boulder	Municipality(ies): Erie, Lafayette, Louisville, Superior	Project Length: 3 years
Brief Description of Project: Operating costs and software upgrades to pilot a gradual increase in demand-response vehicles with the goal of reaching 2 in Southeast Boulder County to cross municipal boundaries for a 3-year pilot period (1-1.5-2 Additional Vehicles) . RTD operates two Flex Ride on-demand transit services in Southeast Boulder County – Louisville and Superior (1 vehicle each) and Boulder County operates Ride Free Lafayette (2 vehicles). This project will be coordinated between both services and any new services Erie proposes to ensure cross-jurisdictional mobility in Southeast Boulder County.		
SUPPORT REQUEST		
6. Based on who is requesting support (see #1), from whom are you are requesting support? <i>If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each.</i> <input type="checkbox"/> Subregional Forum, Specify: <input checked="" type="checkbox"/> Local Agency, Specify: Town of Erie		
7. Type of Support Requested: <input type="checkbox"/> Support Only <input checked="" type="checkbox"/> Financial Pledge: <input type="checkbox"/> Subregional Funds: Amount: <input checked="" type="checkbox"/> Local (non-DRCOG) Funds: Amount: \$25K		
8. Please type your name and date below which certifies the above information is accurate and complete: Name: Angel Bond Date: 12/16/22		
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		



## SE Boulder County SuperFlex Demand-Responsive Transit Service

Title: Principal Transportation Planner	Email: chernandez@erieco.gov	Phone: 720-737-1253
11. Does your subregion/agency support this project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
12. Does your subregion/agency pledge financial support to this project, if requested? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A If yes, provide amount: \$25,000 Fiscal year(s) funds are provided in: 2025 If yes, where are funds coming from: <input checked="" type="checkbox"/> Local Agency (i.e., non-DRCOG funds) <input type="checkbox"/> 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: 1/5/23		

## SE Boulder County SuperFlex Demand-Responsive Transit Service

### 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):	
4. Contact Person: Angel Bond Email: abond@bouldercounty.org		Title: Mobility for All Program Manager Phone: 720-564-2218
PROJECT DESCRIPTION		
5. Project Title: SE Boulder County SuperFlex Demand-Responsive Transit Service		Total Project Cost: \$3.8M
Project Location: Southeast Boulder County		Project Limits: (mileposts, intersecting roads, rivers, etc.) Current Louisville and Superior FlexRide, Ride Free Lafayette Service Areas and the Boulder County Side of Erie
County: Boulder	Municipality(ies): Erie, Lafayette, Louisville, Superior	Project Length: 3 years
Brief Description of Project: Operating costs and software upgrades to pilot a gradual increase in demand-response vehicles with the goal of reaching 2 in Southeast Boulder County to cross municipal boundaries for a 3-year pilot period (1-1.5-2 Additional Vehicles) . RTD operates two Flex Ride on-demand transit services in Southeast Boulder County – Louisville and Superior (1 vehicle each) and Boulder County operates Ride Free Lafayette (2 vehicles). This project will be coordinated between both services and any new services Erie proposes to ensure cross-jurisdictional mobility in Southeast Boulder County.		
SUPPORT REQUEST		
6. Based on who is requesting support (see #1), from whom are you are requesting support? <i>If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each.</i> <input type="checkbox"/> Subregional Forum, Specify: <input checked="" type="checkbox"/> Local Agency, Specify: City of Louisville		
7. Type of Support Requested: <input type="checkbox"/> Support Only <input checked="" type="checkbox"/> Financial Pledge: <input type="checkbox"/> Subregional Funds: Amount: <input checked="" type="checkbox"/> Local (non-DRCOG) Funds: Amount: \$35K		
8. Please type your name and date below which certifies the above information is accurate and complete: Name: Angel Bond Date: 12/16/22		
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		

## SE Boulder County SuperFlex Demand-Responsive Transit Service

Title: Deputy City Manager	Email: mdavis@louisvilleco.gov	Phone: 303-335-4659
11. Does your subregion/agency support this project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
12. Does your subregion/agency pledge financial support to this project, if requested? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A If yes, provide amount: \$35,000 Fiscal year(s) funds are provided in: 2025, 2026, 2027 (amount split over three years) If yes, where are funds coming from: <input checked="" type="checkbox"/> Local Agency (i.e., non-DRCOG funds) <input type="checkbox"/> 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		

