

# Midday & Weekend FLEX Bus Service



Submitted by: Boulder County

Submitted to: the Boulder County Subregional Forum

February 27, 2018



# FLEX Boulder Express Trips



## APPLICATION OVERVIEW

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The **Regional Share Call for Projects** will **open on July 30, 2018**, with applications **due no later than 3 p.m. on September 21, 2018** to Todd Cottrell, DRCOG, at [tcottrell@drcog.org](mailto:tcottrell@drcog.org).

- To be eligible to submit, at least one person from your agency must have attended one of the two mandatory TIP training workshops (held August 8 and August 16).
- Projects requiring CDOT and/or RTD concurrence must provide their official response with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than August 1, with CDOT/RTD providing a response no later than August 29.
- Each Subregional Forum can submit up to three applications from eligible project sponsors. Both CDOT and RTD can submit up to two applications.
  - If CDOT reaffirms they would like to continue to receive \$25 million in DRCOG-allocated funding for their Central 70 project, it will count as one of their two possible submittals.
- Data to help the sponsor fill out the application, *especially Part 3*, can be found [here](#).
- If any sponsor wishes to request additional data or calculations from DRCOG staff, please submit your request to [tcottrell@drcog.org](mailto:tcottrell@drcog.org) no later than August 31, 2018.
- 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.
- Further details on project eligibility, evaluation criteria, and the selection process are defined in the ***Policy on Transportation Improvement Program (TIP) Preparation: Procedures for Preparing the 2020-2023 TIP***, which can be found online [here](#).

## APPLICATION FORM OUTLINE

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The 2020-2023 TIP Regional Share application contains three parts: *base project information* (Part 1), *evaluation questions* (Part 2), and *data calculation estimates* (Part 3). DRCOG staff will review submitted applications for eligibility and provide an initial score to a Project Review Panel. The panel will review and rank eligible applications that request funding. Sponsors with top tier submittals will be invited to make presentations to the Project Review Panel to assist in the final recommendation to the TAC, RTC, and DRCOG Board.

### Part 1 | Base Information

Applicants will enter **foundational** information for their *project/program/study* (hereafter referred to as *project*) in Part 1, including a Problem Statement, project description, and concurrence documentation from CDOT and/or RTD, if applicable. Part 1 will not be scored.

### Part 2 | Evaluation Criteria, Questions, and Scoring

This part includes four sections (A-D) for the **applicant to provide qualitative and quantitative responses** to use for scoring projects. The outcomes from Part 3 should guide the applicant’s responses in Part 2.

**Scoring Methodology:** Each section will be scored using a scale of *High-Medium-Low*, relative to other applications received. The four sections in Part 2 are weighted and scored as follows:

**Section A. Regional Significance of Proposed Projects ..... 40%**

<b>High</b>	The project will significantly address a clearly demonstrated major regional problem and benefit people and businesses from multiple subregions.
<b>Medium</b>	The project will either moderately address a major problem or significantly address a moderate-level regional problem.
<b>Low</b>	The project will address a minor regional problem.

**Section B. Metro Vision TIP Focus Areas ..... 30%**

<b>High</b>	The project will <b>significantly improve</b> the safety and/or security, <b>significantly increase</b> the reliability of the transportation network, and benefit a <b>large number and variety</b> of users (including vulnerable populations*).
<b>Medium</b>	The project will <b>moderately improve</b> the safety and/or security, <b>moderately increase</b> the reliability of the transportation network, and benefit a <b>moderate number and variety</b> of users (including vulnerable populations*).
<b>Low</b>	The project will <b>minimally improve</b> the safety and/or security, <b>minimally increase</b> the reliability of the transportation network, and benefit a <b>limited number and variety</b> of users (including vulnerable populations*).

*\*Vulnerable populations include: Individuals with disabilities, persons over age 65, and low-income, minority, or linguistically-challenged persons.*

**Section C. Consistency & Contributions to Transportation-focused Metro Vision Objectives ..... 20%**

Metro Vision guides DRCOG’s work and establishes shared expectations with our region’s many and various planning partners. The plan outlines broad outcomes, objectives, and initiatives established by the DRCOG Board to make life better for the region’s residents. The degree to which the outcomes, objectives, and initiatives identified in Metro Vision apply in individual communities will vary. Metro Vision has historically informed other DRCOG planning processes, such as the TIP.

<b>High</b>	The project will <b>significantly</b> address Metro Vision transportation-related objectives and is determined to be in the <b>top third</b> of applications based on the magnitude of benefits.
<b>Medium</b>	The project will <b>moderately</b> address Metro Vision transportation-related objectives and is determined to be in the <b>middle third</b> of applications based on the magnitude of benefits.
<b>Low</b>	The project will <b>slightly or not at all</b> address Metro Vision transportation-related objectives and is determined to be in the <b>bottom third</b> of applications based on the magnitude of benefits.

**Section D. Leveraging of non-Regional Share funds (“overmatch”) ..... 10%**

Scores are assigned based on the percent of outside funding sources (non-Regional Share).

% of Outside Funding (non-Regional Share)	<b>High</b>	80% and above
	<b>Medium</b>	60-79%
	<b>Low</b>	59% and below

**Part 3 | Project Data – Calculations and Estimates**

Based on the applicant’s project elements, sponsors will complete the appropriate sections to estimate usage or benefit values. Part 3 is not scored, and the quantitative responses should be used to back-up the applicant’s qualitative narrative.

# Part 1

# Base Information

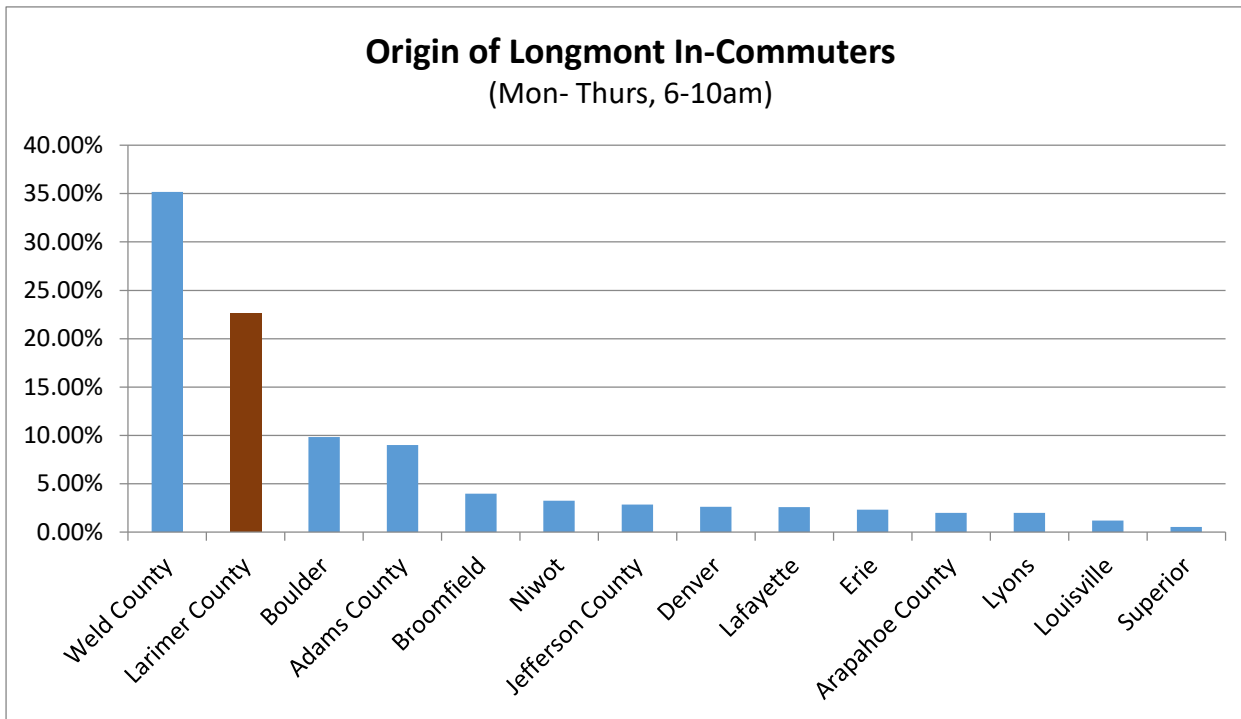
1. Project Title	<b>Midday &amp; Weekend FLEX Bus Service</b>			
2. Project <i>Start/End</i> points or Geographic Area <i>Provide a map with submittal, as appropriate</i>	Start: Downtown Transit Center, Ft Collins Via: US 287, SH 119 End: Downtown Boulder Station, Boulder			
3. Project Sponsor ( <i>entity that will construct/ complete and be financially responsible for the project</i> )	Boulder County			
4. Project Contact Person, Title, Phone Number, and Email	Scott McCarey, PE, AICP Multimodal Division Manager 720-564-2665 <a href="mailto:smccarey@bouldercounty.org">smccarey@bouldercounty.org</a>			
5. Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>If yes, provide applicable concurrence documentation with submittal</i>			
6. What planning document(s) identifies this project?	<input type="checkbox"/> <a href="#">DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FC RTP)</a>			
	<input checked="" type="checkbox"/> Local plan:	Envision Longmont, adopted June 28, 2016 Boulder County Transportation Master Plan, adopted December 2012. City of Boulder Transportation Master Plan, adopted August 2014.		
	<input type="checkbox"/> Other(s):			
	<i>Provide link to document/s and referenced page number if possible, or provide documentation with submittal</i>			
<b>7. Identify the project's key elements.</b> <table border="0" style="width: 100%;"> <tr> <td style="vertical-align: top; width: 50%;"> <input type="checkbox"/> Rapid Transit Capacity (2040 FC RTP)  <input type="checkbox"/> Transit Other: Transit Priority Lanes  <input type="checkbox"/> Bicycle Facility  <input type="checkbox"/> Pedestrian Facility  <input type="checkbox"/> Safety Improvements  <input type="checkbox"/> Roadway Capacity or Managed Lanes (2040 FC RTP)  <input type="checkbox"/> Roadway Operational         </td> <td style="vertical-align: top; width: 50%;"> <b>Grade Separation</b>  <input type="checkbox"/> Roadway  <input type="checkbox"/> Railway  <input type="checkbox"/> Bicycle  <input type="checkbox"/> Pedestrian  <input type="checkbox"/> Roadway Pavement Reconstruction/Rehab  <input type="checkbox"/> Bridge Replace/Reconstruct/Rehab  <input type="checkbox"/> Study  <input type="checkbox"/> Design  <input checked="" type="checkbox"/> Other: Transit Service         </td> </tr> </table>			<input type="checkbox"/> Rapid Transit Capacity (2040 FC RTP) <input type="checkbox"/> Transit Other: Transit Priority Lanes <input type="checkbox"/> Bicycle Facility <input type="checkbox"/> Pedestrian Facility <input type="checkbox"/> Safety Improvements <input type="checkbox"/> Roadway Capacity or Managed Lanes (2040 FC RTP) <input type="checkbox"/> Roadway Operational	<b>Grade Separation</b> <input type="checkbox"/> Roadway <input type="checkbox"/> Railway <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Roadway Pavement Reconstruction/Rehab <input type="checkbox"/> Bridge Replace/Reconstruct/Rehab <input type="checkbox"/> Study <input type="checkbox"/> Design <input checked="" type="checkbox"/> Other: Transit Service
<input type="checkbox"/> Rapid Transit Capacity (2040 FC RTP) <input type="checkbox"/> Transit Other: Transit Priority Lanes <input type="checkbox"/> Bicycle Facility <input type="checkbox"/> Pedestrian Facility <input type="checkbox"/> Safety Improvements <input type="checkbox"/> Roadway Capacity or Managed Lanes (2040 FC RTP) <input type="checkbox"/> Roadway Operational	<b>Grade Separation</b> <input type="checkbox"/> Roadway <input type="checkbox"/> Railway <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Roadway Pavement Reconstruction/Rehab <input type="checkbox"/> Bridge Replace/Reconstruct/Rehab <input type="checkbox"/> Study <input type="checkbox"/> Design <input checked="" type="checkbox"/> Other: Transit Service			



