



Meeting Agenda  
Monday, Dec 11, 2017  
Via Mobility Services, 2855 N. 63<sup>rd</sup> St. Boulder  
2-3:30 p.m.

*Vision: Promote and provide efficient, accessible, affordable, seamless, equitable, responsive, and easy to arrange transportation options for Boulder County residents through coordination and collaboration between service providers.*

## **AGENDA**

- I. Welcome & Introductions (5 min)**
- II. Presentation by Moira Moon (30 min)**  
CDOT DTR Lead Grant Coordinator, [moira.moon@state.co.us](mailto:moira.moon@state.co.us), 303.757.9766
- III. LCC Member Spotlight! (15 min)**
  - a. Via Mobility Services Travel Training Program, Susan Unger, [sunger@viacolorado.org](mailto:sunger@viacolorado.org), 303.447.2848 x 1048
- IV. LCC Member Updates (20 min)**
  - a. Wednesday Grocery Trip, Lafayette Senior Center, Megan Herman
  - b. RTD Advisory Committee for People with Disabilities Update, Aaron Pasterz
  - c. Via After Business Hours, Bob D'Alessandro
  - d. Strategic Action Planning Group on Aging, Laura Mathews
  - e. Kids Holiday Giveaway, Angel Bond
- V. Boulder County Update (20 min)**
  - a. TNC Pilot Project at Aspinwall/Josephine Commons
  - b. Kestrel EcoPass Distribution
  - c. Distribution List
- VI. Advocacy Working Group (15 min)**
  - a. Public: Snow Removal Letter to the Editor
  - b. Decision Makers: Policy Makers
  - c. Stakeholders: Partnership Building – Swag
- VII. Small Group Brainstorming Session**
  - a. 2018 LCC Meeting Themes
- VIII. Needs and Solutions (5 min)**
- IX. Conclusion**
  - a. Next meeting: Monday, January 8, 2018, 2:00-3:30 pm
    - i. Theme: Multicultural Outreach
    - ii. Community Leader: Marta Loachamin, Resiliencia para todos
    - iii. Member Spotlight!: OUR Center

### Who are we missing?

We would love to invite the right groups/field/organizations/individuals to our meetings. If you have a contact or a suggestion for a presentation, please contact: [abond@bouldercounty.org](mailto:abond@bouldercounty.org)

### Needs and Solutions

If you identify any community needs or potential solutions throughout the meeting and presentation, please take notes here for group discussion.

Community Needs	Solutions

# Boulder County Local Coordination Council

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2-3:30 p.m.

*Vision: Promote and provide efficient, accessible, affordable, seamless, equitable, responsive, and easy to arrange transportation options for Boulder County residents through coordination and collaboration between service providers.*

### **December BoCo LCC Minutes**

#### **I. Attendees:**

Nate Vander Broek	CDOT Transit Planning & Infrastructure
Moira Moon	CDOT DTR Grants
Zareen Tasneem	Boulder County Transportation
Liz Fuselier	Boulder County Housing and Human Services
Leslie Gibson	Boulder County Housing Authority
Laura Mathews	Boulder County Area Agency on Aging
Lindsay Christopher	Safehouse for Progressive Alliance for Nonviolence
Aaron Pasterz	Center for People with Disabilities
Megan Herman	City of Lafayette Senior Services
Susan Unger	Via Mobility Services Travel Training
Kate Williams	Denver Regional Mobility & Access Council
Brent Belisle	Denver Local Coordinating Council
Michele Waite	City of Longmont Senior Services
Sandy Stewart	OUR Center
Rebecca Lawrence	Peak to Peak Human Services Task Force
Elain Erb	Boulder Transportation Connections
Angel Bond	Boulder County Mobility for All

#### **II. Presentation by CDOT Division of Transit and Rail**

Moira Moon and Nate Vander Broek gave an overview of the CDOT Division of Transit and Rail grant opportunities. The consolidated FASTER/5310 Capital Grant deadline is December 20 to apply for vehicles, the 5310 Admin and Operating Grants were awarded earlier this year. Nate Vander Broek said that Boulder County entities could apply for the statewide FASTER transit funding pool, as long as the project does not overlap with RTD projects or will be maintained by RTD, since RTD is the recipient of the Denver FASTER set-aside. There will be two additional grant opportunities in January, 2018: 1) 5304 Planning Grants and 2) Regional Mobility Development Grants for Rural TPRs. (More information is attached). Contact CDOT with any questions you may have: *Moira Moon, CDOT DTR Lead Grant Coordinator, [moira.moon@state.co.us](mailto:moira.moon@state.co.us), 303.757.9766; or Nate Vander Broek, CDOT Transit Planning & Infrastructure, [nate.vanderbroek@state.co.us](mailto:nate.vanderbroek@state.co.us), 303.512.4770*

