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

What: The Regional Share Call for Projects for the FY 2024-2027 TIP (Call #4)
Funding Available: $8,329,000 for this subregion and this AQ/MM Track. In the AQ/MM Track, a majority of the funding is in FY26 and FY27, with a very small amount in FY25.
Eligibility: Air Quality & Multimodal (AQ/MM) eligible projects only.
Major Project Eligibility Exceptions: Roadway capacity, roadway reconstruction, bridge, interchange projects *(Note: these types of projects are only allowed to be submitted with the STBG application)*
Call Dates: November 28, 2022 until January 27, 2023, 3 pm
Application Submittals: submit the items below online through the submittal link on the TIP Data Hub

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

Other Notable items:

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

APPLICATION FORMAT

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

Project Information

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

Evaluation Questions

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

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

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

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

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

Section B. Metro Vision Regional Transportation Plan Priorities 60%

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

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

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

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

Score	% non-Subregional Share funds
5	60% and above
4	50-59.9%
3	40-49.9%
2	20-39.9%
1	10.1-19.9%
0	10%

Section D. Project Readiness 10%

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

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

Project Information

1. Project Title	**Lafayette- Louisville- Boulder Protected Bikeway Feasibility Study**
2. Project Location *Provide a map, as appropriate (see Page 1)*	Start point: Approximately Cherryvale/Baseline intersections End point: City of Lafayette (Approximately 0.5 miles east of 111th Street) OR Geographic Area: Click or tap here to enter text.
3. Project Sponsor *(entity that will be financially responsible for the project)*	Boulder County

4. Project Contact Person:

Name: Alexandra Phillips	Title: Bike Planner
Phone: 303 441 4520	Email: aphillips@bouldercounty.org

5. Required CDOT and/or RTD Concurrence: Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?	☒ Yes ☐ No *If yes, provide applicable concurrence documentation*

6. What planning document(s) identifies this project?

Provide link to document(s) and referenced page number if possible, or provide documentation in the supplement

If this project is listed in the DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP), provide the staging period: N/A

Local/Regional/ Subregional plan:	Planning Document Title: Boulder County Transportation Master Plan 2020 update; DRCOG Active Transportation Plan; Boulder Valley Comprehensive Plan; Louisville Transportation Master Plan Adopting agency (local agency Council, CDOT, RTD, etc.): Boulder County Board of County Commissioners; DRCOG; City of Boulder and Boulder County; City of Louisville Provide date of adoption by council/board/commission, if applicable: Feb. 2020; Jan 2019; Dec. 2020; October 2019
Please describe public review/engagement to date:	Outreach during planning efforts shows a clear desire for improved bicycling conditions and protected bicycle facilities. Part of this study would be to engage with the public to see what their preferences are for this connection since there hasn't been detailed planning work completed as of yet. During Boulder County's Transportation Master Plan update (adopted 2020) an online survey was widely distributed with 1,955 respondents. The results show that 32 percent of respondents identify enhancing walking and biking facilities as one of their top three priorities, making it the third most popular priority out of the fifteen options (page 15, figure 13). When asked specifically about bicycling priorities, over half of respondents selected physically protected/separated bikeways as one of their top three priories out of 10 options (page 19, figure 18, also see figure 1 and 2 in supplemental materials). The Louisville Transportation Master Plan (adopted 2019) also showed a clear interest from the public related to bicycling. The most popular category of comments received addressed walking and bicycling connectivity (page 2-3). Respondents also indicated that the lack of facilities connecting to destinations create barriers to some areas of Louisville (page 2-5). Access to destinations

		through walking and bicycling was identified as the top priority by survey respondents (page 2-6).
	Other pertinent details:	Arapahoe Road, one of the three main roads in the study area, is designated as a CDOT High Demand Bike Corridor, see figure 3 in supplemental materials.

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

Phases to be included:	**Major phase milestones**:	**Anticipated completion date (based on 8/16/2023 DRCOG approval date)**: (MM/YYYY)
	☒ Preconstruction (including studies) ☐ Construction ☐ Both	
REQUIRED FOR ALL PHASES	Intergovernmental Agreement (IGA) executed with CDOT/RTD (Assumed process is 4-9 months; any work performed before execution is NOT reimbursable)	5/2024
☐Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	Enter Date
	Design scoping meeting held with CDOT (if no consultant):	Enter Date
	FIR (Field Inspection Review):	Enter Date
	FOR (Final Office Review):	Enter Date
☐Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	Enter Date
	Environmental scoping meeting held with CDOT (if no consultant):	Enter Date
☐Right-of-Way	Initial set of ROW plans submitted to CDOT:	Enter Date
	Estimated number of parcels to acquire: Enter Number	
	ROW acquisition completed:	Enter Date
☐Construction	Required clearances:	Enter Date
	Project publicly advertised:	Enter Date
☒Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	01/2025
☐Bus Service	Service begins:	Enter Date
☐Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	Enter Date
☐Other Phase not Listed Describe: Describe	First invoice submitted to CDOT/RTD:	Enter Date

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

There is no protected bike connection to link the Cities of Lafayette, Louisville, and Boulder. All three Cities have a network of bike infrastructure, but the gap between the networks within unincorporated Boulder County makes traveling by bike between the communities difficult. Travel volumes between these three Cities are split between three corridors: South Boulder Road, Baseline Road, and Colorado Highway 7 (CO 7). Combined, these three corridors contribute 25% of the daily traffic volume entering the City of Boulder on a daily basis. See figure 4 in supplemental materials.

With only 7.5 miles between the three Cities, the corridor has a lot of untapped potential for bicycle commuting, particularly as e-bikes become more popular. A protected facility along an east-west corridor (Arapahoe Road, Baseline Road, or South Boulder Road, or some combination thereof) will provide the infrastructure needed to make the average commuter feel safe biking between Lafayette, Louisville, and Boulder.

Bicyclists and pedestrians on these corridors are overrepresented in fatal and serious injury crashes, at 20% and 38%, respectively. Out of the 1,396 crashes that occurred on the three corridors between 2015-2019, there were 5 fatalities (1 of which was a bike/ped crash); 26 serious injury crashes (10 of which were a bike/ped crash); and 1,342 property damage only crashes (12 of which were a bike/ped crash).

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

Roadway

☐ Operational Improvements

Grade Separation

☐ Roadway
☐ Railway
☐ Bicycle
☐ Pedestrian

Regional Transit[1]

☐ Rapid Transit Capacity (2050 MVRTP)
☐ Mobility Hub(s)
☐ Transit Planning Corridors
☐ Transit Facilities/Service (Expansion/New)

☒ **Safety Improvements**

Active Transportation Improvements

☒ Bicycle Facility
☒ Pedestrian Facility

☒ **Air Quality Improvements**

☐ **Improvements Impacting Freight**

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

☒ Complete Streets Improvements

☒ **Study**

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

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

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

The project is a feasibility study to identify and evaluate alternative alignments between the Cities of Lafayette, Louisville, and Boulder for a protected bikeway that is primarily geared towards serving bicyclists and will also be utilized by pedestrians. There are multiple corridors that are potential candidates for a low-stress bike facility, including South Boulder Road, Baseline Road, CO 7, and the BNSF rail corridor. The anticipated project outcome is the identification of a preferred corridor for the bikeway, as well as bikeway alignment and preliminary construction cost estimate. The hard-surface facility would be plowed in winter and maintained for travel year-round.

11. What is the current status of the proposed scope as defined in Question 10 above? *Note that overall project readiness is addressed in more detail in Section D below.*

The Boulder County Transportation Master Plan (2020 Update) identified the need for a protected bike connection between Lafayette, Louisville, and Boulder, labeled as B4 in Strategy One on page 22 in TMP summary report. A feasibility study is listed under Strategy 3 – Invest in Key Regional Corridors. Key regional travel corridors are defined as the best opportunities to develop multimodal corridors to serve in-county and regional travel that begins or ends outside the county. The east-west corridors listed above are listed as key regional travel corridors. The next phase of the project is to complete a feasibility study to identify the preferred bikeway alignment and a preliminary construction cost estimate.