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

State Highway 119 between Longmont and Boulder is the second most travelled corridor in Boulder County serving residents, employees and visitors from all across the County and increasingly the entire North Front Range. In the peak periods this corridor experiences extensive congestion. Boulder County has an affordable housing crisis, which is driving an increase in inter-regional commuting, and commuting across traditional metropolitan planning organization (MPO) boundaries. Long distance travel via personal vehicle is driving an increase in vehicle miles travelled on our state highways, increases impacts of “pass through” traffic on intermediate cities and towns which degrades quality of life, and increases transportation costs for people who have no option besides driving themselves.

From our most recent travel data, it is clear that solutions to these challenges will need to be found by reaching across traditional jurisdictional boundaries.



Source: Boulder County Streetlight analysis



FLEX Bus, Source: Transfort

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

This project will have three components:

1. Fund one brand new midday FLEX roundtrip between Ft Collins and Boulder that will operate Monday-Friday
2. Fund four brand new weekend FLEX roundtrips between Ft Collins and Boulder
3. Funding support for existing Ft Collins-Boulder peak period Monday-Friday trips

The budget for this project is shown in the table below:

	2020	2021	2022	2023	Total
<b>1 midday M-F roundtrip</b>	\$ 143,750	\$ 143,750	\$ 143,750	\$ 143,750	\$ 575,000
<b>4 weekend roundtrips</b>	\$ 113,750	\$ 113,750	\$ 113,750	\$ 113,750	\$ 455,000
<b>Support existing service</b>	\$ 55,000	\$ 55,000	\$ 55,000	\$ 55,000	\$ 220,000
<b>Total</b>	\$ 312,500	\$ 312,500	\$ 312,500	\$ 312,500	\$ 1,250,000

**Component 1: One midday Monday-Friday roundtrip**

Currently, there are no weekday southbound trips leaving Ft Collins between 6:00am and 1:15pm that travel all the way to Boulder, a service gap of over seven hours. Likewise, there are no northbound trips leaving Boulder between 8:09am and 3:18pm, a complementary gap of seven hours. The new midday trip would cut this service gap roughly in half, making it possible for people to travel between Ft Collins and Boulder for a half-day via transit, instead of the current forced full-day excursion. The new midday trip would depart Ft Collins southbound between 9am-11am, arriving in Boulder between 11am and 1pm. Northbound, it would depart Boulder between 11am and 1pm, arriving in Ft Collins between 1pm and 3pm.

FLEX NORTHBOUND											
BUS STOP NUMBER											
1641**	1642**	1643**	1644**	1454**	1457	1459	1661	1100	1105	1492	917
18TH & EUCLID**	CANYON & 15TH DOWNTOWN BOULDER STATION - GATE L)**	PEARL & 30TH (BOULDER JUNCTION)**	HOVER & VILLAGE AT THE PEAKS MALL**	COFFMAN & 8TH (ROOSEVELT PARK)**	MOUNTAIN & 2ND	LINCOLN & 8TH	LOVELAND FOOD BANK	US 287 & 50TH	COLLEGE & SKYWAY	SOUTH TRANSIT CENTER (STC)	DOWNTOWN TRANSIT CENTER (DTC)
-----	-----	-----	-----	6:39 a	6:56 a	7:08 a	7:15 a	6:49 a	6:54 a	6:58 a	-----
-----	-----	-----	-----	7:22 a	7:39 a	7:51 a	8:00 a	7:19 a	7:24 a	7:28 a	-----
7:09 a	7:13 a	7:21 a	7:38 a	7:47 a	-----	8:12 a	-----	8:04 a	8:09 a	8:13 a	-----
-----	-----	-----	-----	8:29 a	8:46 a	8:58 a	9:07 a	8:48 a	8:52 a	8:57 a	9:01 a
8:09 a	8:13 a	8:21 a	8:38 a	8:47 a	-----	9:12 a	-----	8:52 a	8:57 a	9:01 a	9:05 a
-----	-----	-----	-----	-----	-----	-----	-----	9:48 a	9:52 a	9:57 a	10:01 a
-----	-----	-----	-----	-----	-----	-----	-----	10:48 a	10:52 a	10:57 a	11:01 a
-----	-----	-----	-----	10:27 a	10:44 a	10:56 a	11:05 a	11:09 a	11:14 a	11:18 a	-----
-----	-----	-----	-----	-----	-----	-----	-----	11:48 a	11:52 a	11:57 a	12:01 p
-----	-----	-----	-----	-----	-----	-----	-----	12:48 p	12:52 p	12:57 p	1:01 p
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-----	-----	-----	-----	-----	-----	-----	-----	3:48 p	3:52 p	3:57 p	4:01 p
3:18 p	3:25 p	3:34 p	3:53 p	4:02 p	-----	4:29 p	-----	-----	-----	4:44 p	5:09 p
-----	-----	-----	-----	4:10 p	4:29 p	4:41 p	4:48 p	4:52 p	4:58 p	5:02 p	-----
-----	-----	-----	-----	5:10 p	5:29 p	5:41 p	5:50 p	5:54 p	6:00 p	6:04 p	-----
-----	-----	-----	-----	5:40 p	5:58 p	6:10 p	6:19 p	6:22 p	6:27 p	6:30 p	-----
-----	-----	-----	-----	-----	-----	-----	6:43 p	6:47 p	6:53 p	6:56 p	-----
5:30 p	5:38 p	5:47 p	6:04 p	6:13 p	-----	6:40 p	-----	-----	-----	6:57 p	7:20 p
-----	-----	-----	-----	6:40 p	6:58 p	7:10 p	7:14 p	7:17 p	7:22 p	7:25 p	-----
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7:20 p	7:26 p	7:33 p	7:50 p	7:59 p	-----	8:26 p	-----	-----	-----	8:41 p	9:02 p