#### **III. LCC Member Spotlight!**

Susan Unger led a discussion on the Via Mobility Services Travel Training Program. She said that the program could be used to train LCC Members' Staff, so that they can address

their clients' concerns or questions regarding transportation. Michele Waite has had Via train the Longmont Senior Center staff and would recommend it. Lindsay and Angel both expressed interest in getting staff trained. To schedule a training session for your staff, contact Susan Unger, [sunger@viacolorado.org](mailto:sunger@viacolorado.org), 303.447.2848 x 1048.

#### **IV. LCC Member Updates**

- a. Megan Herman discussed the Lafayette Senior Center Wednesday Grocery Trip (flyer attached).
- b. Aaron Pasterz gave an update on the RTD Advisory Committee for People with Disabilities. They are currently recommending that RTD install accessible doors in Union Station. They said that they will not be looking for a letter of support from the Local Coordinating Councils.
- c. Angel Bond gave the update for the Community Cycles Kids Holiday Giveaway (flyer attached).

#### **V. Boulder County Update**

- a. Angel Bond announced that the M4A Ride-Hailing RFP for the pilot at Aspinwall/Josephine Commons is currently open and will close on Dec 27.
- b. Liz Fuselier gave an update on the Kestrel EcoPass distribution process.

#### **VI. Small Group Brainstorming Session**

- a. Small groups brainstormed 2018 LCC Meeting Themes, community partners to invite and LCC assets. Potential 2018 Topics: *Multicultural Transportation Outreach, Volunteer Drivers, Biking, Pedestrian Experience, Disability Rights, Transportation & Food Access, Transportation and Poverty, Housing + Transportation, Rural Transportation, Aging and Transportation, School Transportation Challenges, Job Access Transportation, Engaging Citizens and Businesses in Transportation, Telling the Human Side of Transportation, Health Care Access, or Planning Process.*