12. Would a smaller DRCOG-allocation than requested be acceptable, while maintaining the original intent of the project? ☐ Yes ☒ No

*If yes, smaller meaningful limits, size, service level, phases, or scopes, along with the cost, **MUST** be defined.*

Smaller DRCOG funding request: Click or tap here to enter text.

Outline the differences between the scope outlined above and the reduced scope: Click or tap here to enter text.

Project Financial Information and Funding Request

(All funding amounts in $1,000s)

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

Total amount of Subregional Share Funding Request (in $1,000's) *(Not to exceed **90% of the total project cost**)* ☐Check box if requesting **only state MMOF funds (requires minimum 50% local funds)**[1]	**$382**	**89.88%** **of total project cost**
Match Funds (in $1,000's) List each funding source and contribution amount.	**Contribution Amount**	**% Contribution to Overall Project Total**
Boulder County	$38	8.9%
Cyclists 4 Community	$5	1.2%
Click or tap here to enter text.	$Match Amount	0.0%
Click or tap here to enter text.	$Match Amount	0.0%
Click or tap here to enter text.	$Match Amount	0.0%
Click or tap here to enter text.	$Match Amount	0.0%
Total Match *(private, local, state, regional, or federal)*	**$ 43**	**10.1%**

Project Total		$ 425
Notes:	1. If you elect to ONLY receive state MMOF and per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge. Federal Heights, Lakeside, Larkspur, Sheridan, and Ward are <u>not</u> required to provide a match on the MMOF funds. All sponsors will still be required to have 20% match on any added federal funds.	

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

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

	FY 2025	FY 2026	FY 2027	Total
DRCOG Requested Funds	$382	$Enter Amount	$Enter Amount	**$ 382**
CDOT or RTD Supplied Funds[2]	$Enter Amount	$Enter Amount	$Enter Amount	**$ 0**
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	$43	$Enter Amount	$Enter Amount	**$ 43**
Total Funding	$ 425	$ 0	$ 0	**$ 425**
Phase to be Initiated	Study	Choose an item.	Choose an item.	
Notes:	1. Fiscal years are October 1 through September 30 (e.g., FY 2026 is October 1, 2025 through September 30, 2026). The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using a recommended minimum 3% inflation factor. 2. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source.			
Affirmation:	By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair/City or County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. ☒			

Evaluation Questions

A. Subregional Impact of Proposed Project

WEIGHT **25%**

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

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

Need for East-West Transportation Options Between Lafayette, Louisville, and Boulder: Boulder County will experience an increase in trips across the county as well as between communities located in the southeast corner of the county (Lafayette, Louisville, and Boulder). As the update to the Transportation Master Plan (TMP) states, the county will experience a 25% increase for in-county trips and a 60% increase for regional trips between 2015-2040 (page 4). In 2015, there were approximately 36,000 total trips between these three Cities. This number is projected to increase to 47,100 (a 31% increase) by 2040 (page 5). A protected, regional bicycle facility will be important to provide a safe and viable bicycle option and to reduce reliance on single-occupant vehicles.

Connection Gap of Protected Bicycle Facility Between Lafayette, Louisville, and Boulder: Existing facilities along the three east-west roadways that connect these Cities (Arapahoe Road, Baseline Road, and South Boulder Road) have small sections of bike lanes, shoulders, and/or multi-use paths. Although shoulders are present for almost the entire extents of the project area along Baseline Road and South Boulder Road, the traffic volumes and speeds create an extremely uncomfortable and unsafe environment for bicyclists. Filling the gap with a protected facility will create a safe and comfortable facility. Current traffic volumes along the three east-west roadways range from approximately 3,700 to 20,000 vehicles per day (rounded to the nearest hundred). Baseline Road ranges from approximately 3,700 to 6,700; South Boulder Road ranges from approximately 10,000 to 14,900; and Arapahoe Road ranges from approximately 13,000 to 20,000. Boulder County volumes taken from the Boulder County Vehicle Traffic and Bicycle Traffic Count online map and Arapahoe Road volume information taken from CDOT's Online Transportation information System (OTIS) website. Posted speed limits range from 35 MPH on Baseline, 45 MPH on South Boulder Road to 50 MPH on sections of Araphoe Road.

Benefit to Existing Bicyclists: In addition to drawing new bicyclists, a protected facility will benefit the many existing bicyclists to create a more comfortable and safer facility. There are an average of 175 daily bicyclists on the roadway corridors, based on bicycle counts completed by Boulder County at six locations along Baseline Road and South Boulder Road. Bicycle counts were not available for Arapahoe Road. Count information taken from the Boulder County Vehicle Traffic and Bicycle Traffic Count online map.

Connections to Existing Bicycle Facilities: There are a number of potential connections to an east-west protected bicycle facility. South Boulder Road has multiple connections to north-south multi-use paths between 76th Street and CO 42. A connection off Cherryvale Road allows bicyclists to access the US 36 Bikeway as a major regional bicycling facility. Baseline Road provides direct connections to the Bobolink, Dry Creek, and Callahan Open Space Trailheads. Arapahoe Road ties in with a multi-use path at 75th Street heading west, providing a consistent facility along the multi-use path all the way into Downtown Boulder.

Enhanced Access to transit: Three bus routes operate east-west within this area (the JUMP along Arapahoe Road, the 225 along Baseline Road, and the DASH along South Boulder Road). All three routes provide service between Downtown Boulder and Lafayette, with the DASH providing service through Louisville. The Lafayette Park and Ride also provides regional transit connections to Denver and Longmont. In addition, fixed routes 228 and LD as well as the Louisville FlexRide operate within the project area. The JUMP and 225 operate at 15-minute frequencies during weekdays while the DASH operates every 15-30 minutes. Based on RTD information, 28% of transit riders walk to transit and 3% of transit riders bike to transit (page 2-1). Improving the walking and biking access to transit expands the travel shed for transit riders.

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

The study will address a major gap in the protected bicycle system within Boulder County between Lafayette, Louisville, and Boulder by recommending an alignment and facility type. In addition to providing an enhanced, low-stress bicycle facility for existing bicyclists (over 175 bicyclists per day), it will also provide another safe and reliable east-west transportation option for the total daily projected 47,100 daily trips between these three Cities. Bicycle count information taken from the Boulder County Vehicle Traffic and Bicycle Traffic Count online map and trip information taken from the TMP, page 5 and figure 5 in supplemental materials.

Given that bicyclists and pedestrians are overrepresented in fatal and serious injury crashes, at 20% and 38%, respectively, there is an important need to address the safety of the most vulnerable transportation users. Providing a protected facility will improve safety for all users with the aim of reducing all types of crashes.

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

The proposed project will benefit residents, employees, and visitors of Lafayette, Louisville, Boulder, and unincorporated Boulder County. There is a clear link of Boulder employees that live in Lafayette and Louisville. As shown within the TMP, 8.2% of Boulder employees live in Lafayette and 7.6% live in Louisville, for a total of 15.8%.

The Cities of Louisville, and Boulder have provided peer agency support letters for the proposed project. Their collaboration through the feasibility study process will create a more successful project moving forward and identify next steps as the project moves into the next stages of implementation. Having the support of these three Cities for the overall protected bikeway alignment and vision through the study will make it easier to have key conversations for implementation, including maintenance and construction cost responsibilities.