FLEX SOUTHBOUND											
BUS STOP NUMBER											
917	1492	1074	1079	1661	1450	1452	1454	1645*	1647*	1648*	1641*
DOWNTOWN TRANSIT CENTER (DTC)	SOUTH TRANSIT CENTER (STC)	COLLEGE & SKYWAY	GARFIELD & 50TH	LOVELAND FOOD BANK	CLEVELAND & 8TH	MOUNTAIN & 3RD	COFFMAN & 8TH (ROOSEVELT PARK)	9TH & COFFMAN*	PEARL & JUNCTION*	CANYON & 14TH DOWNTOWN BOULDER STATION - GATE K)*	18TH & EUCLID*
-----	5:14 a	-----	-----	-----	5:28 a	-----	5:52 a	6:16 a	6:24 a	6:31 a	-----
-----	5:41 a	5:43 a	5:49 a	5:54 a	5:58 a	6:08 a	6:28 a	-----	-----	-----	-----
6:00 a	6:16 a	6:18 a	6:24 a	6:30 a	6:34 a	6:44 a	7:06 a	-----	-----	-----	-----
-----	6:23 a	-----	-----	6:37 a	-----	-----	-----	7:01 a	7:28 a	7:36 a	7:43 a
-----	7:24 a	7:26 a	7:33 a	7:45 a	7:49 a	7:59 a	8:21 a	-----	-----	-----	-----
-----	8:24 a	8:26 a	8:33 a	8:43 a	-----	-----	-----	-----	-----	-----	-----
-----	9:24 a	9:26 a	9:33 a	9:45 a	9:49 a	9:59 a	10:21 a	-----	-----	-----	-----
-----	10:24 a	10:26 a	10:33 a	10:43 a	-----	-----	-----	-----	-----	-----	-----
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-----	2:24 p	2:26 p	2:33 p	2:43 p	-----	-----	-----	-----	-----	-----	-----
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3:25 p	3:49 p	-----	-----	4:04 p	-----	-----	4:30 p	4:54 p	5:02 p	5:10 p	-----
-----	3:51 p	3:54 p	4:02 p	4:15 p	4:19 p	4:31 p	4:53 p	-----	-----	-----	-----
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-----	5:24 p	5:27 p	5:35 p	5:48 p	5:52 p	6:04 p	6:26 p	-----	-----	-----	-----
5:20 p	5:44 p	-----	-----	5:59 p	-----	-----	6:23 p	6:46 p	6:53 p	7:00 p	-----
-----	6:00 p	6:02 p	6:10 p	6:22 p	6:26 p	6:37 p	6:55 p	-----	-----	-----	-----
-----	6:24 p	6:26 p	6:33 p	6:43 p	-----	-----	-----	-----	-----	-----	-----

Weekday FLEX schedule showing midday gap in service, Source: Transfort

**Component 2: Four weekend roundtrips**

Currently the FLEX does not operate at all Sundays, and no FLEX trips come all the way to Boulder on Saturdays; all existing Saturday FLEX service terminates in either Loveland or Longmont. The four weekend roundtrips funded as part of this project will not be extensions of existing Saturday trips, rather they will be brand new Ft Collins-Boulder roundtrips added on top of all existing Saturday service.

It will be determined later how best to allocate the four weekend round trips between Saturday and Sunday. Possibilities include four roundtrips on Saturdays only, three roundtrips on Saturdays and one on Sunday, or two roundtrips on Saturdays and two on Sundays. Transfort will conduct outreach to their riders in addition to looking at ridership trends to determine the most productive weekend split.

**Component 3: Funding support for existing Ft Collins-Boulder roundtrips**

The local governments are requesting that 17.6% of this project funding be used to provide financial support for the existing Ft Collins-Boulder peak period Monday-Friday trips.

**10. What is the status of the proposed project?**

The FLEX is identified in the City of Boulder’s TMP, Boulder County’s TMP, and Envision Longmont as a regional and inter-regional priority. The FLEX is operated by Transfort (the City of Ft Collins) and jointly funded by the City of Ft Collins, Colorado State University, the City of Loveland, the Town of Berthoud, the City of Longmont, Boulder County, the City of Boulder, and CDOT-Division of Transit & Rail. From 2016-2018, a DRCOG TIP grant funded the first five daily round trips from Ft Collins that provided a 1-seat ride all the way to Boulder. Since 2019 the cost of these round trips, and all pre-existing Ft Collins-Loveland and Ft Collins-Longmont trips, have been borne by the local governments along the route. The current funding contributions from each agency are proportional to that agency’s share of overall FLEX ridership.

**Mondays through Fridays, Transfort operates the FLEX with:**

22 Southbound trips:

- 8 trips Ft Collins-Loveland
- 9 trips Ft Collins-Loveland-Berthoud-Longmont
- 5 trips Ft Collins-Loveland-Longmont-Boulder

24 Northbound trips:

- 10 trips Ft Collins-Loveland
- 9 trips Ft Collins-Loveland-Berthoud-Longmont
- 5 trips Ft Collins-Loveland-Longmont-Boulder

**On Saturdays, Transfort operates the FLEX with:**

14 southbound trips:

- 10 trips Ft Collins-Loveland
- 4 trips Ft Collins-Loveland-Berthoud-Longmont

17 Northbound trips:

- 13 trips Ft Collins-Loveland
- 4 trips Ft Collins-Loveland-Berthoud-Longmont





FLEX operating in Boulder, Source: Boulder County

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

Yes  No

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

The requested funding amount will provide 1 midday Ft Collins-Boulder roundtrip, operating Mondays-Fridays, and four weekend Ft Collins-Boulder roundtrips, operating on a combination of Saturdays and Sundays. With a smaller federal funding amount, the project could still proceed, but would operate fewer new trips.

## A. Project Financial Information and Funding Request

<b>1. Total Project Cost</b>		<b>\$1,250,000</b>
<b>2. Total amount of DRCOG Subregional Share Funding Request</b>	<b>\$1,000,000</b>	<b>80%</b> of total project cost
<b>3. Outside Funding Partners (other than DRCOG Subregional Share funds)</b> List each funding partner and contribution amount.	<b>\$\$</b> <b>Contribution Amount</b>	<b>% of Contribution to Overall Total Project Cost</b>
Boulder County	\$250,000	20%
<b>Total amount of funding provided by other funding partners</b> (private, local, state, or federal)	<b>\$250,000</b>	<b>20%</b>

<b>Funding Breakdown (year by year)*</b>	*The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using an inflation factor of 3% per year from 2018.				
	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>Total</b>
<b>Federal Funds (Regional)</b>	\$0	\$0	\$0	\$0	<b>\$0</b>
<b>Federal Funds (Subregional)</b>	\$250,000	\$250,000	\$250,000	\$250,000	<b>\$1,000,000</b>
<b>State Funds</b>	\$0	\$0	\$0	\$0	<b>\$0</b>
<b>Local Funds</b> (Leverages Boulder County's existing contribution to FLEX operations)	\$62,500	\$62,500	\$62,500	\$62,500	<b>\$250,000</b>
<b>Total Funding</b>	\$312,500	\$312,500	\$312,500	\$312,500	<b>\$1,250,000</b>
<b>4. Phase to be Initiated</b> Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other	Service	Service	Service	Service	
<b>5. By checking this box</b> , the applicant's Chief Elected Official (Mayor or County Commission Chair) or City/County Manager for local governments or Agency Director or equivalent for others, has certified it allows this project request to be submitted for DRCOG-allocated funding and will follow all DRCOG policies and state and federal regulations when completing this project, if funded.	<input checked="" type="checkbox"/>				

## Part 2 Evaluation Criteria, Questions, and Scoring

### A. Regional significance of proposed project

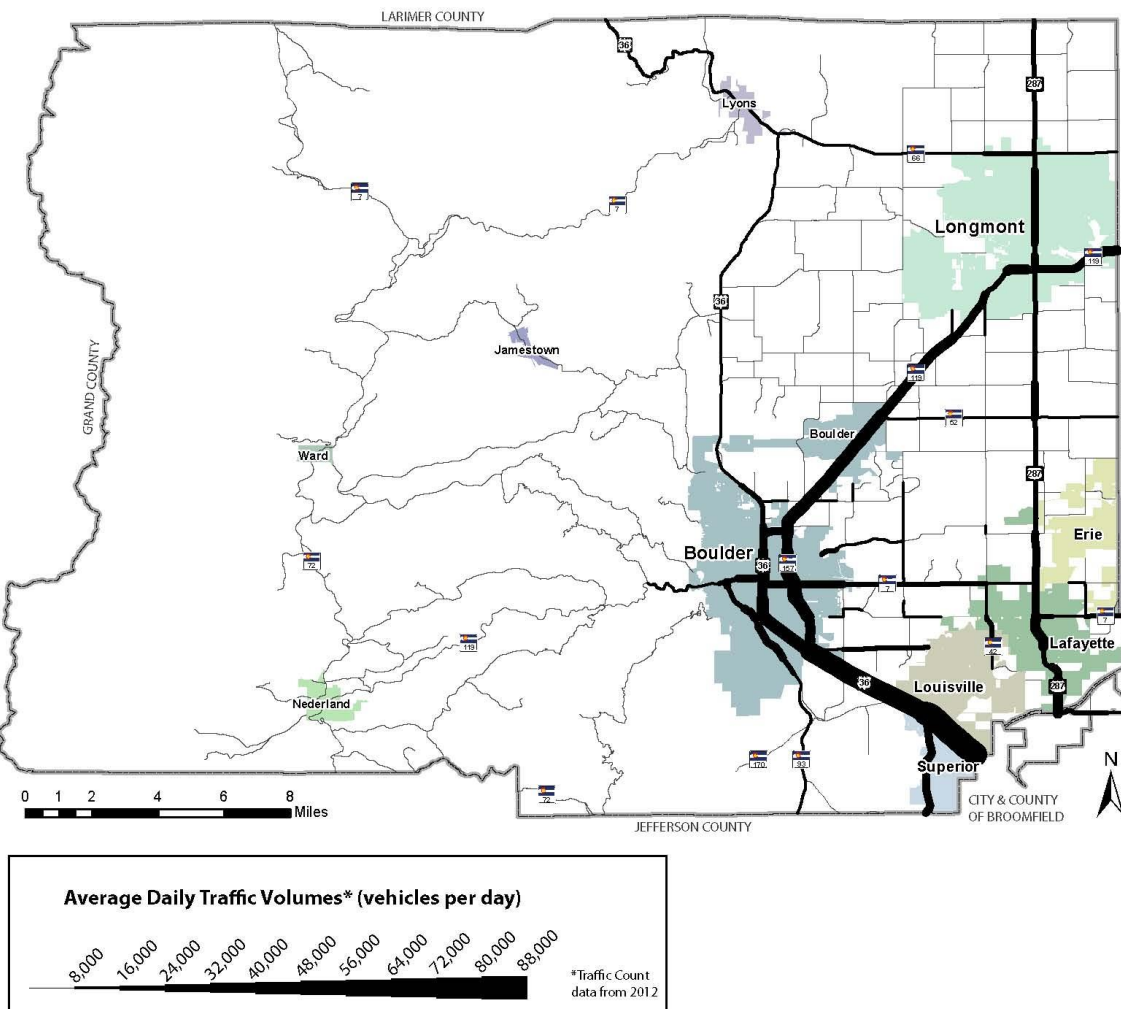
WEIGHT **40%**

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

#### 1. Why is this project regionally important?

State Highway 119 is a vital regional and inter-regional transportation corridor serving the economic health of both Boulder County and the surrounding metro areas and North Front Range. This corridor is the primary connection between Boulder County's two largest municipalities, Boulder and Longmont (combined population ~200,000) and Larimer County (population ~300,000). Daily travel volumes demonstrate the importance of the corridor: it has the second highest travel volumes in Boulder County, behind only US 36 connecting Boulder to Denver.