## SE Boulder County SuperFlex Demand-Responsive Transit Service

### 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):	
4. Contact Person: Angel Bond Title: Mobility for All Program Manager Email: abond@bouldercounty.org Phone: 720-564-2218		
PROJECT DESCRIPTION		
5. Project Title: Boulder County SuperFlex Service		Total Project Cost: \$3.8M
Project Location: Southeast Boulder County		Project Limits: (mileposts, intersecting roads, rivers, etc.) Current Louisville and Superior FlexRide, Ride Free Lafayette Service Areas and the Boulder County Side of Erie
County: Boulder	Municipality(ies): Erie, Lafayette, Louisville, Superior	Project Length: 3 years
Brief Description of Project: Operating costs and software upgrades to pilot a gradual increase in demand-response vehicles with the goal of reaching 2 in Southeast Boulder County to cross municipal boundaries for a 3-year pilot period (1-1.5-2 Additional Vehicles) . RTD operates two Flex Ride on-demand transit services in Southeast Boulder County – Louisville and Superior (1 vehicle each) and Boulder County operates Ride Free Lafayette (2 vehicles). This project will be coordinated between both services and any new services Erie proposes to ensure cross-jurisdictional mobility in Southeast Boulder County.		
SUPPORT REQUEST		
6. Based on who is requesting support (see #1), from whom are you are requesting support? <i>If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each.</i> <input type="checkbox"/> Subregional Forum, Specify: <input checked="" type="checkbox"/> Local Agency, Specify: Town of Superior		
7. Type of Support Requested: <input type="checkbox"/> Support Only <input checked="" type="checkbox"/> Financial Pledge: <input type="checkbox"/> Subregional Funds: Amount: <input checked="" type="checkbox"/> Local (non-DRCOG) Funds: Amount: \$15K		
8. Please type your name and date below which certifies the above information is accurate and complete: Name: Angel Bond Date: 12/16/22		
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		

## SE Boulder County SuperFlex Demand-Responsive Transit Service

Title: Public Works Director	Email: brannonr@superiorcolorado.gov	Phone: 303-499-3675x111
11. Does your subregion/agency support this project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
12. Does your subregion/agency pledge financial support to this project, if requested? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A If yes, provide amount: \$15,000 Fiscal year(s) funds are provided in: split between 2024 and 2025 If yes, where are funds coming from: <input checked="" type="checkbox"/> Local Agency (i.e., non-DRCOG funds) <input type="checkbox"/> 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		

## SE Boulder County SuperFlex Demand-Responsive Transit Service



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

January 25, 2023

Mr. Cottrell:

The Association for Community Living (ACL) supports the Boulder County's Subregional TIP application for the **Southeast Boulder County On-Demand Service** for the DRCOG FY 2024-2027 Share (Call #4) Air Quality Multimodal (AQ/MM) track.

The ACL is the Arc serving Boulder and Broomfield Counties. We are a human rights advocacy organization intent on building inclusive communities and enhancing the lives of people with intellectual developmental disabilities (IDD). A focus of our advocacy efforts is on increasing access to community living for people with an IDD.

Accessible transportation is crucial for independent living. Unfortunately, for people who have an IDD, transportation is often a barrier to accessing their community. These barriers may include very limited or no public transportation systems, difficulty navigating public transportation systems, and lack of funding for transportation related to community living such as accessing work, errands, or recreational activities.

The ACL is an active member of the Boulder County Mobility and Access Coalition (MAC), and we are pleased to support the initiatives referenced above. It is imperative that we find ways to improve mobility for individuals with disabilities, older adults, low-income individuals and others with mobility challenges, and address gaps between current services and needs identified in our local human services transportation coordinating efforts. The Southeast Boulder County On-Demand Service provides an innovative option for efficient, accessible and easy to arrange transportation.

Thank you,  
Jan Rasmussen  
ACL Program Director  
303-527-0888  
[Jrasmussen@aclboulder.org](mailto:Jrasmussen@aclboulder.org)

ACL 624 Coffman Street Longmont, CO 80501 303.527.0888  
[www.aclboulder.org](http://www.aclboulder.org) [www.facebook.com/aclboulder](https://www.facebook.com/aclboulder) [info@aclboulder.org](mailto:info@aclboulder.org)

## SE Boulder County SuperFlex Demand-Responsive Transit Service



### Community Services Department

Sundquist Building • 3482 N. Broadway • Boulder, Colorado 80304 • Tel: 303.441.3560 • Fax: 303.441.4550  
Mailing Address: P.O. Box 471 • Boulder, Colorado 80306 • [www.bouldercountycommunityservices.org](http://www.bouldercountycommunityservices.org)



January 25, 2023

Denver Regional Council of Governments  
Todd Cottrell, Senior Planner  
1001 17th St #700  
Denver, CO 80202

Subject: Letter of Support

Dear Mr. Cottrell,

On behalf of the Boulder County Area Agency on Aging, it is my pleasure to write a letter in support of Boulder County's Subregional TIP applications for the Southeast Boulder County On-Demand Service for DRCOG FY 2024-2027 Share (Call #4) Air Quality Multimodal (AQ/MM) track. We know, from recent surveys and community conversations with Boulder County older adults, that transportation is one of their most critical concerns. 25% of Boulder County's residents rate the ease of getting to the places they normally visit as "poor or fair". This number increases to 60% when looking specifically at public transportation as the mode of transportation. There have been several advances in mobility options in Southeast Boulder County over the last five years, but the ultimate goal is to seamlessly provide a local point-to-point mobility option that is equitable, affordable, and accessible.

Immediately following the Marshall Fire, RTD and Boulder County created a unified Southeast Boulder County demand-responsive service area by combining Ride Free Lafayette and the two RTD Flex Ride services to allow Superior and Louisville residents who were displaced by the Marshall Fire to better access the Disaster Assistance Center in Lafayette. This brief pilot demonstrated the need for cross-jurisdictional transportation in Southeast Boulder County and revealed the limitations of the current software to run the program.