#### **VII. Conclusion**

- a. Next meeting: Monday, January 8, 2018, 2:00-3:30 pm



## ***[Proposed] Regional Mobility Development Grants***

**WHAT:** Regional Coordination Grants and Assistance

\$25,000 per year for 2 years

**WHO:** Rural TPR's with recent 5304 Planning Awards

*Feedback needed for recipients*

**WHEN:** January 2018

**WHERE:** Begin with TPR's 7, 8, & 14

Bent, San Luis Valley, Teller

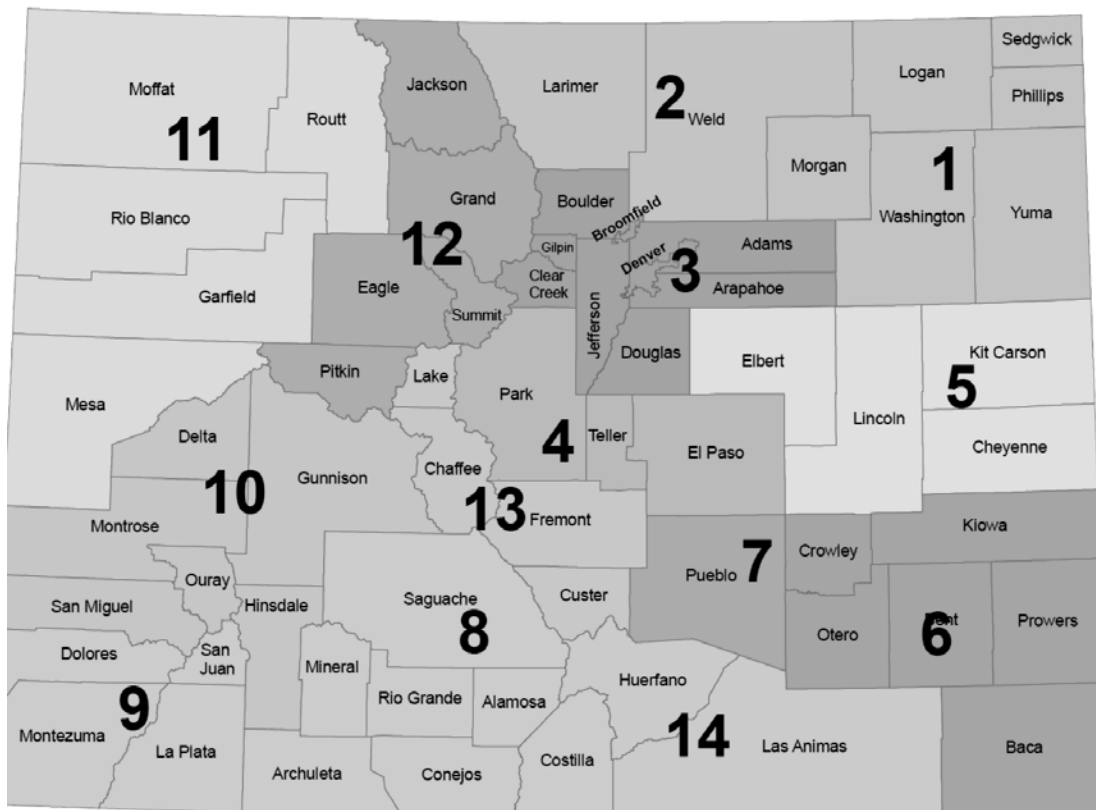
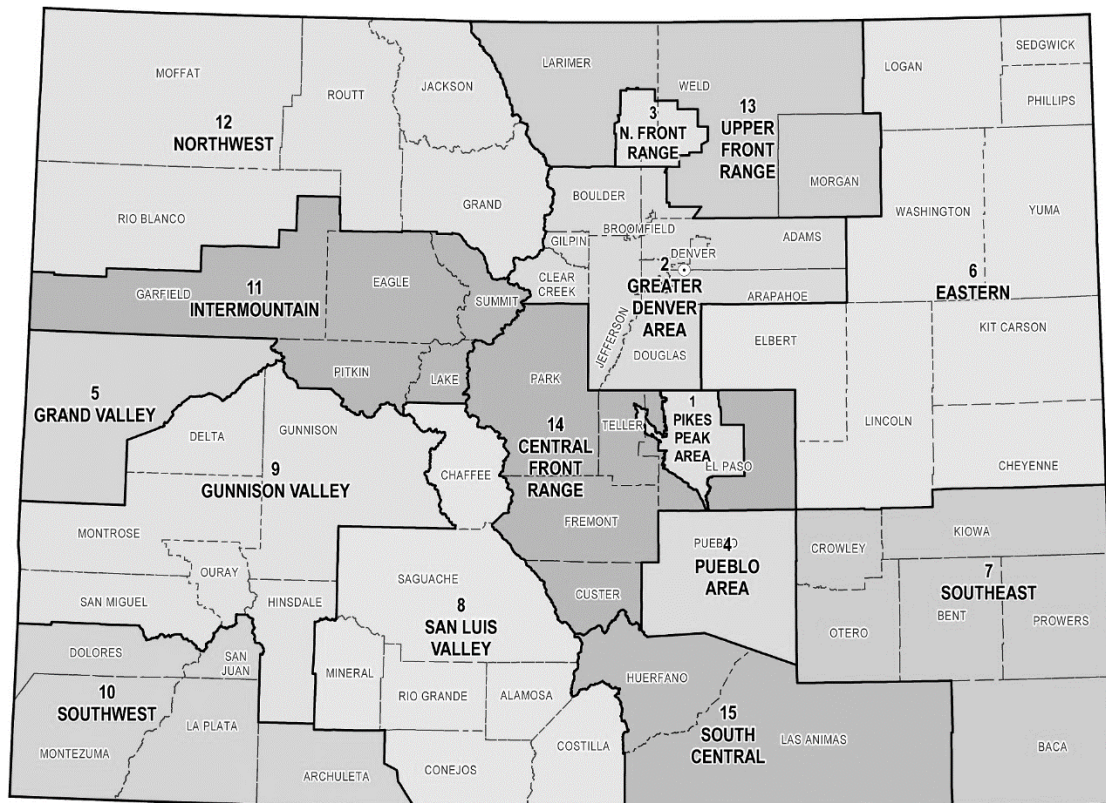
**WHY:** Create coordination and establish a stable and sustainable regional mobility development strategy.