**Average Daily Traffic Volumes in Boulder County**

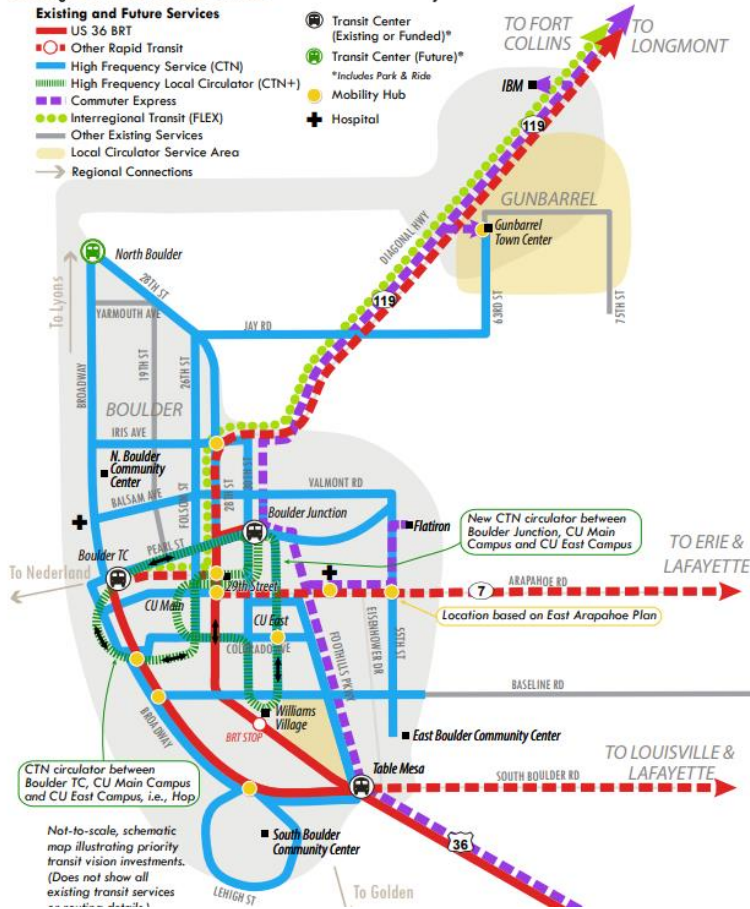


Source: Boulder County Transportation, using CDOT and Boulder County Data

Even before recent Streetlight data analysis confirmed it, the City of Boulder, Boulder County and the City of Longmont have all recognized the inter-regional significance of this corridor, and the need to provide transit service on this corridor. All three agencies' most recent transportation master plans identify FLEX bus service as a top priority to achieve ridership, mode-split and environmental goals.

**Figure 5-9**  
**Boulder Renewed Transit Vision**

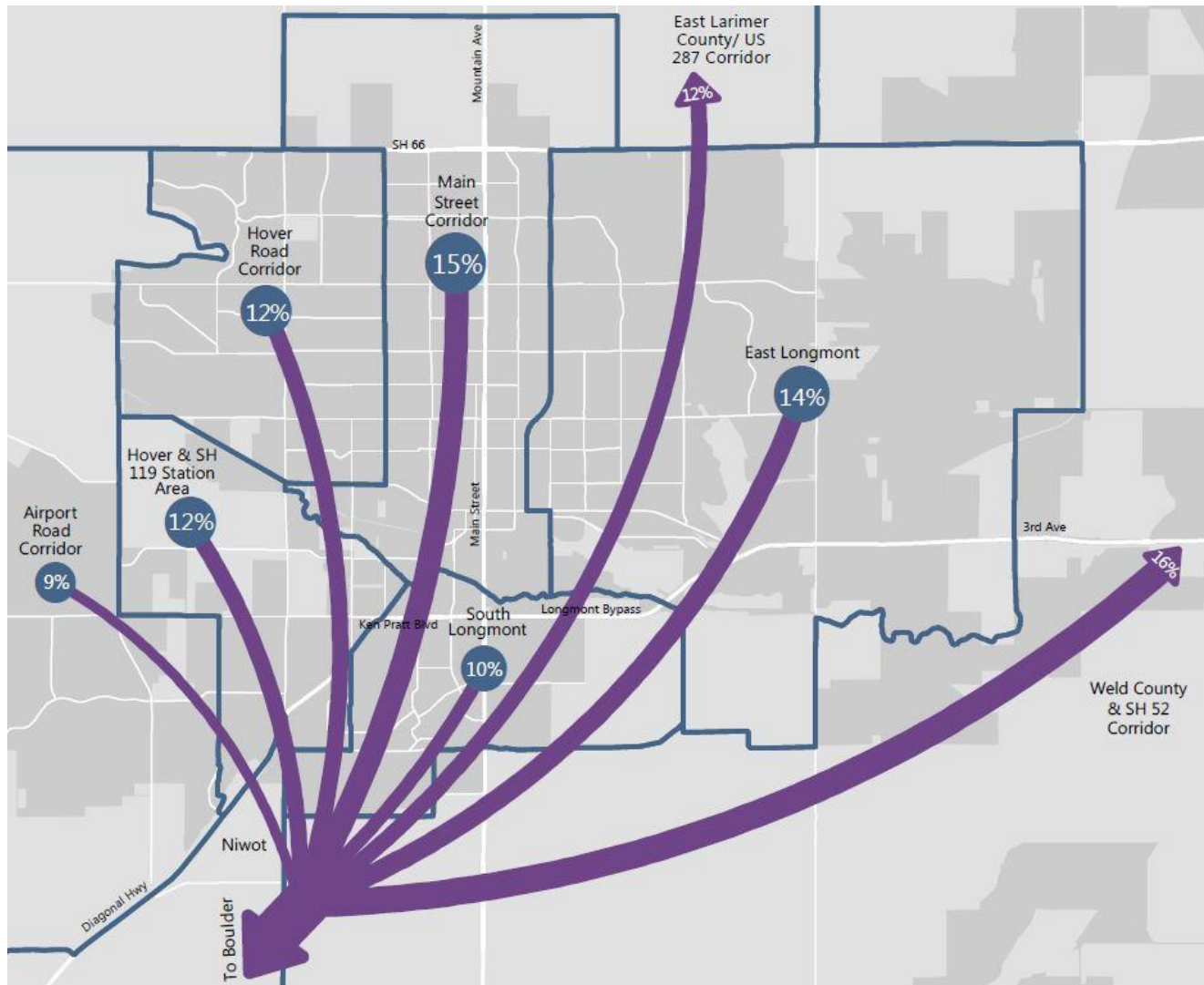
Schematic of Priority Transit Corridors



Source: City of Boulder 2014 Transportation Master Plan



Streetlight analysis completed for the SH 119 BRT Study has been able to quantify the inter-regional significance of the FLEX route: roughly one out of every eight people travelling on SH 119 between Boulder and Longmont came from Larimer County (with an additional one out of every six coming from Weld County). This trend shows no signs of abating; travel demand is forecasted to rise 15% by 2040 between Boulder and Longmont on the SH 119 corridor.



Source: Fehr and Peers SH119 StreetLight Origin-Destination Analysis

**2. Does the proposed project cross and/or benefit multiple municipalities? If yes, which ones and how?**

Geographically the project crosses and benefits the City of Boulder, Boulder County and the City of Longmont jurisdictions within the DRCOG Region, and the City of Loveland, Town of Berthoud, Larimer County and the City of Ft Collins outside of the DRCOG region.

As part of the SH 119 BRT project, a traffic analysis was conducted using cell phone data to understand where users of SH 119 start their trips. The data shows that 12% of trips on the SH 119 corridor originate in Larimer County. Improvements to this corridor will have benefits to tens of thousands of people across the north Front Range, not just in Boulder County.



Passengers on board the FLEX, Source: City of Boulder

**3. Does the proposed project cross and/or benefit another subregion(s)? If yes, which ones and how?**

While this project does not provide direct benefits to any other DRCOG subregion (it does provide direct benefits to NFRMPO outside of DRCOG), it does indirectly benefit the Weld County subregion. Recent data analysis from the SH 119 BRT Study shows that of the traffic on 119, 12% comes from Larimer County and 16% comes from Weld County. As the new FLEX service will provide more transit options for people travelling from Larimer County, it could be said that anyone from Larimer County who switches from driving to the bus “frees up a space on the road” for someone to drive from somewhere else, including Weld County.