This project would add to the three existing demand-responsive services in Southeast Boulder County by funding operating costs to gradually increase cross-jurisdictional demand-responsive services connecting Erie, Lafayette, Louisville, and Superior over a three-year period - one vehicle the first year, 1.5 vehicles the second year, and two the third year. This project would also purchase software to support service coordination between the Ride Free Lafayette, RTD FlexRide, and any potential new services in Erie, with the goal of improving mobility for all Southeast Boulder County residents.

Further, this project is consistent with the 2006 Boulder County Transit Enhancement Plan, 2020 Boulder County Transportation Master Plan Update, and 2022 Boulder County Coordinated Human Services Transportation Plan.

In conclusion, we fully support the efforts of this program as they seek funding to increase mobility for our Boulder County residents. Any programs that help our older adults age well and connect with the community will benefit us all.

*Christine Vogel*

Christine Vogel  
Manager Boulder County Area Agency on Aging  
(720)308-5078  
[cvogel@bouldercounty.org](mailto:cvogel@bouldercounty.org)

Ashley Stoltzman County Commissioner

Claire Levy County Commissioner

Marta Loachamin County Commissioner

## SE Boulder County SuperFlex Demand-Responsive Transit Service



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 **Southeast Boulder County On-Demand Service** for the DRCOG FY 2024-2027 Share (Call #4) Air Quality Multimodal (AQ/MM) track.

Local stakeholders have been working on human services transportation gaps in Southeast Boulder County for the last five years. This partnership has resulted in several advances in mobility options, but the ultimate goal has been to seamlessly provide a local point-to-point mobility option that is equitable, affordable and accessible.

Immediately following the Marshall Fire, RTD and Boulder County created a unified Southeast Boulder County on-demand service area by combining Ride Free Lafayette and the two RTD Flex Ride services to allow Superior and Louisville residents who were displaced by the Marshall Fire to better access the Disaster Assistance Center in Lafayette. This brief pilot demonstrated the need for cross-jurisdictional transportation in Southeast Boulder County and revealed the limitations of the current software to run the program. These two software limitations will need to be addressed to create a successful cross-jurisdictional service with RTD FlexRide.

This project would fund the operating costs to add a fifth vehicle to Southeast Boulder County on-demand services and promote interoperability with the two RTD Flex Ride on-demand transit services in Louisville and Superior. This project would also purchase software to support interoperability between the two different services with the goal of improving mobility for all Southeast Boulder County residents.

The project is consistent with the 2006 Boulder County Transit Enhancement Plan; 2020 Boulder County Transportation Master Plan Update; 2022 Boulder County Coordinated Human Services Transportation Plan.

For all these reasons we support funding the Southeast Boulder County On-Demand Service. Thank you for your consideration of Boulder County's application for this important project.

Sincerely,

A handwritten signature in black ink, appearing to read "Rachel Hultin".

Rachel Hultin  
Sustainable Transportation Director  
Bicycle Colorado





## Housing Authority

3400 N. Broadway • Boulder, Colorado 80304 • Tel: 303.441.3929 Fax: 720.564.2283

[www.BoulderCountyHHS.org](http://www.BoulderCountyHHS.org)

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

**January 24, 2023**

Mr. Cottrell:

Boulder County Housing Authority is pleased to provide this letter of support of the Boulder County's Subregional TIP application for the **Southeast Boulder County On-Demand Service** for the DRCOG FY 2024-2027 Share (Call #4) Air Quality Multimodal (AQ/MM) track.

Local stakeholders have been working on human services transportation gaps in Southeast Boulder County for the last five years. This partnership has resulted in several advances in mobility options, but the ultimate goal has been to seamlessly provide a local point-to-point mobility option that is equitable, affordable and accessible.

Immediately following the Marshall Fire, RTD and Boulder County created a unified Southeast Boulder County demand-responsive service area by combining Ride Free Lafayette and the two RTD Flex Ride services to allow Superior and Louisville residents who were displaced by the Marshall Fire to better access the Disaster Assistance Center in Lafayette. This brief pilot demonstrated the need for cross-jurisdictional transportation in Southeast Boulder County and revealed the limitations of the current software to run the program.

This project would add to the three existing demand-responsive services in Southeast Boulder County by funding the operating costs to gradually increase cross-jurisdictional demand-responsive services connecting Erie, Lafayette, Louisville, and Superior over a three-year period - one vehicle the first year, 1.5 vehicles the second year, and two the third year. This project would also purchase software to support service coordination between the Ride Free Lafayette, RTD FlexRide, and any potential new services in Erie, with the goal of improving mobility for all Southeast Boulder County residents.

The project is consistent with the 2006 Boulder County Transit Enhancement Plan; 2020 Boulder County Transportation Master Plan Update; 2022 Boulder County Coordinated Human Services Transportation Plan.

For all these reasons we support funding the Southeast Boulder County SuperFlex Demand-Responsive Service. Thank you for your consideration of Boulder County's application for this important project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Norrie Boyd".

Norrie Boyd  
Executive Director, Boulder County Housing Authority

*Claire Levy County Commissioner*

*Marta Loachamin County Commissioner*

*Ashley Stolzmann County Commissioner*

## SE Boulder County SuperFlex Demand-Responsive Transit Service



**TO:**

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

303.442.1044 | 2440 Pearl Street • Boulder, CO 80302 | [info@boulderchamber.com](mailto:info@boulderchamber.com) | [www.BoulderChamber.com](http://www.BoulderChamber.com)

WE BUILD COMMUNITY THROUGH BUSINESS.