*Coordination Graphic Credit:  
Boulder County Housing and  
Human Services, Mobility for All*



## TPR Boundaries Map & Planning/Management Regions Map



# Consolidated Call for Capital Projects Guidance

## Federal Transit Administration and State Funds

November 2, 2017

### **PART 1**      **Introduction**

The Colorado Department of Transportation (CDOT) is issuing a Notice of Funding Availability (NOFA), requesting applications for capital projects to be initiated in 2018.

CDOT plans to award up to \$13.7 million in federal and state funds for transit capital projects. Funds may be used for items defined as capital assets by the Federal Transit Administration (e.g., buses, facilities, equipment).

If selected for award, CDOT's expectation is that applicants will begin implementing their project no more than six months after announcement.

Applications are due to CDOT by **5:00 p.m. on Wednesday, December 20<sup>th</sup>, 2017**. Applications submitted after this deadline will not be accepted.

### **PART 2**      **Funding**

Grant funds are available through several federal and state transit programs administered by CDOT. The table below lists these funding sources and the amount available under each.

<b>Funding Program</b>	<b>Amount Available</b>
<b>FEDERAL PROGRAMS</b>	
<i>FTA Section 5310: Seniors and Individuals with Disabilities</i>	
Rural (all areas outside of urban areas)	\$344,000
Small Urban (Boulder, Grand Junction, Greeley, Longmont, Lafayette/Louisville/Erie, and Pueblo)	\$527,000
Large Urban (Denver)	\$841,000
<i>FTA Section 5311: Rural Public Transit (all areas outside of urban areas)</i>	\$814,000
<i>FTA Section 5339: Bus and Bus Facilities</i>	
Small Urban ((Boulder, Grand Junction, Greeley, Longmont, Lafayette/Louisville/Erie, and Pueblo)	\$1,287,000
Statewide	\$1,936,000
<b>SUBTOTAL</b>	<b>\$5,749,000</b>



<b>STATE PROGRAMS</b>	
<i>FASTER</i>	
Local Competitive*	\$2,100,000
Urban Area Set-Asides (Denver, Co Springs, Ft. Collins)	\$3,900,000
<i>Senate Bill 228</i>	
Local Competitive*	\$2,000,000
SUBTOTAL	\$8,000,000
TOTAL	\$13,749,000

\*Pending approval by the CDOT Transportation Commission. If not approved, the amounts will be \$4.1 million for FASTER local competitive and \$0 for SB 228.

### **PART 3      Local match**

Federal and state funds may be used to fund up to 80% of project costs. All awards require a minimum local match of 20%. The match must be in cash, except that donated or previously purchased land for a construction project can be used as match if sufficiently documented through a recent appraisal. Federal funds must not have been used to purchase any property proposed as the local matching share.

Local match can come from many sources including state (non-CDOT) or local appropriations, tax revenues, private donations, revenue from service contracts, and income generated from advertising and concessions. The local match may also be derived from federal programs that are eligible to be expended for transportation, other than DOT programs. Examples of types of programs that are potential sources of local match include employment, training, aging, medical, community services, and rehabilitation services.

State funds can be used to match a federal grant, providing up to 80% of the required matching funds for the federal grant. The recipient must still provide a 20% local match for its state-funded award. This means that the local government is paying only 4% of the total project: 80% federal, 16% state (80% of 20%), and 4% local (20% of 20%). Since this type of funding arrangement rapidly draws down available grant funding, CDOT will carefully examine requests of this type. It is CDOT's intention that state funds be used as local match for federal funds only in situations where worthy projects cannot proceed without the additional financial assistance.

CDOT requires written letters of support and commitment from **partners** in a project that will need to make a commitment to the project (e.g., organizations providing some, or all, of the local match, providing land or right-of-way for a project, or agreeing to share a multimodal facility).