4. Disproportionately Impacted and Environmental Justice Communities
This data is available in the TIP Data Tool. *Completing the below table and referencing relevant quantitative data in your response is required.*

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

	DI & EJ Population Groups	Number within ½ mile	% of Total	Regional %
Use 2015-2019 American Community Survey Data (***In the TIP Data Tool, use a 0.5 mile buffer***)	a. Total population	61,646	-	-
	b. Total households	25,009	-	-
	c. Individuals of color	12,337	20%	33%
	d. Low-income households	1,781	7%	9%
	e. Individuals with limited English proficiency	966	2%	3%
	f. Adults age 65 and over	9,576	16%	13%
	g. Children age 5-17	10,158	16%	16%
	h. Individuals with a disability	2,217	4%	9%
	i. Households without a motor vehicle	1,215	5%	5%
	j. Households that are housing cost-burdened	6,800	27%	32%

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

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

Based on the output report from the TIP Data Tool, within a half mile of the project area, there are populations that are in greater need of transportation options outside of single-occupant/privately-owned vehicles, including: 1,781 low-income households (7% of the population), 9,576 adults age 65 and older (16% of the population), 1,215 households without a motor vehicle (5% of the population), and 6,800 households that are housing cost-burdened (27% of the population). Since Boulder County is different from the larger DRCOG region, information from the DRCOG TIP Data Tool was pulled for Boulder County to compare information to this study area. There were two populations that have higher percentages within the project area than Boulder County. The percentage of adults age 65 and over as well as children age 5-17 are higher in this project area than compared to the rest of Boulder County (14% and 15% of the population, respectively).

Providing viable transportation options beyond the single occupant vehicle is an important benefit that expands opportunities for a number of populations: children too young to drive/don't have access to a vehicle, older adults who no longer drive, individuals with a disability that do not have the ability to drive, low-income households who want to maximize their income and reduce their transportation budgets, as well as households without a motor vehicle where a vehicle isn't even available. Providing transportation options is especially important to areas with affordable housing, and one of Boulder County Housing Authority's developments is located within this study area: Kestrel located at 95th Street and South Boulder Road.

A protected bikeway also allowed e-bikes a facility, which are often more viable for people riding long distances and part of the interested but concerned sector of the population that would like to try bicycling but need an enhanced facility to feel safe to ride. E-bikes have become a viable transportation option in recent years, and there have been small programs to provide people with low incomes with e-bikes, which can increase the travel range over a conventional bicycle but without the cost of a car. The state energy office is in the process of greatly increasing the ebike programs for low-income individuals.

Using the DRCOG region average of 25.5 miles per day per person (https://metrovision.drcog.org), and the IRS mileage rate of $0.59 per mile, individual annual transportation costs for private vehicle travel come to $4,200-$5,200 per year. By contrast, 12 months of an RTD regional monthly pass costs $2,400 per year, and the Victoria Transport Policy Institute has estimated the cost of bicycle commuting at $0.5-$0.15 per mile, or roughly six times cheaper than motor vehicle travel. However, these cheaper modes are of little use if they are not safe and reliable. Providing a protected bikeway makes bicycling more accessible to all types of users.

5. How will this project move the subregion toward achieving the shared regional transportation outcomes established in Metro Vision in terms of…
   - Land Use, community, urban development, housing, employment? *(Improve the diversity and livability of communities. Contain urban development in locations designated for urban growth and services. Increase housing and employment in urban centers. Diversify the region's housing stock. Improve the region's competitive position.)*

     - **Improve the diversity and livability of communities**: Providing viable transportation options outside of driving alone is an important benefit that expands opportunities for a number of populations: children too young to drive/don't have access to a vehicle, older adults who no longer drive, individuals with a disability that do not have the ability to drive, low-income households who want to maximize their income and reduce their transportation budgets, as well as households without a motor vehicle where a vehicle isn't even available.
     - **Increase housing and employment in urban centers**: There is one urban center within the project area (Downtown Louisville). Providing a protected bike facility connection to urban centers provides improved access for the people who live and work in this area. Non- motorized vehicle modes also allow denser development to occur without the need for vehicle lanes and parking. This provides a more efficient use of land because non-vehicle modes simply take up less space. Providing transportation options is especially important to areas with affordable housing, and one of Boulder County Housing Authority's developments is located within this study area: Kestrel located at 95th Street and South Boulder Road.
     - **Diversify the region's housing stock**: Providing a protected bicycle facility to existing transit and bicycle facilities within and beyond Lafayette, Louisville, and Boulder will enhance transportation options for populations that are often forced to live in areas where the housing is more affordable. Within a half mile of the project area, there are populations that are in greater need of transportation options, including: 1,781 low-income households (7%), 9,576 adults aged 65 and older (16%), 1,215 households without a motor vehicle (5%), and 6,800 households that are housing cost-burdened (27%). While there is a high median home price across the Denver metro region, Boulder County has one of the highest median home price across the Front Range. According to Realtor.com data, the median home listing is approximately $665k for Lafayette, $844k for Louisville, and $1.1M for Boulder. Using data utilized during the 2020 Update for the Transportation Master Plan, employment is forecasted to increase from 86,300 (rounded to the nearest hundred) in 2015 to 107,500 jobs in Boulder and from 27,200 to 35,600 jobs within the eastern Cities of Lafayette and Louisville. Projected households for the same time period are projected to increase from approximately 45,600 to 49,900 in Boulder and from 19,200 to 24,200 for Lafayette and Louisville.
     - **Improve the region's competitive position**: As noted above, the Cities of Lafayette and Louisville offer more affordable housing opportunities. Boulder provides a high number of jobs, especially in East Boulder where this facility would provide a direct connection. Providing additional transportation options beyond single occupant/privately-owned vehicles between these three communities will improve access to the many employment options in Boulder and attract more employers and employees to locate here.
   - Multimodal transportation, safety, reliability, air quality? *(Improve and expand the region's multimodal transportation system, services, and connections. Operate, manage, and maintain a safe and reliable transportation system. Improve air quality and reduce greenhouse gas emissions. Reduce the risk of hazards and their impact.)*

     - **Improve and expand the region's multimodal transportation system, services, and connections**: A protected bicycle system will bring more users, resulting in lower vehicle trips on area roadways. Based on the calculations completed as part of the Active Transportation section of this application, there is a daily estimated reduction of 54 single occupant vehicle trips in the year of opening and 104 in 2050. The majority of the reduction is occuring from the bicycle use potential, with 10 daily trips in the year of opening and 24 in 2050. In addition to providing facilities for walking and biking trips, this connection will provide important

connections to transit stops, which are another viable transportation option, especially for people with longer travel trips and/or trips beyond the region. In addition, providing a bicycle and pedestrian facility along a corridor that also provides transit provides a backup option for people when plans change or there is a sudden change in the weather (such as a thunderstorm or large snow event. Providing this flexibility in a backup option removes barrries to bicycling and walking as a main mode of transportation for a trip.

- There are three bus routes that operate east-west within this area (the JUMP along Arapahoe Road, the 225 along Baseline Road, and the DASH along South Boulder Road). All three of these routes provide service between Downtown Boulder and Lafayette, with the DASH providing service through Louisville. There are a number of transfer opportunities along Broadway within Boulder to access other transit routes that serve Denver, Golden, Longmont, and Fort Collins. The Lafayette Park and Ride also provides regional transit connections to Denver and Longmont. In addition, fixed routes 228 and LD as well as the Louisville FlexRide operate within the project area. The JUMP and 225 operate at 15-minute frequencies during weekdays while the DASH operates every 15-30 minutes. Since many transit riders access bus stops by walking and bicycling, or would like to, creating a protected bike facility will provide more transit riders with safer and more comfortable access the bus stops.
- **Operate, manage, and maintain a safe and reliable transportation system**: Providing a dedicated space for bicyclists separate from the roadway will improve safety for bicyclists and drivers. Creating a protected facility will separate bicyclists with the goal of reducing the number of near-miss crashes and crashes bicyclists have with both vehicles and solo.
- **Improve air quality and reduce greenhouse gas emissions**: In addition to providing facilities for walking and biking trips, this connection will provide important connections to transit stops, which are another viable transportation option, especially for people with longer travel trips and/or trips beyond the region. Based on the estimated air quality reductions section in this application, there is an estimated 0.368 reduction in carbon monoxide emissions.