## SE Boulder County SuperFlex Demand-Responsive Transit Service



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

## SE Boulder County SuperFlex Demand-Responsive Transit Service



287 Century Circle, Suite 103 Louisville, CO 80027 303.604.4383  
[commutingsolutions.org](http://commutingsolutions.org)

Denver Regional Council of Governments

Todd Cottrell, Senior Planner  
1001 17th Street, Suite 700  
Denver, CO 80202  
[tcottrell@drcog.org](mailto: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,

A handwritten signature in black ink that reads "Audrey DeBarros".

Audrey DeBarros  
Executive Director

Setting the pace for the northwest metro region.



## SE Boulder County SuperFlex Demand-Responsive Transit Service



Center for People With Disabilities  
*Overcoming barriers to Independent Living since 1977*

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

**Date** January 24, 2023

Mr. Cottrell:

The Center for People With Disabilities is pleased to provide this letter of support of the Boulder County's Subregional TIP application for the **Southeast Boulder County On-Demand Service** for the DRCOG FY 2024-2027 Share (Call #4) Air Quality Multimodal (AQ/MM) track. Local stakeholders have been working on human services transportation gaps in Southeast Boulder County for the last five years. This partnership has resulted in several advances in mobility options, but the ultimate goal has been to seamlessly provide a local point-to-point mobility option that is equitable, affordable and accessible.

Immediately following the Marshall Fire, RTD and Boulder County created a unified Southeast Boulder County demand-responsive service area by combining Ride Free Lafayette and the two RTD Flex Ride services to allow Superior and Louisville residents who were displaced by the Marshall Fire to better access the Disaster Assistance Center in Lafayette. This brief pilot demonstrated the need for cross-jurisdictional transportation in Southeast Boulder County and revealed the limitations of the current software to run the program.

This project would add to the three existing demand-responsive services in Southeast Boulder County by funding the operating costs to gradually increase cross-jurisdictional demand-responsive services connecting Erie, Lafayette, Louisville, and Superior over a three-year period - one vehicle the first year, 1.5 vehicles the second year, and two the third year. This project would also purchase software to support service coordination between the Ride Free Lafayette, RTD FlexRide, and any potential new services in Erie, with the goal of improving mobility for all Southeast Boulder County residents.

The project is consistent with the 2006 Boulder County Transit Enhancement Plan; 2020 Boulder County Transportation Master Plan Update; 2022 Boulder County Coordinated Human Services Transportation Plan.

For all these reasons we support funding the Southeast Boulder County SuperFlex Demand-Responsive Service. Thank you for your consideration of Boulder County's application for this important project.

Sincerely,

Maria Stepanyan  
Executive Director  
Center for People With Disabilities  
Maria@CPWD.org  
303-442-8662 ext. 243

---

CPWD North Metro Denver, Boulder, Broomfield and Longmont Colorado

## SE Boulder County SuperFlex Demand-Responsive Transit Service

[The Center for People with Disabilities](#) Page 2

**Boulder**

1675 Range Street  
Boulder, CO 80301  
Ph: (303) 442-8662  
Fx: (303) 442-0502

**Longmont**

615 North Main Street  
Longmont, CO 80501  
Ph: (303) 442-8662  
Fx: (303) 772-5125

**Broomfield**

6 Garden Center  
Broomfield, CO 80020  
Ph: (303) 442-8662  
Only Open Mondays

**North Metro**

10317 Washington Street  
Thornton, CO 80229  
Ph: (303) 442-8662  
Fx: (303) 792-0317

[www.cpwd.org](http://www.cpwd.org)

## SE Boulder County SuperFlex Demand-Responsive Transit Service



January 25, 2023

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

Clinica Family Health is pleased to provide this letter of support of the Boulder County's Subregional TIP application for the Southeast Boulder County On-Demand Service for the DRCO G FY 2024-2027 Share (Call #4) Air Quality Multimodal (AQ/MM) track.

Local stakeholders have been working on human services transportation gaps in Southeast Boulder County for the last five years. This partnership has resulted in several advances in mobility options, but the ultimate goal has been to seamlessly provide a local point-to-point mobility option that is equitable, affordable and accessible.

Immediately following the Marshall Fire, RTD and Boulder County created a unified Southeast Boulder County demand-responsive service area by combining Ride Free Lafayette and the two RTD Flex Ride services to allow Superior and Louisville residents who were displaced by the Marshall Fire to better access the Disaster Assistance Center in Lafayette. This brief pilot demonstrated the need for cross-jurisdictional transportation in Southeast Boulder County and revealed the limitations of the current software to run the program.

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The project is consistent with the 2006 Boulder County Transit Enhancement Plan; 2020 Boulder County Transportation Master Plan Update; 2022 Boulder County Coordinated Human Services Transportation Plan.

For all these reasons we support funding the Southeast Boulder County SuperFlex Demand-Responsive Service. Thank you for your consideration of Boulder County's application for this important project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Simon Smith".