If you intend to purchase alternative fuel vehicles (CNG, electric, propane), CDOT encourages you to combine CDOT funds with grants available from other state agencies. For instance, in urban areas, the Regional Air Quality Council (RACQ) provides grants that will pay up to 80 percent of the incremental costs between an alternative fuel vehicle and the comparable, conventionally fueled vehicle (see <http://cleanairfleets.org/programs/alt-fuels-colorado>). A similar program is available for rural agencies through the Department of Local Affairs (see [link](#)). Transit agencies must apply and be awarded separately from each respective program before

combining funds and proceeding to purchase vehicles. Applicants may apply to the programs in any order, but must notify both the agencies involved of the intention to seek additional funding.

#### **PART 4      Application Process**

CDOT provides two capital applications: one for revenue rolling stock grant requests and a second for facilities/equipment grant requests (including non-revenue vehicles such as service vehicles). If an applicant plans to submit requests for multiple facility or equipment projects, the Division of Transit and Rail (DTR) requests that applicants complete one application for each project. If an applicant plans to submit requests for multiple vehicle replacement projects, the applicant may bundle those projects into one single application.

The minimum project request shall be \$25,000, except in the cases where an applicant is requesting state funds to be used as local match for a federal program. There is no maximum request, but applicants should take into consideration the amounts available and CDOT's preference to provide some geographic equity.

Applications will be submitted electronically through COTRAMS (<http://cdot-transit.force.com/Portal>), CDOT's on-line grant management system. If you are a current and active CDOT grantee you should have a user ID and password for the website. If you have misplaced your user ID and password to the website, contact system administrator Qing Lin immediately ([qing.lin@state.co.us](mailto:qing.lin@state.co.us)) so that she can reset your login credentials. If you are a current grant partner and have not had access to the portal, please contact Qing so that she can assist you.

If you are not a current grant partner, you must complete an application outside of COTRAMS. Please contact Jeff Sanders ([Jeffrey.sanders@state.co.us](mailto:Jeffrey.sanders@state.co.us)) to obtain the document.

#### **PART 5      Applicant Eligibility**

In most cases, DTR staff will determine which funding source is best suited to meet your request. DTR staff will use the following applicant eligibility guidelines to make that determination.

State funds: Eligible recipients for local competitive state funding assistance are limited to local public and private nonprofit entities, as well as tribal governments, that offer either public transportation or "open door" specialized transportation (service for the elderly and disabled). "Open door" specialized transportation is service available to any elderly and disabled person in need and not limited to a particular clientele or facility.

Federal funds: Applicant eligibility for the FTA programs is similar to that of state funds, but is limited based on each particular program.

Private nonprofit organizations are eligible applicants for most projects funded through the Section 5310 program, though public entities are eligible if (a) there is no available private nonprofit agency providing service or if (b) the public entity has been named by the state as the coordinating body for specialized transportation in their area. For some projects, eligible applicants also include a local government authority or an operator of public transportation.

These specialized services do not have to be open door, unlike the eligibility criteria for state funds. However, all things being equal, open door programs will receive a higher priority. Additionally, DTR will not fund “residential” vehicles that are located at housing facilities and have a very limited usage and clientele.

The Section 5311 and 5339 programs are available to public and private nonprofit agencies, as well as tribal governments. Additionally, private intercity bus operators are eligible under the Section 5311(f) program. Applicants for Section 5339 funds in small urbanized areas are limited to the Designated Recipients for Section 5307 funding in those areas (RTD, Mesa County, and the cities of Pueblo and Greeley).

Applicant organizations must be prepared to be the party that takes full responsibility for carrying out the proposed project. There have been a few instances in which an organization that was awarded funds has requested that the project be transferred to a different organization. CDOT encourages parties to fully consider the most appropriate applicant organization at the beginning of the application process and **not** to assume that CDOT will approve such a significant sponsorship change.

## **PART 6     Project Eligibility**

Funding may be used for any items defined as **capital asset** by the Federal Transit Administration (e.g., buses, facilities, equipment). However, CDOT will **not** accept requests for funding land purchases or office-related equipment, nor for operating or administrative expenses. The types of projects that are eligible include, but are not limited to, the following:

- Rolling stock (buses, vans, train cars, gondola cabins).
- Transit stations, transfer facilities, bus storage and/or maintenance facilities, and other transit facilities.
- Multimodal facilities, such as facilities that accommodate some combination of services of multi-regional or statewide significance, such as regional bus service, Amtrak, and Greyhound/intercity bus service.
- Park and ride facility construction or improvements.
- Technology improvements that enable enhanced transit services in high priority corridors, including signal prioritization and ITS.
- Technology improvements that significantly improve the coordination of human services transportation by means of mobility management tools such as call centers.