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

  - **Connect people to natural resources and recreational areas and Increase access to amenities that support healthy, active choices**: The increased access to regional trail amenities and bicycle facilities will encourage use of active transportation options that support healthy, active choices. There are a number of areas that will have improved access with a future protected bike facility here. Here are the specific locations listed by roadway:
    i. South Boulder Road: Cherryvale Trailhead, Harper Lake trails (just east of McCaslin Boulevard), Cottonwood Park and trails, Centennial Park, Harney Lastoka Trail
    ii. Baseline Road: South Boulder Creek Trail, Bobolink Trail, Dry Creek Trailhead, Callahan Open Space Trailhead, Indian Peaks South Community Park and trails, Waneka Reservoir and trails, Bob Burger Recreation Center
    iii. Arapahoe Road: Legion Park, South Teller Farm Trailhead, Erie Lake and trails

    A protected bikeway along any of these three corridors would have substantial opportunities for connections to existing regional trail and bicycle facilities.
  - **Improve transportation connections to health care facilities and service providers**: There are two medical centers located along South Boulder Road that this protected bike facility would provide improved access to: Louisville Medical Center (South Boulder Road and Kennedy Avenue) and Louisville Medical and Professional Center (South Boulder Road and Garfield Avenue).

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

- Is there a DRCOG designated urban center within ½ mile of the project limits?*
  ☒ Yes ☐ No If yes, please provide the name: Downtown Louisville
- Does the project connect two or more urban centers?*
  ☒ Yes ☐ No If yes, please provide the names: City of Boulder, City of Louisville, City of Lafayette
- Is there a transit stop or station within ½ mile of the project limits?*
  Bus stop: ☒ Yes ☐ No If yes, how many: 279
  Rail station: ☒ Yes ☐ No If yes, how many: 1
- Is the project in a locally-defined priority growth and development area and/or an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?
  ☒ Yes ☐ No
  If yes, provide a link to the relevant planning document: Boulder County Comprehensive Plan

  If yes, provide how the area is defined in the relevant planning document:

  Through the Boulder County Comprehensive Plan, Boulder County has intergovernmental agreements with the City of Boulder to ensure development is focused in existing urbanized areas. Unincorporated Boulder County is largely zoned for rural land use. Together, these strategies preserve the rural character of unincorporated Boulder County and focus development in urban areas where existing services exist. Channeling housing and employment development into Boulder County's urban areas is contingent on creating strong transportation connections between these urban centers which serve as the arteries for economic activity. It is widely recognized that private dollars follow public investment. The bikeway would close the gap in bike infrastructure between the urban centers of the cities of Boulder, Louisville and Lafayette, and this project would provide options and real choices of travel to single occupancy vehicles.

Provide households and employment data*	2020	2050
Households within ½ mile	25,009	33,965
Jobs within ½ mile	51,130	75,606
Household density (per acre) within ½ mile	1.48	1.9
Job density (per acre) within ½ mile	4.29	5.72

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

Protected bicycle facility to fill gap in bicycle network: Existing facilities along the three east-west roadways that connect these Cities (Arapahoe Road, Baseline Road, and South Boulder Road) have small sections of bike lanes, shoulders, and/or multi-use paths. There is no consistent protected bicycle facility throughout the entire area to provide a contiguous connection between Lafayette, Louisville, and Boulder (which includes one DRCOG-defined urban center, Downtown Louisville). There are a number of destinations along these corridors that aren't DRCOG-defined urban centers, which include grocery stores, religious locations, shopping centers, school district offices, arts/theatre centers, and restaurants. There are also a number of urban centers within the City of Boulder that many people travel to from Lafayette and Louisville (they are called the 28th/30th Streets (BVRC), University Hill, and Downtown Boulder).

Although shoulders are present for almost the entire extents of the project area along Baseline Road and South Boulder Road, the traffic volumes, speeds, driveways and intersections create an extremely unsafe environment for bicyclists. There is notable bicyclist travel now with an average of more than 175 bicyclists daily on the roadway corridors, even without a consistent bicycle facility. Filling the gap with a protected facility will improve the existing bicycling experience and safety, while increasing the trips completed by biking and walking.

Additional transportation option for important east-west connection: This protected facility will provide another transportation option besides driving for the total daily projected 47,100 trips in 2040 to and from Boulder and the Cities of Louisville and Lafayette. Providing an additional transportation option will improve access to the high level of employment in Boulder. The DRCOG data tool projects a 48% in the number of jobs (24,476 additional jobs) within a half mile of the project area by 2050. Households within the same geographic area are projected to increase as well but not at the same rate (by 36%, with an additional 8,956 households) within that same time period. While Boulder offers a lot of employment opportunities, there are not many affordable housing opportunities. Projected households for the same time period are approximately 49,900 in Boulder and 24,200 for Lafayette and Louisville. According to Realtor.com data, the median home listing is approximately $665k for Lafayette, $844k for Louisville, and $1.1M for Boulder.

Non-driving transportation option: Providing viable transportation options outside of driving alone is an important benefit that expands opportunities for a number of populations: children too young to drive/don't have access to a vehicle, older adults who no longer drive, individuals with a disability that do not have the ability to drive, low-income households who want to maximize their income and reduce their transportation budgets, as well as households without a motor vehicle where a vehicle isn't even available. Within a half mile of the project area, there are populations that are in greater need of transportation options, including: 1,781 low-income households (7% of the population), 9,576 adults age 65 and older (16% of the population), 1,215 households without a motor vehicle (5% of the population), and 6,800 households that are housing cost-burdened (27% of the population). The percentage of adults age 65 and over as well as children age 5-17 are higher in this project area than compared to the rest of Boulder County (14% and 15% of the population, respectively).

Expands transit opportunities: There are 279 bus stops within the study area serving three bus routes that operate east-west within this area (the JUMP along Arapahoe Road, the 225 along Baseline Road, and the DASH along South Boulder Road). All three of these routes provide service between Downtown Boulder and Lafayette, with the DASH providing service through Louisville. There are a number of transfer opportunities along Broadway within Boulder to access other transit routes that serve Denver, Golden, Longmont, and Fort Collins. The Lafayette Park and Ride also provides regional transit connections to Denver and Longmont. In addition, fixed routes 228 and LD as well as the Louisville FlexRide operate within the project area. The JUMP and 225 operate at 15-minute frequencies during weekdays while the DASH operates every 15-30 minutes. Since many transit riders access bus stops by walking and bicycling, or would like to, creating a protected bike facility will attract more transit riders since it is more comfortable to access the bus stops.

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

The land use on the west side of the study area (East Boulder) has a high number of destination (employment) locations while the eastern side of the study area (Lafayette) has a high number of origin (residential) locations. A continuous protected bicycle facility will bridge that gap between the two communities to provide an additional transportation option outside of driving alone. While Boulder offers a lot of employment opportunities, there are not many affordable housing opportunities. Using data utilized during the 2020 Update for the Transportation Master Plan, forecasted data for 2040 estimates approximately 107,500 jobs in Boulder and 35,600 jobs within the eastern Cities of Lafayette and Louisville. Projected households for the same time period are approximately 49,900 in Boulder and 24,200 for Lafayette and Louisville. According to Realtor.com data, the median home listing is approximately $665k for Lafayette, $844k for Louisville, and $1.1M for Boulder.

In addition to the DRCOG-defined urban center (Downtown Louisville) in the study area, there are many business parks and subregional destinations in Boulder that provide significant employment opportunities, including: East Boulder Community Center, Meadows on the Parkway Shopping Mall (at Baseline Road and Foothills Parkway), Boulder Community Hospital, and CU Boulder East Campus.

The protected bicycle facility will provide important connections for bicyclists and pedestrians in the various locations between and within the communities. In addition to providing facilities for walking and biking trips, these connections provide important connections to existing transit route corridors, which can more easily substitute longer vehicle trips, opposed to walking and bicycling trips.