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

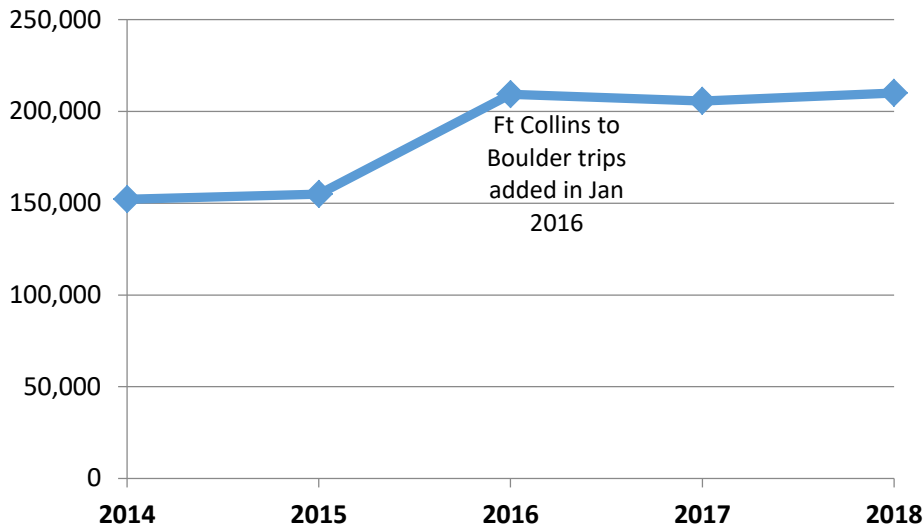
Additional FLEX trips provide an inter-regional transit solution with a proven track record. When five daily roundtrips from Ft Collins to Boulder were added in 2016, annual transit boardings jumped from ~150,000 to over 200,000. Average loads on the current Ft Collins-Boulder trips are approaching if not exceeding the seated capacity of the FLEX buses; indeed the most common feedback from current riders is a request for additional FLEX trips.

The addition of midday weekday trips directly addresses passenger demand:

*“I am a student at CU Boulder and use the Flex to get to CSU a lot throughout the school year. I would like to have a bus [between] the morning times and the 3:18pm time. I always [have class] and am done around 12:-00 which is why a time in between would be perfect... there should be another day time [trip]. Thank you!”*



## Annual FLEX Boardings



Source: Transfort

Recent Streetlight data analysis by Boulder County staff shows that 3.7% of City of Boulder in-commuters start their trip in Larimer County. That is approximately 2,200 daily commuters from Larimer County making a round trip that is between 50 and 100 miles each day. Collectively this group racks up more than 100,000 vehicle miles traveled every day! This additional FLEX service provides commuters with an option to commute between Boulder and Ft Collins for excursions that don't last the entire day.

Long distance transit routes can be particularly attractive for the following reasons:

- The first and final mile components of the trip are relatively small compared to the total length of the trip.
- The bus spends less time picking up passengers and more time in active travel.
- Transit fares make up a smaller % of the cost of trip (as opposed to short local trips). This is particularly true for the FLEX with its low fare and acceptance of Eco Pass as a valid fare medium.

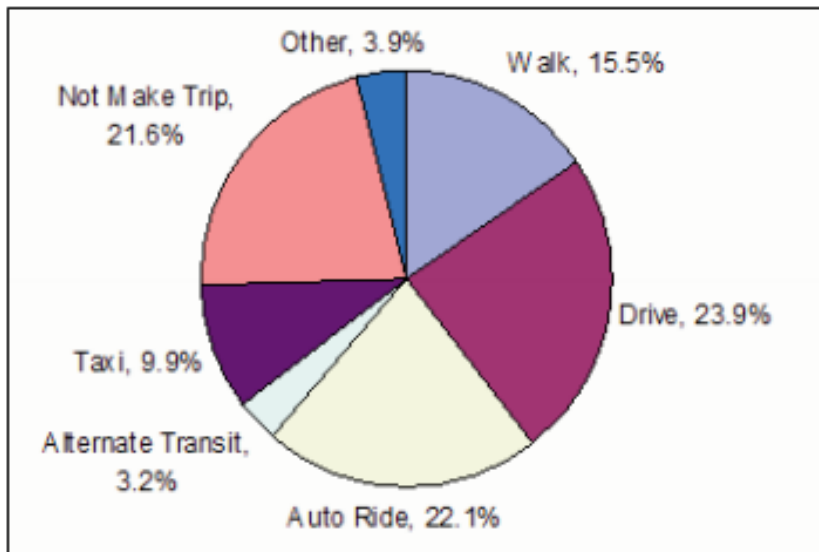
Due to the long trip distance of the FLEX, relatively few boardings have an especially big impact on VMT reduction. This has been quantified in Part 3.

Recently funded BRT improvements on the SH 119 corridor, scheduled to be constructed in 2023, will shave another 6 ½ minutes off the FLEX travel times, further enticing riders to transit. While 3.7% of Boulder's in-commuters come from Larimer County, only 5 of out of 379 (1.3%) regional daily transit trips to Boulder provide service from Larimer County. Put another way, transit service from Larimer County to Boulder needs to triple to keep pace with the growth in commuters.

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

It is widely recognized that private dollars follow public investment. In its 2014 report “Economic Impact of Public Transportation Investment,” the American Public Transportation Association (APTA) estimates that for every \$1 invested in transit, communities experience \$3.7 in additional Gross Domestic Product. (Source: <https://www.apta.com/resources/reportsandpublications/Documents/Economic-Impact-Public-Transportation-Investment-APTA.pdf>.) Due to its ability to move large numbers of people efficiently in a small amount of space, public transit allows the economy to function at a higher level of economic output than would otherwise be possible without transit. Life does not revolve around the Monday-Friday rush hour schedule, and providing new midday and weekend service allows people to pursue new employment, educational and cultural opportunities via transit that would not otherwise be accessible to them. Underscoring transit’s importance to local economies, the APTA found that if transit operations were to cease, nearly half of those trips would take place via car instead (further congesting already busy roads), and nearly a quarter of the trips simply would not happen (depriving people of new opportunities).

**Exhibit 3-4.**  
**Alternative Mode of Travel If Public Transportation Agency Were to Cease Operation**



Source: *A Profile of Public Transportation Passenger Demographics and Travel Characteristics Reported in On-Board Surveys (APTA, 2007).*

Source: APTA

Investment in transit projects will help corridor communities negotiate with developers and advocate for the types of developments called for in the Metro Vision Plan, including Transit Oriented Development (TOD) opportunities. Dense, livable, accessible development (with less space required for automobile parking), and Transit Oriented Designs can be pursued around planned station areas due to increased confidence that these services will be available in the future.

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

The proposed inter-regional additional FLEX service will provide seamless connections to all modes:

For persons driving, the FLEX connects to six Park-n-Rides along its route with hundreds of parking spaces:

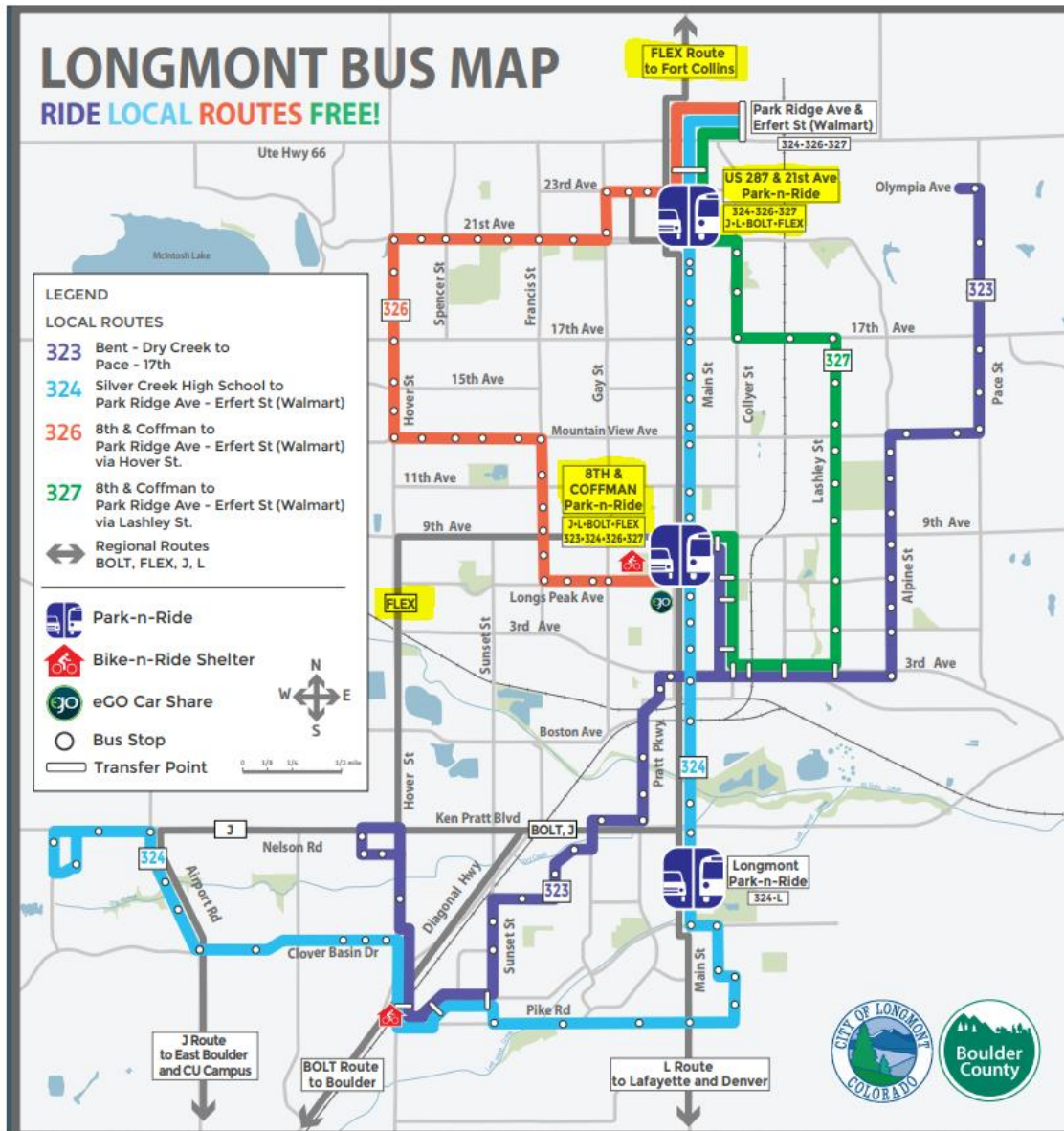
- Downtown Transit Center & South Transit Center in FT Collins
- Loveland Food Bank in Loveland
- 8<sup>th</sup> & Coffman in Longmont
- Boulder Junction & Downtown Boulder Station in Boulder