- Wayfinding signage between modes (e.g., signage for intermodal facilities, intercity bus stations, Amtrak, park-and-rides, etc.).
- HOV, HOT, queue jump, and bus pull-out lanes, Bus Rapid Transit projects, and bus lanes.
- Bike racks, lockers and bike parking at multimodal stations.
- Enhanced modal connections, such as trails, sidewalks and bike lanes leading to major transit stations, provided they have a transit connection and enhance transit ridership.
- Pre-construction environmental and design projects.

Due to limited funding, CDOT continues to put an emphasis on a fix-it-first approach—that is, giving higher priority to the replacement and refurbishment of buses, facilities, and equipment, rather than on new or expansion capital or planning projects. This does NOT mean, however, that expansion or planning projects will not be funded—only that an applicant seeking funding for expansion projects must make a very strong case, with documented justification and evidence of sustainability, in order to be considered. That being said, replacement requests that do not score well on their merits will not be automatically prioritized higher than expansion equipment or facilities that do score well.

## **PART 7     Threshold (minimum) Criteria**

The applicant must have the financial and managerial capability and capacity to manage any funds awarded, as well as demonstrate that it has the resources necessary to operate the project on an ongoing basis. State and federal grants will be awarded on a reimbursement basis; that is, the award recipient must first incur costs before being reimbursed by CDOT, after submitting sufficient documentation of such costs. Therefore, the recipient must have the financial ability and cash flow to incur and pay such costs initially. The applicant must also be willing and able to follow federal and state guidelines in procurement.

It is especially important that the above capability and capacity is specifically addressed by applicants that have not previously received funds through DTR or which have had delays or other problems implementing projects awarded funding by CDOT. These organizations should address their financial and grant management capability and experience, as well as steps taken to correct any past problems, as appropriate.

Projects must be consistent with the most recent Regional Transportation Plan for the applicant's service area. It is recognized that in many cases consistency will be based on being within a corridor vision(s), not by specific mention of the particular project request.

## **PART 8     Evaluation Criteria**

All projects will be evaluated based on the criteria listed below. Projects will be evaluated based on the type of project—that is, based on whether they are rolling stock, facilities, equipment or

studies, and, further, whether they are replacements or expansions. Please note that the sub-criteria will not be weighted equally and that some will not be pertinent. For example, if a criterion has four sub-criteria, evaluators do not assign 25% weighting to each; they are given flexibility in assigning scores. One exception is on replacement rolling stock scores, where there are definitive metrics for comparing need. Also, some consideration may be given to geographical equity.

#### **A. Requests for Replacement/Rebuild Rolling Stock**

Criteria 1: Mileage, Usage, Readiness (7 possible points out of 10)

- A. Higher mileage vehicles will be scored higher than lower mileage units, but within their appropriate bus category (heavy duty 35-40 foot coaches; <35 foot coaches; body-on-chassis/cutaways; vans/minivans). Similarly, older vehicles will be scored higher than newer vehicles;
- B. Average miles per year for all vehicles may be considered, with consideration to type of vehicle and service regime;
- C. FTA guidelines will be used to gauge minimum useful life (FTA policy with respect to the useful life of equipment is set forth in [FTA Grant Management Circular 5010.1E](#), pages IV – 24). For example, a 35-40 ft. heavy duty coach should be approaching its minimum useful life (500,000 miles or 12 years per FTA guidelines) or beyond to be considered. Vehicle rebuild requests, which usually are associated with lower mileage and age, will be adjusted to put them on equal footing with replacement requests.
- D. Vehicle mileage and age will be considered equally when scoring vehicle replacement requests;
- E. Applicants with a lower spare ratio will generally be scored higher than those with a higher spare ratio; spare ratio should generally not exceed 20%; smaller agencies (<25 vehicles) will be considered on a case-by-case basis, given that measuring spare ratio with demand responsive service is more difficult.