B. MVRTP Priorities

WEIGHT **60%**

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

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

- What modes will project improvements directly address?
  ☒Walking ☒ Bicycling ☒ Transit ☐ Roadway Operations ☐ Other: Click or tap here to enter text.
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, signal interconnection, etc.): The project will identify an alignment and next steps for implementing a protected bicycle facility that will primarily serve bicyclists and will also be available for use by pedestrians. This will also provide enhanced access to transit stops, expanding ridership along the existing transit corridors.
- Will the completed project be a complete street as described in the Regional Complete Streets Toolkit? This data is available in the TIP Data Tool.
  ☒ Yes ☐ No If yes, describe how it implements the Toolkit's strategies in your response.
- Does this project improve travel time reliability?
  ☐ Yes ☒ No
- Does this project improve asset management of active transportation facilities and/or transit vehicle fleets?
  ☒ Yes ☐ No
- Does this project implement resilient infrastructure that helps the subregion mitigate natural and/or human-made hazards?
  ☒ Yes ☐ No

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

This project will increase mobility choices for people in the following ways:

Prioritize modal priority for bicyclists and pedestrians to be consistent with the DRCOG Regional Complete Streets Toolkit: South Boulder Road, Baseline Road, and Arapahoe Road all have been identified with specific street types within DRCOG's Regional Complete Streets Toolkit. South Boulder Road is identified as a Rural Road and Regional Connector; Baseline Road is identified as a Rural Road and Neighborhood Connector; and Arapahoe Road is identified as a Regional Connector. Pedestrians are identified as a high modal priority for Neighborhood and Regional Connector streets. Bicyclists are identified as a high modal priority for Neighborhood Connector streets and a medium priority for Regional Connector streets. The Rural Roads give a medium mode priority to bicyclists and a low mode priority to pedestrians.

Provide an additional viable transportation option for people traveling between Lafayette, Louisville, and Boulder: Boulder County will experience an increase in trips across the county as well as between communities located in the southeast corner of the county (Lafayette, Louisville, and Boulder). As the update to the Transportation Master Plan (TMP) page four states, the county will experience an increase of 25% for in-county trips and an increase of 60% for regional trips between 2015-2040. In 2015, there were approximately 36,000 trips between these three Cities. This number is projected to increase to 47,100 (a 31% increase) by 2040 (information in the Transportation Master Plan, page 5 and shown in figure 5 in the supplemental materials). A protected, regional bicycle facility will be important to provide bicycling as a safe and viable option and to reduce reliance on single-occupant vehicles for these trips. This is an important east-west connection given the large employment opportunities in Boulder, and housing opportunities in Lafayette as well as Louisville.

Expand transit ridership: There are 279 bus stops within the study area serving three bus routes that operate east-west within this area (the JUMP along Arapahoe Road, the 225 along Baseline Road, and the DASH along South Boulder Road). All three of these routes provide service between Downtown Boulder and Lafayette, with the DASH providing service through Louisville. There are a number of transfer opportunities along Broadway within Boulder to access other transit routes that serve Denver, Golden, Longmont, and Fort Collins. The Lafayette Park and Ride also provides regional transit connections to Denver and Longmont. In addition, fixed routes 228 and LD as well as the Louisville FlexRide operate within the project area. The JUMP and 225 operate at 15-minute frequencies during weekdays while the DASH operates every 15-30 minutes. Based on RTD information, 28% of transit riders walk to transit and 3% of transit riders bike to transit (page 2-1). Improving the walking and biking access to transit expands the travel shed for transit riders.

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

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

Emissions Reduced *(kg/day)*	CO	NOx	VOCs	PM 10	CO_2e
	0.306	0.013	0.010	0.005	37.870

Use the FHWA CMAQ Calculators or a similar reasonable methodology to determine emissions reduced. Base your calculations on the year of opening. Please attach a screenshot of your work (such as the FHWA calculator showing the inputs and outputs) as part of your submittal packet.
Note: if not using the FHWA Calculators, please note your methodology in your narrative below.

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

The protected bicycle facility will encourage more people to walk and bike and also result in a larger potential ridership for transit. Based on the calculations completed as part of the Active Transportation section of this application, there is a daily estimation reduction of 54 single-occupant vehicle trips in the year of opening and 38 in 2050. The majority of the reduction occurs from the bicycle use, with 36 daily trips in the year of opening and 69 in 2050. In addition to providing facilities for walking and biking trips, this connection will provide important connections to transit stops, which are another viable transportation option, especially for people with longer travel trips and/or trips beyond the region.

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

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

- Does this project implement a portion of the regional bus rapid transit (BRT) network (as defined in the 2050 MVRTP)?*
  ☐ Yes ☒ No If yes, which specific corridor will this project focus on: Click or tap here to enter text.
- Does this project involve a regional transit planning corridor (as defined in the 2050 MVRTP)?*
  ☒ Yes ☐ No If yes, which specific corridor will this project focus on: CO 7
- Does this project implement a mobility hub (as defined in the 2050 MVRTP)?
  ☐ Yes ☒ No
- Does this project improve connections between transit and other modes?
  ☒ Yes ☐ No If yes, please describe in your response.
- Is this project adding new or expanded transit service?
  ☐ Yes ☒ No If yes, who will operate the service: Click or tap here to enter text.
- Does this project add and/or improve transit service to or within a DRCOG-defined urban center?*
  ☐ Yes ☒ No

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

Enhances existing transit service: There are three bus routes that operate east-west within this area (the JUMP along Arapahoe Road, the 225 along Baseline Road, and the DASH along South Boulder Road). All three of these routes provide service between Downtown Boulder and Lafayette, with the DASH providing service through Louisville. There are a number of transfer opportunities along Broadway within Boulder to access other transit routes that serve Denver, Golden, Longmont, and Fort Collins. The Lafayette Park and Ride also provides regional transit connections to Denver and Longmont.

In addition, fixed routes 228 and LD as well as the Louisville FlexRide operate within the project area. The JUMP and 225 operate at 15-minute frequencies during weekdays while the DASH operates every 15-30 minutes. Since many transit riders access bus stops by walking and bicycling, or would like to, creating a protected bike facility will attract more transit riders since it is more comfortable to access the bus stops. Since many transit riders access bus stops by walking and bicycling, or would like to, creating a protected bike facility will attract more transit riders since it is more comfortable to access the bus stops.

Enhances future transit corridors: In addition to current transit service, this project area also includes a regional transit planning corridor as identified within the 2050 MVRTP, CO 7. This is included as part of the fiscally constrained rapid transit system. In addition, South Boulder Road is identified as a potential additional bus rapid transit and busway corridor. Information taken from the 2050 MVRTP, page 149. A fixed-route regional transit service has been recommended by DRCOG staff for funding in the TIP Call 3 along CO 7 between Boulder and Brighton. this route will include ten stations over 26.6 miles, serving communities within Boulder, Broomfield, and Adams counties. The first year will include 30-minute headway service, 6:00am to 8:00pm Monday through Friday, and this will be expanded to service every day in the second year. This transit service will connect with other regional and interregional transit routes (e.g., Flatiron Flyer, FLEX, and Bustang), and the US-287 and CDOT NI25 mobility hubs.

Although there is not a mobility hub as defined within the 2050 MVRTP, there are transfer opportunities between different transit routes that can function similar to a mobility hub, including the Lafayette Park and Ride, Louisville Rail Station (to be completed in the future), and the US-36 and Table Mesa Station. Future connections here will be further enhanced with a protected bikeway.