Simon Smith  
President and CEO

PHONE  
(303) 650-4460

ADMINISTRATION  
1735 S. Public Rd.  
Ste. 200  
Lafayette, CO 80026

GLPIN COUNTY  
Medical  
972 Golden Gate Canyon Rd.  
Ste. 300  
Black Hawk, CO 80422

LAFAYETTE  
Medical & Dental  
1735 S. Public Rd.  
Lafayette, CO 80026

NEDERLAND  
Medical  
80 Big Springs Dr.  
Ste. 102  
P.O. Box 1262  
Nederland, CO 80466

PECOS  
Medical & Dental  
1701 W. 72nd Ave.  
Denver, CO 80221

PEOPLES  
Medical  
2525 13th Ave.  
Boulder, CO 80304

THORNTON  
Medical & Dental  
8990 N. Washington St.  
Thornton, CO 80229

WESTMINSTER  
Medical  
8510 N. Bryant St.  
2nd Floor  
Westminster, CO 80031

COMMUNITY COMMITMENT. UNCOMPROMISING CARE.

## SE Boulder County SuperFlex Demand-Responsive Transit Service

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

01/25/2023

Mr. Cottrell:

Community Food Share is pleased to provide this letter of support of the Boulder County's Subregional TIP application for the **Southeast Boulder County On-Demand Service** for the DRCOG FY 2024-2027 Share (Call #4) Air Quality Multimodal (AQ/MM) track.

Local stakeholders have been working on human services transportation gaps in Southeast Boulder County for the last five years. This partnership has resulted in several advances in mobility options, but the ultimate goal has been to seamlessly provide a local point-to-point mobility option that is equitable, affordable and accessible.

Immediately following the Marshall Fire, RTD and Boulder County created a unified Southeast Boulder County demand-responsive service area by combining Ride Free Lafayette and the two RTD Flex Ride services to allow Superior and Louisville residents who were displaced by the Marshall Fire to better access the Disaster Assistance Center in Lafayette. This brief pilot demonstrated the need for cross-jurisdictional transportation in Southeast Boulder County and revealed the limitations of the current software to run the program.


This project would add to the three existing demand-responsive services in Southeast Boulder County by funding the operating costs to gradually increase cross-jurisdictional demand-responsive services connecting Erie, Lafayette, Louisville, and Superior over a three-year period - one vehicle the first year, 1.5 vehicles the second year, and two the third year. This project would also purchase software to support service coordination between the Ride Free Lafayette, RTD FlexRide, and any potential new services in Erie, with the goal of improving mobility for all Southeast Boulder County residents.

The project is consistent with the 2006 Boulder County Transit Enhancement Plan; 2020 Boulder County Transportation Master Plan Update; 2022 Boulder County Coordinated Human Services Transportation Plan.

Additionally, as the Participant Engagement Manager at Community Food Share, I hear first-hand from participants about transportation challenges they face in this area. Participants are only able to access our Louisville pantry by car, thus transportation improvements in southeast Boulder county would have big impacts.

For all these reasons we support funding the Southeast Boulder County SuperFlex Demand-Responsive Service. Thank you for your consideration of Boulder County's application for this important project.

Sincerely,

  
Jacqueline Carrera



## SE Boulder County SuperFlex Demand-Responsive Transit Service



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

January 24, 2023

Mr. Cottrell:

Cultivate is pleased to provide this letter of support of the Boulder County's Subregional TIP application for the **Southeast Boulder County On-Demand Service** for the DRCOG FY 2024-2027 Share (Call #4) Air Quality Multimodal (AQ/MM) track.

Local stakeholders have been working on human services transportation gaps in Southeast Boulder County for the last five years. This partnership has resulted in several advances in mobility options, but the ultimate goal has been to seamlessly provide a local point-to-point mobility option that is equitable, affordable and accessible. Cultivate has provided no-cost senior services in Boulder County since 1972 and has operated a volunteer transportation program since 2008. Our current transportation client demographic is US Military Veterans and their family members who are aged 60+ and live in Boulder and Broomfield Counties. With our 15-year service history in transportation, we can fully attest to the gaps in transportation services, especially within at-risk populations.

Immediately following the Marshall Fire, RTD and Boulder County created a unified Southeast Boulder County demand-responsive service area by combining Ride Free Lafayette and the two RTD Flex Ride services to allow Superior and Louisville residents who were displaced by the Marshall Fire to better access the Disaster Assistance Center in Lafayette. This brief pilot demonstrated the need for cross-jurisdictional transportation in Southeast Boulder County and revealed the limitations of the current software to run the program.

This project would add to the three existing demand-responsive services in Southeast Boulder County by funding the operating costs to gradually increase cross-jurisdictional demand-responsive services connecting Erie, Lafayette, Louisville, and Superior over a three-year period - one vehicle the first year, 1.5 vehicles the second year, and two the third year. This project would also purchase software to support service coordination between the Ride Free Lafayette, RTD FlexRide, and any potential new services in Erie, with the goal of improving mobility for all Southeast Boulder County residents.

Cultivate has served on the Mobility for All Council and participated in countless Transportation Plan workgroups to provide a voice to seniors in need of accessible transportation, and we fully support this proposal as the project is consistent with the 2006 Boulder County Transit Enhancement Plan; 2020 Boulder County Transportation Master Plan Update; and the 2022 Boulder County Coordinated Human Services Transportation Plan.