Criteria 2: Special Considerations (3 possible points out of 10)

- A. Higher scoring will be awarded to applicants that can demonstrate a good state of repair through effective, documented, formal preventive maintenance programs or Transit Asset Management programs, and to those that have and follow a capital replacement plan;
- B. Higher scoring will be awarded to requests for the replacement of vehicles that are in marginal or poor condition, provided that the required documentation is included with the application (see application for details).
- C. Financial need-- Have other sources been tried? Is other funding being leveraged, or is the project totally dependent on the state or federal funds?

#### **B. Requests for Expansion Rolling Stock or Facilities**

Criteria 1: Demonstrated Need and Readiness (7 possible points out of 10)



- A. Higher scoring will be awarded to projects that clearly demonstrate the need for the expanded service or facility in terms of documented ridership studies and community support;
- B. Higher scoring will be awarded to projects that make an effective business case for the expansion that outlines anticipated costs, revenues and sustainability; a formal business plan is preferable;
- C. Higher scoring will be awarded to projects that demonstrate they are truly ready to go.

Criteria 2: Special Considerations (3 possible points out of 10)

- A. For vehicle requests--applicants with a lower spare ratio will generally be scored higher than those with a higher spare ratio;
- B. Higher scoring will be awarded based on whether an applicant has and follows a capital replacement plan as part of a broader asset management plan; stronger plans are those that are formalized within the overall organization;
- C. Financial capacity--Is there an institutional commitment, funding, financial capacity, and capability to sustain the service and project over time, given that this program will provide capital assistance but no operating assistance?
- D. Financial need-- Have other sources been tried? Is other funding being leveraged, or is the project totally dependent on the state or federal funds? If the applicant has the financial and revenue capacity to pay for a larger portion of the project, is it doing so?
- E. Project impacts--Would the project increase ridership? Would it reduce traffic on the State system? Improve service delivery?

**C. Requests for Facilities, Design, Equipment**

Criteria 1: Readiness and Demonstrated Timetable (4 possible points out of 10)

- A. Higher priority will be given to those that are shovel ready (NEPA clearance finalized, at least 30% design completed, and site location selected and purchased);
- B. The completion of existing projects would be a higher priority than the first stage of a long-term project; projects that are long-term score higher if a reasonable phasing plan is identified.

Criteria 2: Project Purpose, Cost Savings, and Efficiency (4 possible points out of 10)

- A. Reasonableness of the financial request relative to the amount of funding available;
- B. Higher priority will be given to those projects that clearly demonstrate that the project would produce real cost savings for the transit program or create service efficiencies;

- C. Higher priority will be given to those projects that can clearly demonstrate that the project could increase ridership rather than merely maintain existing ridership.

Criteria 3: Special Considerations (2 possible points out of 10)

- A. Higher priority will be given to those projects that demonstrate they were developed in partnership with the local community and have a high degree of support;
- B. Expansion of existing facilities will be considered if backed by a strong, defensible business case that demonstrates the need for the facility and for growth in the program it supports.
- C. Financial capacity--Is there an institutional commitment, funding, financial capacity, and capability to sustain the service and project over time, given that this program will provide capital assistance but no operating assistance?
- D. Financial need-- Have other sources been tried? Is other funding being leveraged, or is the project totally dependent on the state or federal funds? If the applicant has the financial and revenue capacity to pay for a larger portion of the project, is it doing so?

## **PART 9      Selection Methodology**

A team made up of CDOT staff (DTR, the Policy and Government Relations Office, Office of Civil Rights) will evaluate and score applications. A recommended list will then be presented to the DTR director. After approval, CDOT and the Regions will take all the steps necessary to set up the projects internally and budget them. Then DTR and Region staff will begin scope of work and contract negotiations with the local agencies. State-funded contracts cannot be executed before the start of Fiscal Year 2019 (July 1, 2018) —unless a project is budgeted with funds from a prior fiscal year.

## **PART 10      Schedule**

Following is the schedule CDOT will generally adhere to for the CY 2017 and 2018 project selection process.