Entrance to parking garage at Downtown Boulder Station. Source: Google Streetview

For persons connecting to other transit routes, the FLEX connects to most if not all of the local and regional transit service in each community:

- In Ft Collins, FLEX connects to the Downtown and South Transit Centers, the two main transit hubs in the city
- In Loveland, the FLEX connects to *all COLT routes* at Cleveland/ 8th
- In Longmont, the FLEX connects to *all other transit service serving the city* at the 8<sup>th</sup> & Coffman Park-n-Ride
- In Boulder, the FLEX connects to almost all transit routes serving Boulder at the Downtown Boulder Station





For persons biking, the FLEX connects to the extensive bike networks in each city with stops in all downtowns: Ft Collins and Boulder are ranked platinum level Bicycle Friendly Communities by the League of American Cyclists, and Longmont is ranked a silver level community. To further encourage bicycle-transit connections, the FLEX features “Bike-n-Ride” shelters (secure bicycle parking facilities) at the South Transit Center in Ft Collins, 8<sup>th</sup> & Coffman in Longmont, and Downtown Boulder Station in Boulder. FLEX buses also have space for three bicycles on the front-of-bus bike rack.



(left) Bike-n-Ride shelter at the 8<sup>th</sup> & Coffman Park-n-Ride. Source: Boulder County

(right) Passenger loading bike on FLEX bus (photo taken before FLEX buses were wrapped). Source: Transfort

For persons walking, the FLEX has bus stops in the heart of downtown in each Ft Collins, Loveland, Longmont, and Boulder, and stops immediately adjacent to CSU and CU-Boulder’s campuses.

**1600 Euclid Avenue**  
 University Hill, Boulder, 80302  
 Commute to **Downtown Boulder**

4 min 8 min 6 min 22 min [View Routes](#)

[Favorite](#) [Map](#) [Nearby Apartments](#)

[Looking for a home for sale in Boulder?](#)

**Walk Score**  
**75**  
**Very Walkable**  
Most errands can be accomplished on foot.

**Transit Score**  
**64**  
**Good Transit**  
Many nearby public transportation options.

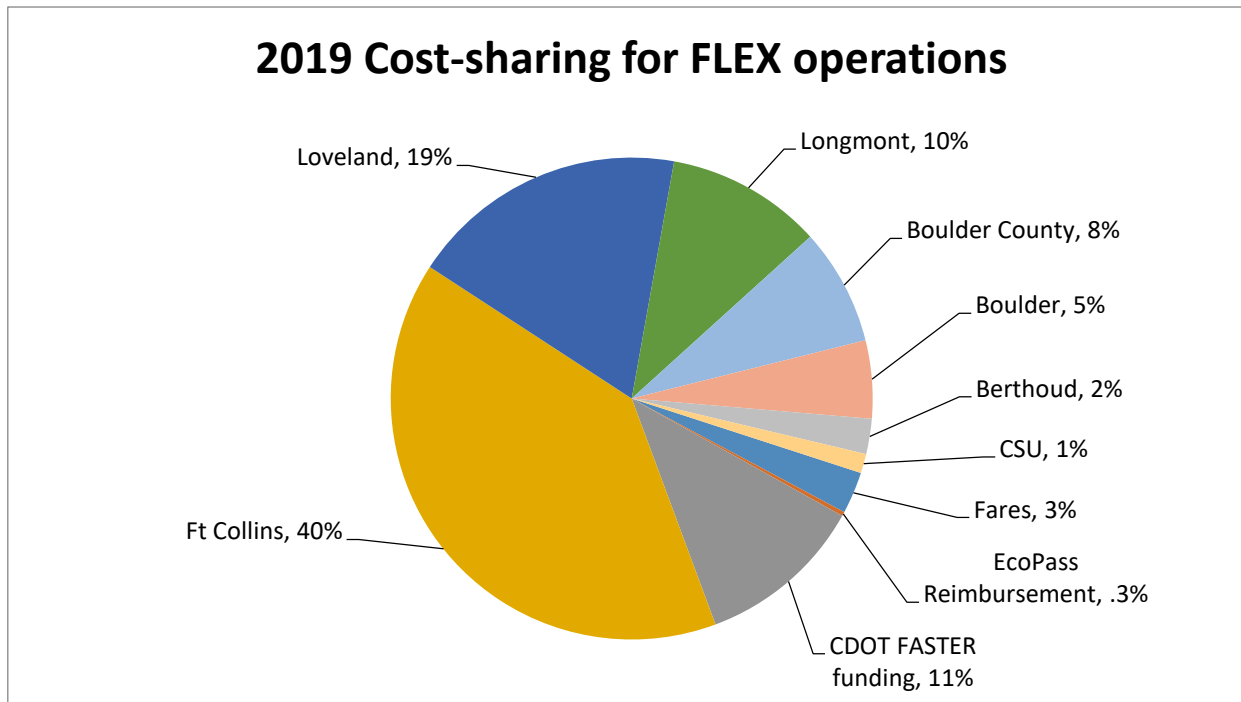
**Bike Score**  
**91**  
**Biker's Paradise**

[About your score](#)  
[Add scores to your site](#)

Walk Score at FLEX bus stop at CU-Boulder campus. Source: Walk Score

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

While the local match for the specific FLEX trips that would be funded by this grant is being supplied by Boulder County, the FLEX route is truly a multi-agency partnership. Currently, funding to operate the FLEX comes from eight different governmental entities, with each partner’s contribution proportional to their share of the ridership. The funding split for 2019 operations is shown below.



Source: Transfort (Ft Collins)

Underscoring the partnerships in place that have made the FLEX so successful to date are the fare media accepted on the FLEX: passengers can use Transfort (Ft Collins) passes, Colt passes (Loveland), or EcoPass (RTD) to ride the FLEX, a level of fare integration that is often elusive when working across so many jurisdictional boundaries.

**B. DRCOG Board-approved Metro Vision TIP Focus Areas** WEIGHT **30%**

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

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

This project will connect two Small Urbanized Areas (Boulder and Longmont) and will contribute to the economic resiliency of the entire region by removing barriers and increasing transportation system capacity for all community members, including the most vulnerable populations – older adults, low-income families, and people with disabilities. Vulnerable populations are much more likely to depend on transit due to the high cost of owning and operating a personal vehicle as well as medical conditions, which prevent them from driving. If funded, this project will support older adults and people with disabilities to live independently and put a low-income household on the path to self-sufficiency.



Transportation is a linchpin service that connects people to all other aspects of their life: healthcare, education, employment, and human services. The 2015 [Boulder County Mobility for All Needs Assessment](#), conducted by BBC Research, found that 19% of Boulder County’s population was age 60 and over and 8.1% had disabilities. Boulder County is aging faster than other areas of Colorado and forecasts suggest that the population age 60 and over will account for approximately 26% of Boulder County’s population by 2040. Improved transit service in the county will ensure our rapidly-aging population can age in place while still maintaining their quality of life and access to essential health and human services.



Despite a reputation for affluence, our community remains in an affordable living crisis. There is a continued influx of higher-income residents, rental costs are raising quickly, and wages have flat-lined for lower- and middle-income workers. 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 county residents. A Boulder County 2016 Report entitled [Building a Community of Hope](#) found that 56% of Boulder area renters are housing cost burdened, meaning that they spend more than 30% of their income on rent and utilities. Affordable, dependable transit between Larimer County, Longmont and Boulder will help provide relief from our county’s high cost of living, freeing up money for other essential household expenses.

This project will promote equity within Boulder County, a county that is becoming increasingly diverse. Latinos are the largest minority population in the county and currently have lower levels of education and are more likely to live in poverty than the population as a whole. (2017-2019 [Community Foundation Boulder County Trends Report](#)) According to the 2015 American Community Survey estimates, 27% Longmont residents identify as Latino, as compared to 21% State of Colorado. Investing in this vital corridor will help connect individuals of all backgrounds with meaningful employment and higher educational opportunities allowing them to increase their ability to realize economic mobility.

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

With transit service, frequency is freedom; it gives people the option of travelling when they want to. Providing midday service between Boulder and Ft Collins opens up the possibility of spending only half the day at either end, whether by choice or by necessity. For example, if someone has class at either CSU or CU-Boulder and a job at the other end of the corridor and their schedule changes, having midday service means a schedule change need not completely scramble or alter someone’s commute habits. Even if someone’s regular schedule is to spend the entire day in Ft Collins, having midday service makes the FLEX more reliable if someone needs to return midday due to an emergency, illness or for any other reason. More service means someone can rely on the route to be running when they need it.