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

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

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

Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* *(using the 2015-2019 period – **in the TIP Data Tool, use a 0.02 mile buffer of your project**)* *NOTE: if constructing a new facility, report crashes along closest existing alternative route*		Sponsor must use industry accepted crash modification factors (CMF) or crash reduction factor (CRF) practices *(e.g., CMF Clearinghouse, NCHRP Report 617, or DiExSys methodology).*
Fatal crashes	8	
Serious Injury crashes	33	
Other Injury crashes	698	
Property Damage Only crashes	1,981	
Estimated reduction in crashes applicable to the project scope *(per the five-year period used above)*		Provide the methodology below:
Fatal crashes reduced	0.94	A CMF of 0.94 was found for the installation for a cycle track.
Serious Injury crashes reduced	9.4	
Other Injury crashes reduced	N/A	
Property Damage Only crashes reduced	11.28	

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

Arapahoe Road is identified as a high-injury network in Taking Action on Regional Vision Zero Plan (page 25). Based on the information from this plan, 74% of bicyclist-involved crashes occur at intersections (page 42). As part of this study, intersection recommendations will be made to increase visibility to the protected bikeway and adjust operations at intersections as appropriate. While only 39% of pedestrian-involved crashes occur at intersections, 75% involve left turns (page 48).

Based on data from Boulder County on the three corridors, bicyclists and pedestrians are overrepresented in fatal and serious injury crashes, at 20% and 38%, respectively. Out of the 1,396 crashes that occurred on the three corridors between 2015-2019, there were 5 fatalities (1 of which was a bike/pedestrian crash); 26 serious injury crashes (10 of which were a bike/pedestrian crash); and 1,342 property damage only crashes (12 of which were a bike/pedestrian crash).

The DRCOG Taking Action on Regional Vision Zero document reports that twenty percent of survey respondents in the Denver region ranked "inadequate or missing bikeways" as one of their top three traffic safety concerns (page 42). This plan also lists a protected bikeway as a safety countermeasure to improve safety conditions (page 74). A study with a crash reduction factor of 0.94 was applied to the bike/pedestrian crashes from Boulder County data and listed above within the estimated reduction in crashes section.

Providing a protected bikeway for bicyclists, and potentially pedestrians, separate from the roadway will improve safety for bicyclists, pedestrians, and drivers. Creating a protected facility will separate bicyclists with the goal of reducing the number of near-miss crashes and crashes bicyclists have with both vehicles and non-vehicle objects. Enhanced roadway crossings would also provide safety benefits to bicyclists and pedestrians as well.

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

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

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

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

This project is located within the Northwest Metro Freight Focus Area. The Regional Multimodal Freight Plan identified several "Needs and Issues" for the Northwest Metro Freight Focus Area, including the safety of local truck movements and residential delivery demand and multimodal and nonmotorized traveler safety. Currently conditions require trucks to navigate bicyclists on the shoulder or sidewalk (where it is existing) and in many conditions it is not clear where bicyclists should be located. This condition is very stressful for truck drivers who have limited visibility to begin with and make it very difficult to see the most vulnerable users (bicyclists and pedestrians). By creating a protected bicycle facility separate from the roadway, the project will enhance safety and operations for truck movements through the area. Potential bicyclist/pedestrian and truck conflicts will be reduced.

Active Transportation	**Expand and enhance active transportation travel options.** (drawn from 2050 MVRTP priorities; Denver Regional Active Transportation Plan; & Metro Vision objectives 10 & 13) Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.

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

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

Bicycle Use

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

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

1.	Current Average Single Weekday Bicyclists:		175
	Bicycle Use Calculations	**Year of Opening**	**2050 Weekday Estimate**
2.	Enter estimated additional average weekday one-way bicycle trips on the facility after project is completed.	103	197
3.	Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. (Example: **{#2 X 50%}** *or other percent, if justified on line 10 below)*	52	99
4.	= Initial number of new bicycle trips from project (#2 – #3)	51	98
5.	Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, walking, etc.). (Example: **{#4 X 30%}** *(or other percent, if justified on line 10 below)*	15	30
6.	= Number of SOV trips reduced per day (#4 - #5)	36.00	68.00
7.	Enter the value of **{#6 x 2 miles}**. (= the VMT reduced per day) *(Values other than 2 miles must be justified by sponsor on line 10 below)*	72	138
8.	= Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	68.40	131.10
9.	If values would be distinctly greater for weekends, describe the magnitude of difference: Click or tap here to enter text.		
10.	If different values other than the suggested are used, please explain here: Click or tap here to enter text.		

Pedestrian Use

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

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

1.	Current Average Single Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):		88
	Pedestrian Use Calculations	**Year of Opening**	**2050 Weekday Estimate**
2.	Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	62	99
3.	Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route (Example: **{#2 X 50%}** *or other percent, if justified on line 10 below)*	26	49
4.	= Number of new trips from project (#2 – #3)	36	50
5.	Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). (Example: **{#4 X 30%}** *or other percent, if justified on line 10 below)*	8	15
6.	= Number of SOV trips reduced per day (#4 - #5)	28.00	35.00
7.	Enter the value of **{#6 x .4 miles}**. (= the VMT reduced per day) *(Values other than .4 miles must be justified by sponsor on line 10 below)*	7	14

8.	= Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	6.65	13.30
9.	If values would be distinctly greater for weekends, describe the magnitude of difference: Click or tap here to enter text.		
10.	If different values other than the suggested are used, please explain here: Click or tap here to enter text.		

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

This protected bicycle facility will provide significant improvements to the active transportation network to draw additional bicyclists and pedestrians. The existing bicycle count information is an average of the bicycle counts available on the three corridors from the Boulder County Vehicle Traffic and Bicycle Traffic Count online map. The existing pedestrian count is an average of the pedestrian counts available on the three corridors from the DRCOG Regional Bicycle and Pedestrian Counts online map. DRCOG's Active Transportation Plan was referenced for the following percentages. A 59% increase is assumed for opening day based on the sector of the population that is interested but concerned (page 7 of the plan). The people in this group are willing to bicycle but they need a comfortable and safe facility. A 71% increase is assumed for the 2050 year based on survey results showing that 71% of respondents would feel comfortable on a bi-directional separated bikeway or a bicycling/walking trail (page 8 of the plan and shown in figure 6 in the supplemental materials).

Expand the active transportation network: There are a number of potential connections to an east-west protected bicycle facility, further expanding the active transportation network. South Boulder Road has multiple north-south multi-use paths between 76th Street and CO 42. A connection off Cherryvale Road allows bicyclists to access the US 36 Bikeway as a major regional bicycling facility. Baseline Road provides direct connections to the Bobolink, Dry Creek, and Callahan Open Space Trailheads. Arapahoe Road ties in with a multi-use path at 75th Street heading west, providing a consistent facility all the way into Downtown Boulder.

Closes gap in bicycle network: Existing facilities along the three east-west roadways that connect these Cities (Arapahoe Road, Baseline Road, and South Boulder Road) have small sections of bike lanes, shoulders, and/or multi-use paths. There is no consistent protected bicycle facility throughout the entire area to provide a contiguous connection between Lafayette, Louisville, and Boulder (which includes one DRCOG-defined urban center, Downtown Louisville). Although shoulders are present for almost the entire extents of the project area along Baseline Road and South Boulder Road, the traffic volumes and speeds create an extremely uncomfortable environment for bicyclists. There is notable bicyclist travel now with an average of more than 175 bicyclists daily on the roadway corridors, even without a consistent bicycle facility.

Improves comfort: Although shoulders are present for almost the entire extents of the project area along Baseline Road and South Boulder Road, the traffic volumes and speeds create an extremely uncomfortable environment for bicyclists. Current traffic volumes along the three east-west roadways range widely from approximately 3,700 to 20,000 vehicles per day (rounded to the nearest hundred). Baseline Road ranges from approximately 3,700 to 6,700; South Boulder Road ranges from approximately 10,000 to 14,900; and Arapahoe Road ranges from approximately 13,000 to 20,000. Boulder County volumes taken from the Boulder County Vehicle Traffic and Bicycle Traffic Count online map and Arapahoe Road volume information taken from CDOT's Online Transportation information System (OTIS) website. Posted speed limits range from 35 MPH on Baseline, 45 MPH on South Boulder Road to 50 MPH on sections of Araphoe Road.