For all these reasons we support funding the Southeast Boulder County SuperFlex Demand-Responsive Service. Thank you for your consideration of Boulder County's application for this important project.

Sincerely,

Chrysti R. Britt, MSCJ  
Executive Director, Cultivate

## SE Boulder County SuperFlex Demand-Responsive Transit Service



**Imagine!**  
1400 Dixon Ave.  
Lafayette, CO 80026  
303-665-7789  
[www.imaginecolorado.org](http://www.imaginecolorado.org)

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

**1/25/2023**

Mr. Cottrell:

Imagine! is pleased to provide this letter of support of the Boulder County's Subregional TIP application for the **Southeast Boulder County On-Demand Service** for the DRCOG FY 2024-2027 Share (Call #4) Air Quality Multimodal (AQ/MM) track.

Local stakeholders have been working on human services transportation gaps in Southeast Boulder County for the last five years. This partnership has resulted in several advances in mobility options, but the ultimate goal has been to seamlessly provide a local point-to-point mobility option that is equitable, affordable and accessible, which would benefit Imagine! clients.

Immediately following the Marshall Fire, RTD and Boulder County created a unified Southeast Boulder County demand-responsive service area by combining Ride Free Lafayette and the two RTD Flex Ride services to allow Superior and Louisville residents who were displaced by the Marshall Fire to better access the Disaster Assistance Center in Lafayette. This brief pilot demonstrated the need for cross-jurisdictional transportation in Southeast Boulder County and revealed the limitations of the current software to run the program.

This project would add to the three existing demand-responsive services in Southeast Boulder County by funding the operating costs to gradually increase cross-jurisdictional demand-responsive services connecting Erie, Lafayette, Louisville, and Superior over a three-year period - one vehicle the first year, 1.5 vehicles the second year, and two the third year. This project would also purchase software to support service coordination between the Ride Free Lafayette, RTD FlexRide, and any potential new services in Erie, with the goal of improving mobility for all Southeast Boulder County residents.

The project is consistent with the 2006 Boulder County Transit Enhancement Plan; 2020 Boulder County Transportation Master Plan Update; 2022 Boulder County Coordinated Human Services Transportation Plan.

For all these reasons we support funding the Southeast Boulder County SuperFlex Demand-Responsive Service. Thank you for your consideration of Boulder County's application for this important project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kathryn M. Arbour".

**Kathryn M. Arbour, Ph. D.**

**Chief Executive Officer, Imagine!**

## SE Boulder County SuperFlex Demand-Responsive Transit Service



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

January 24<sup>th</sup>, 2023

Dear Mr. Cottrell,

Good Samaritan Medical Center is pleased to provide this letter of support of the Boulder County's Subregional TIP application for the **Southeast Boulder County On-Demand Service** for the DRCOG FY 2024-2027 Share (Call #4) Air Quality Multimodal (AQ/MM) track. Local stakeholders have been working on human services transportation gaps in Southeast Boulder County for the last five years. This partnership has resulted in several advances in mobility options, but the ultimate goal has been to seamlessly provide a local point-to-point mobility option that is equitable, affordable and accessible.

Immediately following the Marshall Fire, RTD and Boulder County created a unified Southeast Boulder County demand-responsive service area by combining Ride Free Lafayette and the two RTD Flex Ride services to allow Superior and Louisville residents who were displaced by the Marshall Fire to better access the Disaster Assistance Center in Lafayette. This brief pilot demonstrated the need for cross-jurisdictional transportation in Southeast Boulder County and revealed the limitations of the current software to run the program.

This project would add to the three existing demand-responsive services in Southeast Boulder County by funding the operating costs to gradually increase cross-jurisdictional demand-responsive services connecting Erie, Lafayette, Louisville, and Superior over a three-year period - one vehicle the first year, 1.5 vehicles the second year, and two the third year. This project would also purchase software to support service coordination between the Ride Free Lafayette, RTD FlexRide, and any potential new services in Erie, with the goal of improving mobility for all Southeast Boulder County residents.

The project is consistent with the 2006 Boulder County Transit Enhancement Plan; 2020 Boulder County Transportation Master Plan Update; 2022 Boulder County Coordinated Human Services Transportation Plan.

For all these reasons we support funding the Southeast Boulder County SuperFlex Demand-Responsive Service. Thank you for your consideration of Boulder County's application for this important project.

Sincerely,

A handwritten signature in black ink, appearing to read "Dawn J. Anuszkiewicz".

Dawn J. Anuszkiewicz, MHSA  
Good Samaritan Medical Center President

Cc: Peggy Jarrett

## SE Boulder County SuperFlex Demand-Responsive Transit Service



Denver Regional Council of Governments  
Todd Cottrell, Senior Planner  
1001 17th Street, Suite 700  
Denver, CO 80202  
cottrell@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 **Southeast Boulder County On-Demand Service** for the DRCOG FY 2024-2027 Share (Call #4) Air Quality Multimodal (AQ/MM) track.