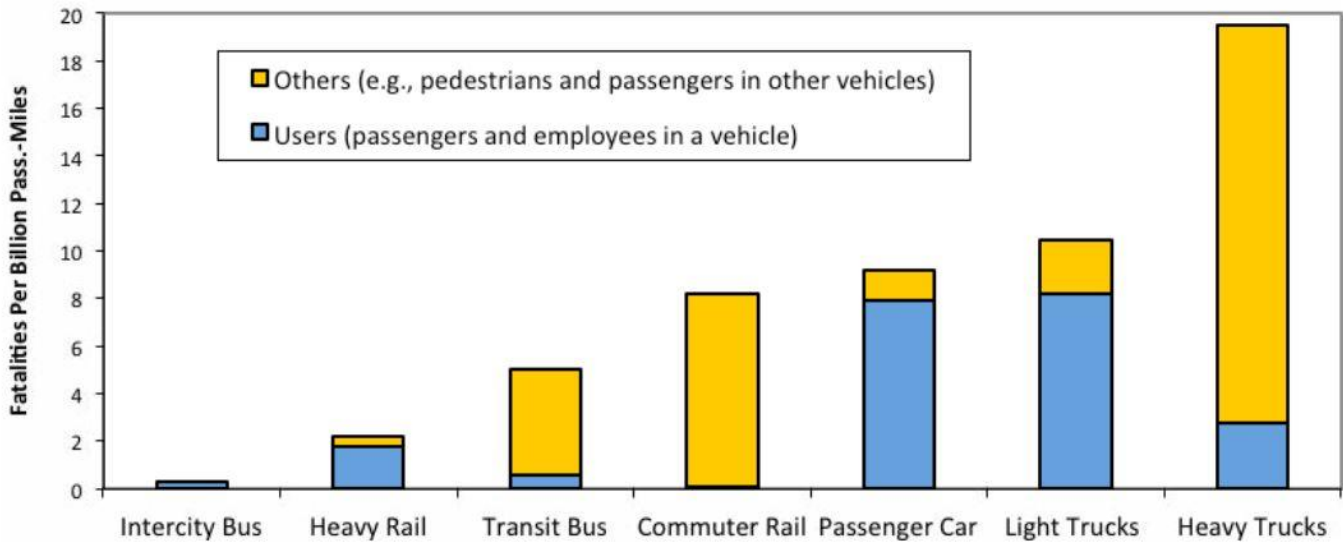
**3. Describe how the project will improve transportation safety and security.**

Safety is a paramount to the local agencies in Boulder County. This project increases safety in several ways. Riding a bus is safer than any other mode of travel (Journal of Public Transportation, 2014). On a per passenger mile travel basis, drivers and passengers of cars have a fatality risk 67 times greater than passengers in a bus.

This is due to two factors: buses are involved in fewer crashes, and when they are involved in crashes, it is safer to be in a larger vehicle. Transport vehicles and drivers must conform to all Federal Transit Administration safety minimums ensuring that drivers are professionally trained, are not under the influence of drugs or alcohol, and are prohibited from listening to music or using a smart phone when operating the vehicle. When it comes to vehicle crashes, larger vehicles protect their passengers better during a crash than smaller vehicles; and there are no passenger vehicles on the road larger than a transit bus!

High quality transit service also provides people with travel options to prevent distracted, tired, and impaired driving,

further reducing the possibility of crashes. In summary, this project will increase safety on the transportation network by enticing a larger portion of SH 119 and US 287 travelers to use a much safer mode.



Source: Litman and Fitzroy, based on FHWA and APTA data

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

WEIGHT **20%**

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

[MV objective 2](#)

**Contain urban development in locations designated for urban growth and services.**

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

Yes  No

This project corridor is planned to have the largest transit infrastructure investment in Boulder County for the next two decades; the RTD SH 119 BRT study is planning for capital investments in the corridor between \$130M and \$220M. Three initial components of SH 119 Bus Rapid Transit- Coffman St busway in Longmont, transit queue jump lanes on SH 119 at SH 52, and Business-Access & Transit (BAT) Lanes in Boulder- were recently funded by the DRCOG Regional TIP cycle and will all provide direct travel time benefits to this project’s FLEX trips.

[MV objective 3](#)

**Increase housing and employment in urban centers.**

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

Yes  No

This project provides transit connections to the four highest density employment and housing locations in Boulder County: Downtown Longmont, Boulder Junction, University of Colorado and Downtown Boulder. It directly serves the following five Urban Centers: Longmont CBD, Twin Peaks Activity Center, 28<sup>th</sup>/30<sup>th</sup> Streets, Downtown Boulder, and University Hill. Using the latest 2017 DRCOG datasets, within a 1-mile buffer of the project the total population and employment is 121,372 and 111,383 respectively. By 2040 the population and employment is expected to increase to 131,173 and 132,739, respectively.

[MV objective 4](#)

**Improve or expand the region’s multimodal transportation system, services, and connections.**

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

Yes  No

This project increases mobility choice by providing additional options for when people can travel. Currently, Monday-Friday there is a seven hour gap in FLEX service (either northbound or southbound) between the AM and PM peak periods. This means that right now travelling between Boulder and Ft Collins is a full day commitment; the proposed midday round trip cuts this service gap in half and opens up the possibility of travelling for a half day.

The new weekend trips will provide additional travel options for people travelling outside of the traditional workweek: for service/retail jobs, for entertainment/recreation, or for cultural opportunities.

As ridership increases the local agencies and transit agencies the local governments along the route can justify adding additional service to the route. Additional service further attracts new riders leading to a virtuous circle of transit use and the benefits of a transit rich community.

[MV objective 6a](#)

**Improve air quality and reduce greenhouse gas emissions.**

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

Yes  No

This project improves air quality by converting single occupant vehicle trips into transit trips. Due to the inter-regional nature of the project – and the relative long trip distance between Ft Collins-Loveland-Longmont and Boulder – each trip that is converted from a vehicle to a transit trips saves approximately 45 miles, with just under half of that in the DRCOG Boulder County subregion.

As calculated in Part 3, this project is estimated to have a net increase of 52 daily transit trips in 2020. It is estimated that there will be savings of 2,115 VMT saved every day, which is equal to over 2,000 lbs of greenhouse gases reduced every day.

**MV objective 7b**

**Connect people to natural resource or recreational areas.**

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

Yes  No

The FLEX provides numerous connections to regional trails, greenways, open space, and other public lands in Boulder County.

**In Longmont**, the FLEX stop at Hover/ Village at the Peaks provides access to Longmont's network of greenways and bikeways via a connection to the Dry Creek Multi-Use Path:



Source: City of Longmont Bike Map



**In Boulder**, the FLEX provides access to the Boulder Creek Path (the most visited greenway in the City of Boulder), Chautauqua and the Flatirons hiking trails in summer- (via a transfer to the Park to Park shuttle), and to Eldora/Hessie trailheads and USFS lands, via a transfer to the RTD N route and summer Hessie shuttle.



Connection from FLEX to “Park to Park” Chautauqua shuttle at Downtown Boulder Station, Source: City of Boulder



Hessie Shuttle, shown at edge of Indian Peaks Wilderness Area (connection from FLEX to Hessie via route N), Source: GreenRide (Hessie shuttle operator)

[MV objective 10](#)

**Increase access to amenities that support healthy, active choices.**

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

Yes  No

This increases healthy lifestyles in two ways. First, research has shown that transit commuters are more likely than car commuters to achieve minimum daily activity thresholds. (Sources: Transit and Health: Mode of Transport, Employer-Sponsored Public Transit Pass Programs, and Physical Activity. *Journal of Public Health Policy* 2009; Walking to Public Transit: Steps to Help Meet Physical Activity Recommendations. *American Journal of Preventative Medicine*. 2005; Evaluating Public Transportation Health Benefits. *Victoria Transportation Policy Institute*. 2012) This is due to the fact that access and from transit – the first and final mile – is often non-motorized trips (walking and biking).

Second, as described above, this particular transit project provides opportunities to access local and regional trails along the corridor. This is particularly true for individuals that don't have access to a private vehicle.

[MV objective 13](#)

**Improve access to opportunity.**

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

Yes  No

This project provides numerous opportunities to reduce health, education and income disparities in the North Front Range by linking key destinations along a rapidly growing 45 mile corridor. This project directly links the two largest universities in the state: University of Colorado-Boulder and Colorado State University, and through local transit connections provides links to Front Range Community College campuses in both Ft Collins and Longmont, creating the opportunity for people living in Boulder, Longmont, Loveland, and Ft Collins to pursue education at any of these campuses.

In the DRCOG Boulder County subregion alone, the project is within 1 mile of over 110,000 jobs, and this number is expected to grow to over 130,000 jobs by 2040. Transit projects increase equity by providing mobility options for the many residents and employees of our region that cannot drive a personal car: people that are too young or too old to drive, are physically disabled, or cannot afford to own and operate their own personal vehicle. Unlike standard road projects, this project disproportionately increases opportunities to these populations.

[MV objective 14](#)

**Improve the region's competitive position.**

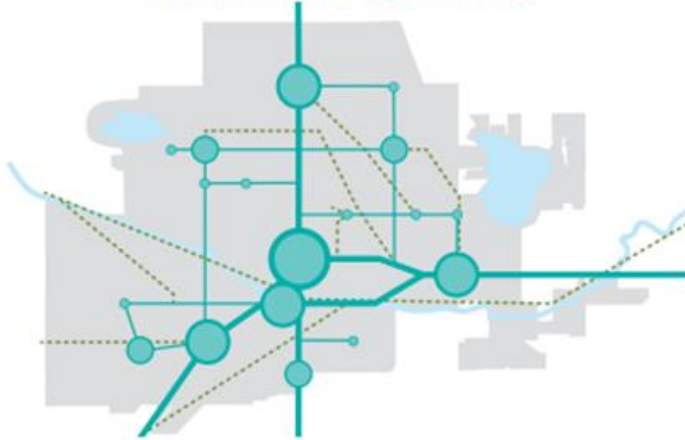
8. Will this project help support and contribute to the growth of the region's economic health and vitality?