Improves connections to key destinations: There are a number of natural resources, recreational areas centers, health care providers, key employment centers, and subregional destinations within this study area, including:

- South Boulder Road: Cherryvale Trailhead, Harper Lake trails (just east of McCaslin Boulevard), Cottonwood Park and trails, Centennial Park, Louisville Sports Complex, Harney Lastoka Trail, Louisville Medical Center, Louisville Medical and Professional Center
- Baseline Road: East Boulder Community Center, South Boulder Creek Trail, Bobolink Trail, Dry Creek Trailhead, Callahan Open Space Trailhead, Indian Peaks South Community Park and trails, Waneka Reservoir and trails, Bob Burger Recreation Center, Meadows on the Parkway Shopping Mall
- Arapahoe Road: Legion Park, South Teller Farm Trailhead, Erie Lake and trails, Boulder Community Hospital, CU Boulder East Campus

C. Project Leveraging

WEIGHT 5%

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

D. Project Readiness

WEIGHT 10%

Provide responses to the following items to demonstrate the readiness of the project. DRCOG is prioritizing those projects that have a higher likelihood to move forward in a timely manner and are less likely to experience a delay.

Section 1. Avoiding Pitfalls and Roadblocks

a. Has a licensed engineer (CDOT, consultant, local agency, etc.) reviewed the impact the proposed project will have on utilities, railroads, ROW, historic and environmental resources, etc. and have those impacts and pitfalls been mitigated as much as possible to date before this submittal?

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

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

Click or tap here to enter text.

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

- Utilities: Click or tap here to enter text.
- Railroad: Click or tap here to enter text.
- Right-of-Way: Click or tap here to enter text.
- Environmental/Historic: Click or tap here to enter text.
- Other: Click or tap here to enter text.

b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, bus service, equipment purchase, etc.)?

☒ Yes ☐ No

If yes, are the other prerequisite phases complete? ☐ Yes ☐ No ☒ N/A

If this project is for construction, please note the NEPA status: Choose an item.

c. Has all required ROW been identified? ☐ Yes ☐ No ☒ N/A

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

d. Based on the current status provided in Project Information, question 11, do you foresee being able to execute your IGA by October 1 of your first year of funding (or if requesting first year funding, beginning discussions on your IGA as soon as possible), so you can begin your project on time?

☐ Yes ☐ No

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

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

e. Have other stakeholders in your project been identified and involved in project development?
☒ Yes ☐ No ☐ N/A
If yes, who are the stakeholders?
City of Louisville, City of Boulder, Cyclists 4 Community

Please provide any additional details on any of the items in Section 1, if applicable.
Click or tap here to enter text.

Section 2. Local Match Availability

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

☒ Yes ☐ No

Please describe:
Click or tap here to enter text.Boulder County is providing $38,000 of the local match. Cyclists 4 Community has written a letter of commitment to donate $5,000 towards the local match to show their strong support for this project. C4C advocates for safer roads and bikeways as part of a multi-modal, network, and safe system and raises funds for cycling safety. C4C's strong support is due to the safety and multimodal components of this project.

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

☒ Yes ☐ No

Please describe:
The total local match for this project is $43,000. The local nonprofit named Cyclists 4 Community (C4C) have committed $5,000 to the local match to show their strong support for this project. C4C advocates for safer roads and bikeways as part of a multi-modal, network, and safe system and raises funds for cycling safety. C4C's strong support is due to the safety and multimodal components of this project. The remaining $38,000 is in Boulder County's Capital Improvement Program and the project is on the Boulder County sales tax list which was recently renewed by Boulder County voters.

Section 3. Public Support

a. Has the proposed project previously been through a public review process (public comment period, public hearing, etc.)?

☒ Yes ☐ No

b. Has the public had access to translated project materials in relevant languages for the local community?

☒ Yes ☐ No

Please describe:
The proposed project appears in the Boulder County Transportation Master Plan. During development of the plan the county held several in person public meetings in Longmont, Boulder and Louisville. A written public comment period was also held. County staff also met with bicycle advocacy groups and other interested parties.

A Survey that was developed during the Transportation Master Planning process was available in Spanish and English. Facebook ads and posts were designed to target the County's Spanish speaking population. Of the 1955 total responses, 75 were in Spanish.

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

☒ Yes ☐ No ☐ N/A

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

City of Boulder Open Space and Mountain Parks is an adjacent landowner and is aware of the project, and if the project is funded, would be an integral part of project stakeholder team, along with other adjacent property owners.
As part of public engagement for the Boulder County Transportation Master Plan (TMP) update surveys were widely distributed. When asked to rate biking priorities the responses showed very clear priorities for shoulder improvements and separated facilities. The respondents were asked to rate the top transportation priorities. The need to enhance biking and walking facilities were rated in the top three. Respondents were also asked to select their top three priorities for improving bicycling in Boulder County. Over half of respondents selected increasing the number of separated facilities as one of their top three priorities overall and by respondents that self-identified as people with disabilities, Hispanic or Latino, low income or as an older adult

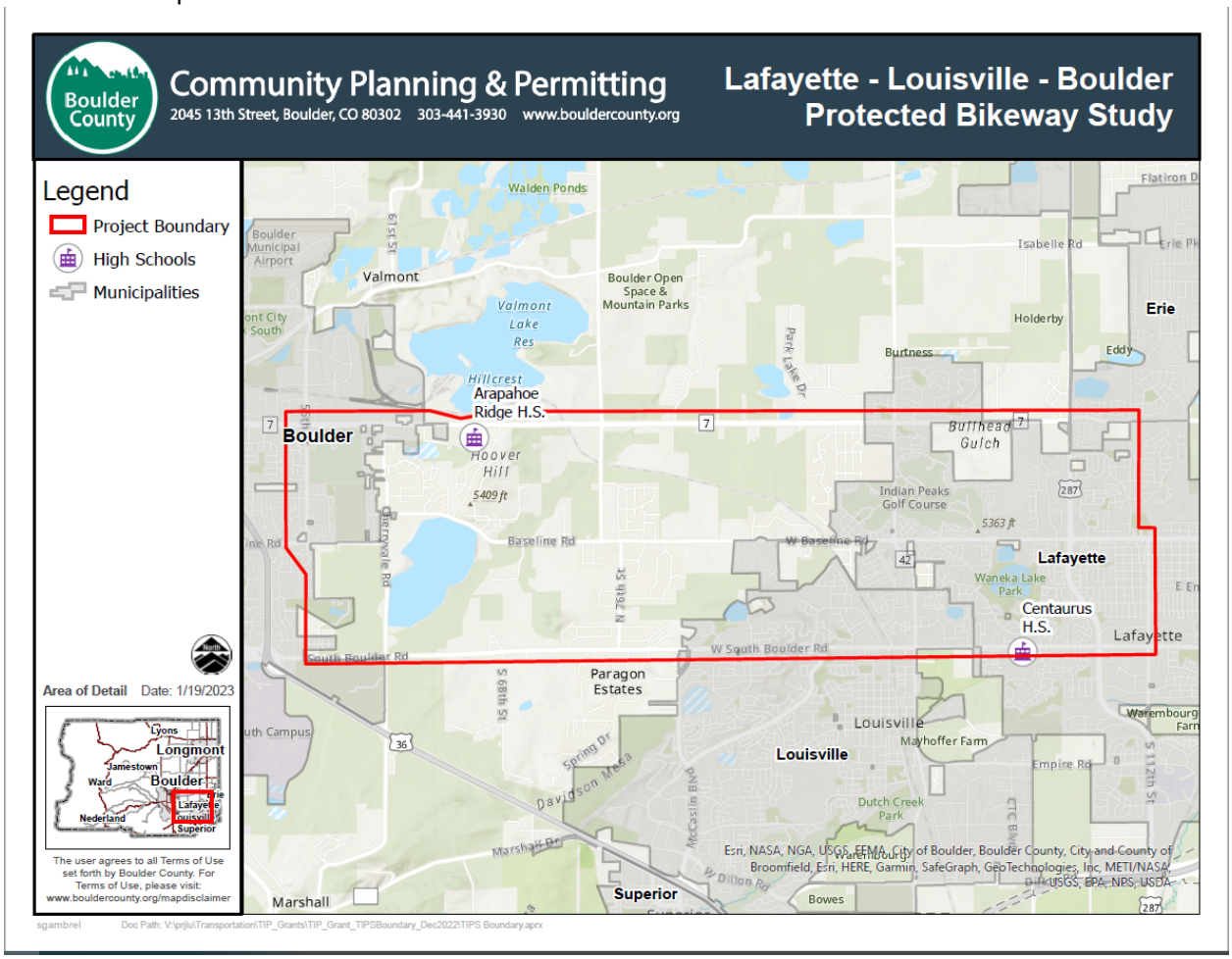
The survey was available electronically, in paper copy, and via telephone. The county used a variety of forums to distribute and advertise the survey, including: two news releases, email to the county's extensive listserv of interested citizens, posted on the TMP Update page on the county's website, sent to the Inclusive Planning Steering Committee, a link in banner within Transit App (an app widely used by transit riders), posted on social media platforms, Facebook ads directed at Spanish speakers and posted to 79,251 NextDoor members. There was a total of 1,955 survey responses, 75 of which were in Spanish. See supplemental materials for more information on the survey.