Phase	Application/Evaluation/Selection Milestone	Due Date
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Notice & Application Development	Call for projects formally broadcast by DTR  Applications Due to DTR	11/2/2017  12/20/2017
Review, Scoring, and Selection	Initial screening (completeness/eligibility) by DTR  Applications evaluated by review committee  DTR conducts conference call with each CDOT Region regarding projects within their jurisdiction  DTR completes scoring and prepares list of recommended projects; final scores and recommendations submitted to DTR Director	02/02/2018
Award Discussion and Approval	DTR develops list of recommended projects for presentation at Statewide Transportation Advisory Committee  DTR Director finalizes awards	02/23/2018  Late Feb 2018
Budgeting and Programming	TIP / STIP policy amendments  CDOT Business Offices set up project budgets  Scope of work drafting, negotiations with local agencies initiated by DTR, Regions	Mar-Apr 2018
Grant Agreements	DTR and Regions negotiate and finalize grant agreements/IGAs. FTA grant agreements are usually completed earlier (May/June) since the FTA funding is typically already available. FASTER grant agreements are usually completed later (July-September) because the funding does not become available until July 1 <sup>st</sup> .	May-Sep 2018



720-565-9601 • info@communitycycles.org • www.CommunityCycles.org • 2805 Wilderness Place, Suite 1000, Boulder, CO 80301

# \* \* \* \* \* ¡Le invitamos a nuestra Entrega de Bicis de Niños!

Venga a la 11ma anual Entrega de Bicis de Niños si desea una bicicleta para su niño.

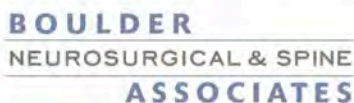
Cientas de bicis entre las cuales escoger en variedad de tamaños y estilos. Habrá voluntarios de Community Cycles disponibles para ayudarle escoger una bicicleta adecuada.

Gracias en especial a Boulder Community Health por donar cascos para que cada niño se lleve uno con su bici.

En este local solo hay cupo para grupos pequeños puede que le toque esperar afuera. Le pedimos que vengan listos y bien abrigados para estar afuera en el frío.



¡Gracias a nuestros auspiciadores por su apoyo!



## Fecha y Local:

**17 de Diciembre, 2017, 10 am - 3 pm**  
**2750 Baseline Road, Boulder, CO 80305**

Desde Baseline Road, dé vuelta hacia el sur a 27th Way. Dé vuelta a la izquierda (este) a la Moorhead y luego a la izquierda entrar por el estacionamiento del antiguo Wendy's — entre Grease Monkey y Boulder Liquor.

Para recibir una bici para su niño:

Un padre o tutor de un niño (2-10 años) debe presentar UNO de los siguientes en el día del evento — PARA CADA NIÑO:

- Más reciente boleta de calificaciones, o
- identificación con foto (I.D.), o
- pasaporte, o
- acta de nacimiento

De no poder presentar uno de los documentos, cada bici será \$35.

Hay una donación sugerida de \$35 por bicicleta.



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# \* \* \* \* \* You're Invited to the \* \* \* \* \*

## Kids Holiday Bike Giveaway!

Come grab a bike for your child at the 11th annual Kids Holiday Bike Giveaway.

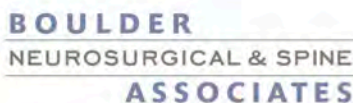
There will be hundreds of bikes of varying sizes to choose from. Community Cycles volunteers and staff will be available on the day of the event to assist with proper size and fit of bikes.

A special thank you to Boulder Community Health, for providing free bike helmets to qualifying children who receive a bike.

Remember to dress warmly for the event! Our space can only hold small groups — you may be waiting outside and in the cold.



Thanks to all our sponsors for their support!



### Date and Location:

**December 17th, 2017, 10 am – 3 pm**

**2750 Baseline Road, Boulder, CO 80305**

From Baseline Road, turn South onto 27th Way, then turn left (east) onto Moorhead Ave. and then left into the former Wendy's parking lot — between Grease Monkey and Boulder Liquor.

To receive a bike for your child:

A parent or guardian of a child (2-10 years old) must present ONE of the following on the day of the event — **FOR EACH CHILD**:

- most recent report card
- a valid photo identification (I.D.)
- passport
- birth certificate

If presenting one of the following is not feasible, we'll need to collect a \$35 fee for each bike chosen.

There is a suggested donation of \$35 per bicycle.



720-565-9601 • 2805 Wilderness Place, Suite 1000, Boulder, CO 80301 • www.CommunityCycles.org