Yes  No

Longmont recently completed their Envision Longmont which details housing and employment growth areas for the City. The additional FLEX trips project touches several major growth centers for the City. From the Plan: "Longmont's major transportation corridors—Main Street, Hover Street, Highway 119, and Ken Pratt Boulevard are a central focus of the Growth Framework, and provide an opportunity to align the City's land use and multimodal transportation objectives with myriad quality of life considerations by concentrating future growth and reinvestment in livable centers and corridors. Centers and corridors vary in terms of their scale, overall mix of uses, and the types of transportation options that are available today or are planned for the future"



## CENTERS AND CORRIDORS



- **Major and Minor Centers:** Mixed-use areas served by major transportation systems that provide access to jobs; retail, commercial, and public services; and a variety of housing options.
- **Major and Minor Corridors:** City streets which connect Centers through a variety of transportation systems. Areas along Corridors also support opportunities for mixed-use and infill development.
- - - **Greenways:** In addition to offering opportunities for recreation and active lifestyles, greenways also support biking and walking as modes of transportation.

Source: *Envision Longmont*

In particular the First and Main area of Longmont (within walking distance of the 8<sup>th</sup> & Coffman FLEX bus stop) is slated for massive increases in residential, commercial and mixed use development. This is being guided by the Downtown Longmont Master Plan of Development, adopted in 2017.

(<https://www.downtownlongmont.com/files/docs/-master-plan-final-4-3-17-single-pages-reduced.pdf>) This plan calls for a 37% increase in housing units and a 44% increase in jobs in the downtown core.

	Current	Buildout Estimate	% Increase
Housing Units	1,771	2,430	37%
Jobs	4,620	6,632	44%

On the Boulder side, the project will support the continued development at the Boulder Junction and downtown Boulder areas. The City of Boulder's Transit Village Action Plan calls for a minimum of 1,400 new residential units and up to 2,400 new residential units in the area (the FLEX bus stop in Boulder Junction is on Pearl Pkwy, immediately west of the railroad tracks).

### Transit Village Area Today



### Possible Future Development Pattern



Higher-density land uses supported by a finer-grain street network will create a more urban environment with fewer surface parking lots and a walkable block pattern.

Source: *Transit Village Area Plan, 2010.*

**D. Project Leveraging**

**WEIGHT 10%**

<b>9.</b> What percent of outside funding sources (non-DRCOG-allocated Regional Share funding) does this project have?	20%	80%+ outside funding sources ..... High 60-79% ..... Medium 59% and below ..... Low
--	-----	---

## Part 3

# Project Data Worksheet – Calculations and Estimates

(Complete all subsections applicable to the project)

## A. Transit Use

1. Current ridership weekday boardings	1,660
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	121,372	111,383	<b>232,755</b>
2040	131,173	132,739	<b>263,912</b>

Transit Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional daily transit boardings after project is completed. <i>(Using 50% growth above year of opening for 2040 value, unless justified)</i> <i>Provide supporting documentation as part of application submittal</i>	52	78
4. Enter number of the additional transit boardings (from #3 above) that were previously using a different transit route. <i>(Example: {#3 X 25%} or other percent, if justified)</i>	5	8
5. Enter number of the new transit boardings (from #3 above) that were previously using other non-SOV modes (walk, bicycle, HOV, etc.) <i>(Example: {#3 X 25%} or other percent, if justified)</i>	0	0
6. = Number of SOV one-way trips reduced per day (#3 – #4 – #5)	<b>47</b>	<b>70</b>
7. Enter the value of {#6 x 9 miles}. (= the VMT reduced per day) <i>(Values other than the default 9 miles must be justified by sponsor; e.g., 15 miles for regional service or 6 miles for local service)</i>	2,115	3,150
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	<b>2,009</b>	<b>2,993</b>

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

This project provides one additional roundtrips on weekdays, but four additional roundtrips on weekends. It is anticipated that this project will produce **160 new daily transit boardings on the weekends** (about three times more than weekdays) with a commensurate increase in VMT and GHG emissions reduced per day.

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

For #4, 10% diversion from existing transit routes was used. When riders have many different transit options, adding new transit service can (in the short term) capture existing riders from other routes or trips. However, currently there are only five weekday round trips between Ft Collins and Boulder. It is likely that if the current schedule does not work for someone, they simply do not ride the FLEX (rather than wait three hours for the next bus). Thus, it is anticipated that the overwhelming majority of riders on the new FLEX trips will be new transit riders, not people riding other FLEX trips.

For #5, 0% diversion from other non-transit, non-SOV modes was used. It is not anticipated that there is anyone walking or biking between Ft Collins and Boulder who would switch to the new FLEX trips, and due to the challenge of coordinating carpools (carpooling in America has been steadily declining since at least 1980, Source: AASHTO), it is anticipated that the number of people switching from carpooling to the new FLEX service will be negligible.

For #7, 45 miles was used (distance from Ft Collins to Boulder). The core intent of this route is to provide long distance, inter-regional transit trips.

## B. Bicycle Use

1. Current weekday bicyclists

2. Population and Employment

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

### Bicycle Use Calculations

Year  
of Opening

2040  
Weekday Estimate

3. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.

4. Enter number of the bicycle trips (in #3 above) that will be diverting from a different bicycling route.  
(Example: **{#3 X 50%}** or other percent, if justified)

5. = Initial number of new bicycle trips from project (#3 – #4)

6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip.  
(Example: **{#5 X 30%}** or other percent, if justified)

7. = Number of SOV trips reduced per day (#5 - #6)

8. Enter the value of **{#7 x 2 miles}**. (= the VMT reduced per day)  
(Values other than 2 miles must be justified by sponsor)

9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)

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

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

## C. Pedestrian Use

1. Current weekday pedestrians (include users of all non-pedaled devices)

0

2. Population and Employment

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

### Pedestrian Use Calculations

Year  
of Opening

2040  
Weekday Estimate

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

## D. Vulnerable Populations

	Vulnerable Populations	Population within 1 mile
Use Current Census Data	1. Persons over age 65	12,653
	2. Minority persons	29,933
	3. Low-Income households	9,282
	4. Linguistically-challenged persons	3,300
	5. Individuals with disabilities	3,889
	6. Households without a motor vehicle	4,310
	7. Children ages 6-17	14,543
	8. Health service facilities served by project	87

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

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

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

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

## F. Traffic Crash Reduction

1. Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians (most recent <b>5-year</b> period of data)		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).
<b>Fatal</b> crashes	0	
<b>Serious Injury</b> crashes	0	
<b>Other Injury</b> crashes	0	
<b>Property Damage Only</b> crashes	0	
2. Estimated reduction in crashes <u>applicable to the project scope</u> (per the five-year period used above)		
<b>Fatal</b> crashes reduced	0	
<b>Serious Injury</b> crashes reduced	0	
<b>Other Injury</b> crashes reduced	0	
<b>Property Damage Only</b> crashes reduced	0	

## G. Facility Condition

Sponsor must use a current industry-accepted pavement condition method or system and calculate the average condition across all sections of pavement being replaced or modified.

Applicants will rate as: Excellent, Good, Fair, or Poor

### Roadway Pavement

1. Current roadway pavement condition	
2. Describe current pavement issues and how the project will address them.	
3. Average Daily User Volume	

### Bicycle/Pedestrian/Other Facility

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

6. Average Daily User Volume 0

**H. Bridge Improvements**

1. Current bridge structural condition from CDOT  
There are no bridge components of this project

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

3. Other functional obsolescence issues to be addressed by project

4. Average Daily User Volume over bridge

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

1.

2.

3.

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

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

2. Negative impact on vulnerable populations

3. Other:



## Planning, Development & Transportation

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February 27, 2019

Elise Jones, Chair  
Boulder County Board of County Commissioners  
PO Box 471  
Boulder, CO 80306

### ***RE: LETTER OF SUPPORT FOR ADDITIONAL FLEX ROUTE TRIPS TO BOULDER***

Dear Commissioner Jones,

This letter is to confirm Transfort's support for Boulder County's application for DRCOG TIP funds to support additional transit service on the FLEX route. The FLEX is the only public transit route providing service between the Cities of Fort Collins, Loveland, Longmont and Boulder. This grant will provide new trips between these cities midday Monday-Friday and on the weekends as well. The new trips will provide single-seat transit service between Boulder and Fort Collins without the need for a transfer when none at these times and days exists now.

The additional FLEX trips will help to further goals outlined by CDOT, DRCOG, RTD and many of the regional communities: to create inter-regional bus services to connect communities throughout the state. In addition, HWY 119 is one of the most congested corridors in the region as was identified in the RTD Northwest Area Mobility Study (NAMS) as one of two highest priority corridors for future Bus Rapid Transit (BRT) service. Providing frequent and convenient transit service in this corridor is critical to providing alternatives to driving, and this service will take advantage of the upcoming initial BRT capital improvements on the SH 119 corridor. The service through this TIP grant application would support the long-term transit planning goals of that study.

We are pleased that Boulder County is working to provide additional inter-regional transit service and look forward to supporting a successful project. TransFort fully supports the submittal of this TIP grant application and looks forward to operating these new trips.

Sincerely,

A handwritten signature in blue ink, appearing to read "Drew Brooks", with a large, stylized flourish at the end.

Drew Brooks, Director  
Transfort and Parking Services  
City of Fort Collins