Local stakeholders have been working on human services transportation gaps in Southeast Boulder County for the last five years. This partnership has resulted in several advances in mobility options, but the ultimate goal has been to seamlessly provide a local point-to-point mobility option that is equitable, affordable and accessible.

Immediately following the Marshall Fire, RTD and Boulder County created a unified Southeast Boulder County on-demand service area by combining Ride Free Lafayette and the two RTD Flex Ride services to allow Superior and Louisville residents who were displaced by the Marshall Fire to better access the Disaster Assistance Center in Lafayette. This brief pilot demonstrated the need for cross-jurisdictional transportation in Southeast Boulder County and revealed the limitations of the current software to run the program. These two software limitations will need to be addressed to create a successful cross-jurisdictional service with RTD FlexRide.

This project would fund the operating costs to add a fifth vehicle to Southeast Boulder County on-demand services and promote interoperability with the two RTD Flex Ride on-demand transit services in Louisville and Superior. This project would also purchase software to support interoperability between the two different services with the goal of improving mobility for all Southeast Boulder County residents.

The project is consistent with the 2006 Boulder County Transit Enhancement Plan; 2020 Boulder County Transportation Master Plan Update; 2022 Boulder County Coordinated Human Services Transportation 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](mailto:matt@c4community.org)  
[c4community.org](http://c4community.org)

# SE Boulder County SuperFlex Demand-Responsive Transit Service

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## Department of Housing & Human Services

2525 13<sup>th</sup> Street, Suite 204 • Boulder, Colorado 80304 • Tel: 303.441.1000 Fax: 720.564.2283  
Boulder Office • 3460 Broadway • Boulder, Colorado 80304 • Tel: 303.441.1000 Fax 303.441.1523  
515 Coffman Street • Longmont, Colorado 80501 • Tel: 303.441.1000

[www.bouldercountyhhs.org](http://www.bouldercountyhhs.org)

Denver Regional Council of Governments  
Todd Cottrell, Senior Planner  
1001 17th Street, Suite 700  
Denver, CO 80202

January 25, 2023

Dear Mr. Cottrell:

Boulder County Department of Housing and Human Services is pleased to provide this letter of support of the Boulder County's Subregional TIP application for the Southeast Boulder County On-Demand Service for the DRCOG FY 2024-2027 Share (Call #4) Air Quality Multimodal (AQ/MM) track. This service will result in more transportation options for residents, including residents living in Boulder County Housing Authority (BCHA) properties in Southeast Boulder County, low to moderate income residents with transportation barriers, and people with disabilities that find current transportation options difficult to manage.


Local stakeholders have been working on human services transportation gaps in Southeast Boulder County for the past five years. This partnership has resulted in several advances in mobility options, but the ultimate goal has been to seamlessly provide a local point-to-point mobility option that is equitable, affordable, and accessible. More flexible and affordable transportation options would result in increased access to services offered through critical safety net supports like Sister Carmen Community Center, Imagine!, Clinica, Mental Health Partners, and the eventual Boulder County Hub in Lafayette, as well as increase access to employment and housing options.

We saw the benefits of this service immediately following the Marshall Fire, when RTD and Boulder County created a unified Southeast Boulder County service area by combining Ride Free Lafayette and the two RTD Flex Ride services. This allowed Superior and Louisville residents who were displaced by the Marshall Fire to better access the Disaster Assistance Center in Lafayette, allowing residents displaced by the fire to access vital services, including but not limited to, mental health supports, financial assistance, basic needs supports, and replacement of vital records.

This project would add to the three existing demand-responsive services in Southeast Boulder County by funding the operating costs to gradually increase cross-jurisdictional demand-responsive services connecting Erie, Lafayette, Louisville, and Superior over a three-year period.

For all these reasons we support funding the Southeast Boulder County SuperFlex Demand-Responsive Service. Thank you for your consideration of Boulder County's application for this important project.

Sincerely,

  
Susan Caskey  
Director

Claire Levy County Commissioner

Ashley Stolzmann County Commissioner

Marta Loachamin County Commissioner

## SE Boulder County SuperFlex Demand-Responsive Transit Service

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



January 24, 2023

Mr. Cottrell:

Sister Carmen Community Center is pleased to provide this letter of support of the Boulder County's Subregional TIP application for the **Southeast Boulder County On-Demand Service** for the DRCOG FY 2024-2027 Share (Call #4) Air Quality Multimodal (AQ/MM) track.

Boulder County's affordable housing crisis has displaced thousands of families over the last decade as low-income families struggle to find new communities that are less expensive. When household resources are stretched thin, the need for transportation alternatives increases. Sister Carmen Community Center's service area spans Lafayette, Louisville, Superior and Erie. We work with the underemployed, newly unemployed, seniors, people with disabilities, young adults, families, and the largest group experiencing poverty – children. Most of the services we offer are by appointment and access to an On-Demand Service can turn a 1–2-hour ordeal by bus into a smooth, 10-minute trip. We also know from participants that doctor's appointments, job opportunities, etc. are not confined to city boundaries. For the many community members who experience transportation barriers, being able to have this option across Southeast Boulder County will be invaluable.

Immediately following the Marshall Fire, RTD and Boulder County created a unified Southeast Boulder County demand-responsive service area by combining Ride Free Lafayette and the two RTD Flex Ride services improving access to the Disaster Assistance Center in Lafayette for displaced Superior and Louisville residents. This brief pilot demonstrated the need for cross-jurisdictional transportation in Southeast Boulder County and revealed the limitations of the current software to run the program.

This project would add to the three existing demand-responsive services in Southeast Boulder County by funding the operating costs to gradually increase cross-jurisdictional demand-responsive services connecting Erie, Lafayette, Louisville, and Superior over a three-year period - one vehicle the first year, 1.5 vehicles the second year, and two the third year. This project would also purchase software to support service coordination between the Ride Free Lafayette, RTD FlexRide, and any potential new services in Erie, with the goal of improving mobility for all Southeast Boulder County residents.

Please know we enthusiastically support funding the Southeast Boulder County SuperFlex Demand-Responsive Service, as this is vital program for our participants.

Sincerely,

Suzanne Crawford (CEO), Katie Warning (Program Director), Julie Piller (Community & Family Education Manager), and Lara Van Matre (Bridging the Digital Divide Coordinator)  
Sister Carmen Community Center, 655 Aspen Ridge Dr, Lafayette, CO 80026

## SE Boulder County SuperFlex Demand-Responsive Transit Service



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

January 24, 2023

Mr. Cottrell:

Mental Health Partners (MHP) is pleased to provide this letter of support of the Boulder County's Subregional TIP application for the Southeast Boulder County On-Demand Service for the DRCOG FY 2024-2027 Share (Call #4) Air Quality Multimodal (AQ/MM) track. Transportation access is one of the most important social determinants of health, and this project will increase this access for many MHP clients.

Local stakeholders have been working on human services transportation gaps in Southeast Boulder County for the last five years. This partnership has resulted in several advances in mobility options, but the ultimate goal has been to seamlessly provide a local point-to-point mobility option that is equitable, affordable and accessible.

Immediately following the Marshall Fire, RTD and Boulder County created a unified Southeast Boulder County demand-responsive service area by combining Ride Free Lafayette and the two RTD Flex Ride services to allow Superior and Louisville residents who were displaced by the Marshall Fire to better access the Disaster Assistance Center in Lafayette. This brief pilot demonstrated the need for cross-jurisdictional transportation in Southeast Boulder County and revealed the limitations of the current software to run the program.

This project would add to the three existing demand-responsive services in Southeast Boulder County by funding the operating costs to gradually increase cross-jurisdictional demand-responsive services connecting Erie, Lafayette, Louisville, and Superior over a three-year period - one vehicle the first year, 1.5 vehicles the second year, and two the third year. This project would also purchase software to support service coordination between the Ride Free Lafayette, RTD FlexRide, and any potential new services in Erie, with the goal of improving mobility for all Southeast Boulder County residents.

The project is consistent with the 2006 Boulder County Transit Enhancement Plan; 2020 Boulder County Transportation Master Plan Update; 2022 Boulder County Coordinated Human Services Transportation Plan.

For all these reasons we support funding the Southeast Boulder County SuperFlex Demand-Responsive Service. Thank you for your consideration of Boulder County's application for this important project.

Sincerely,

Jennifer Leosz Marriott  
Co-Chief Executive Officer



## SE Boulder County SuperFlex Demand-Responsive Transit Service

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

1/25/23

Mr. Cottrell:

Workforce Boulder County is pleased to provide this letter of support of the Boulder County's Subregional TIP application for the Southeast Boulder County On-Demand Service for the DRCOG FY 2024-2027 Share (Call #4) Air Quality Multimodal (AQ/MM) track.

Local stakeholders have been working on human services transportation gaps in Southeast Boulder County for the last five years. This partnership has resulted in several advances in mobility options, but the ultimate goal has been to seamlessly provide a local point-to-point mobility option that is equitable, affordable and accessible.

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For all these reasons we support funding the Southeast Boulder County SuperFlex Demand-Responsive Service. Thank you for your consideration of Boulder County's application for this important project.

Sincerely,

*Nora C. Sáenz*

Nora C. Sáenz  
Program Manager  
Workforce Boulder County  
[nsaenz@bouldercounty.org](mailto:nsaenz@bouldercounty.org)





## SE Boulder County SuperFlex Demand-Responsive Transit Service



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

1/24/2023

Mr. Cottrell:

Via Mobility Services is pleased to provide this letter of support of the Boulder County's Subregional TIP application for the **Southeast Boulder County On-Demand Service** for the DRCOG FY 2024-2027 Share (Call #4) Air Quality Multimodal (AQ/MM) track.

Local stakeholders have been working on human services transportation gaps in Southeast Boulder County for the last five years. This partnership has resulted in several advances in mobility options, but the ultimate goal has been to seamlessly provide a local point-to-point mobility option that is equitable, affordable and accessible.

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The project is consistent with the 2006 Boulder County Transit Enhancement Plan; 2020 Boulder County Transportation Master Plan Update; 2022 Boulder County Coordinated Human Services Transportation Plan.

For all these reasons we support funding the Southeast Boulder County SuperFlex Demand-Responsive Service. Thank you for your consideration of Boulder County's application for this important project.

Sincerely,

A handwritten signature in blue ink that reads "Frank W. Bruno".

Frank Bruno, CEO