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

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

Lafayette Louisville Boulder Protected Bikeway Feasibility Study Required Materials

Location Map:



Project Budget

Lafayette- Louisville- Boulder Protected Bikeway Feasibility Study		
Start point: Approximately Cherryvale/Baseline intersections		
End point: City of Lafayette (Approximately 0.5 miles east of 111th Street)		
		% of overall
Project Management	$ 20,000	5%
Existing conditions and utility inventory	$ 35,000	8%
Public involvement including public meetings and addressing comments received	$ 25,000	6%
Stakeholder coordination	$ 25,000	6%
Alternative development and evaluation criteria development for process to pick recommended alignment	$ 200,000	47%
Recommended alignment	$ 15,000	4%
Conceptual design	$ 80,000	19%
Environmental documentation (Wetland evaluation and inventory of environmental constraints)	$ 25,000	6%
Total	**$ 425,000**	**100%**

CDOT Concurrence

COLORADO
Department of Transportation
Region 4
Regional Director's Office
10601 10th Street
Greeley, CO 80634-9000

December 20, 2022

Alexandra Phillips
Bike Planner
Boulder County
PO Box 471
Boulder, CO 80306

RE: CDOT Region 4 Concurrence Request for DRCOG TIP Subregional Call FY24-27

Dear Alexandra Phillips:

This letter is to inform you that the Colorado Department of Transportation (CDOT) Region 4 concurs with Boulder County's application for the DRCOG Subregional FY24-27 TIP Call. This concurrence applies only to the Boulder to Lafayette Low Stress Bikeway Study project, in the event this project is selected by DRCOG as a subregional project in this Call. If this subregional project is awarded DRCOG funds at a later date, the local agency will need to submit a separate request for CDOT's concurrence and funding contribution at that time.

Projects impacting state highways should assume that CDOT will manage the project and the local agency is responsible for payment of CDOT's work including indirect charges. Please note that per the DRCOG TIP Policy, if project costs increase on DRCOG-selected projects, sponsors must make up any shortfalls.

This concurrence is conditionally granted based on the scope as described. CDOT does however retain final decision-making authority for all improvements and changes within CDOT's right-of-way. As the project progresses, the local agency will need to work closely with CDOT Region staff to ensure CDOT's continued concurrence.

This project must comply with all CDOT and/or FHWA requirements including those associated with clearance for right-of-way, utilities, and environmental. All costs associated with clearances including right-of-way acquisition, utilities relocation, and environmental mitigation measures, such as wetland creation, must be included in the project costs. CDOT staff will assist you in determining which clearances are required for your project. The CDOT Local Agency Manual includes project requirements to assist with contracting, design, and construction, which can be accessed at: http://www.coloradodot.info/business/designsupport/bulletins_manuals.

Should you have any questions regarding this concurrence, or if your agency would like to schedule time to meet with CDOT specialty units, please contact Josie Thomas at (970) 888-4006.

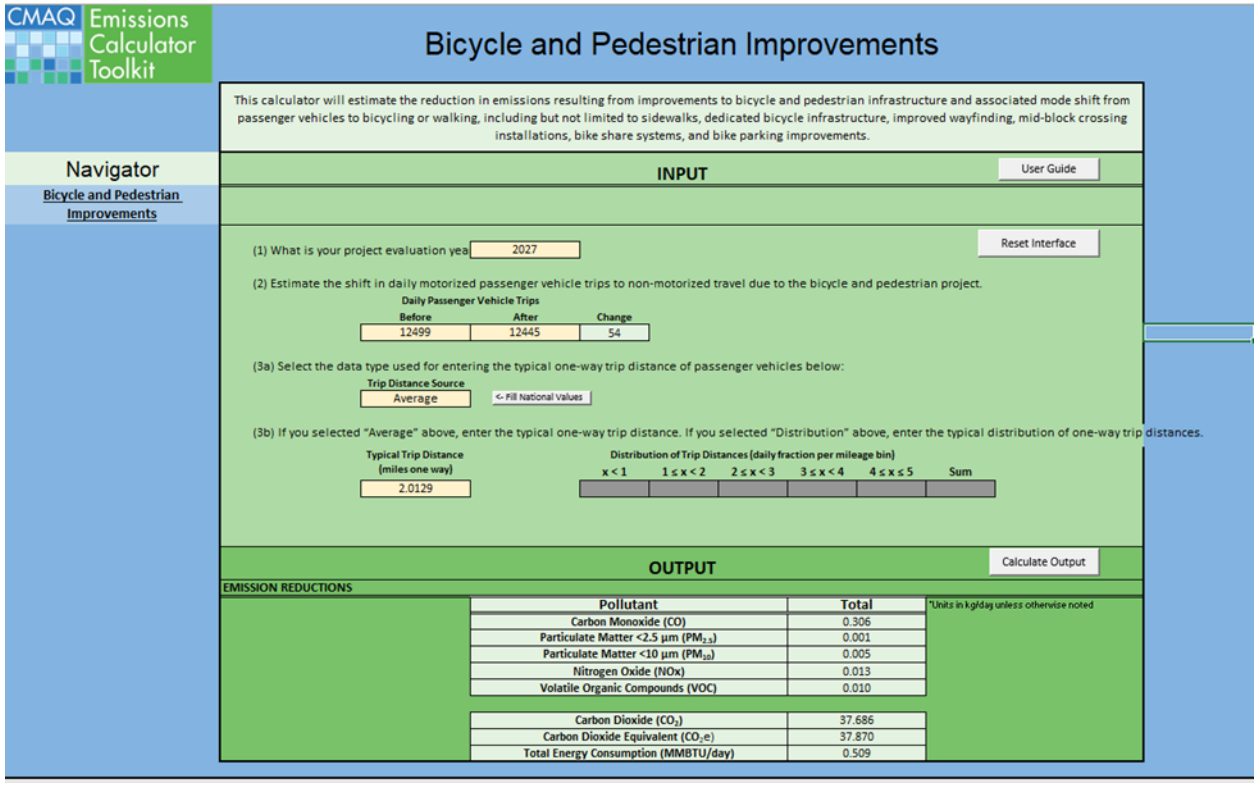
Sincerely,

Heather Paddock Digitally signed by Heather Paddock Date: 2022.12.21 14:20:13 -07'00'

Heather Paddock
CDOT Region 4 Transportation Director

HP:dmm
cc: Dan Marcucci, CDOT Region 4 Professional Engineer
Josie Thomas, CDOT Region 4 Planning & Local Agency Environmental Manager
James Eussen, CDOT Region 4 Planning & Environmental Manager
Deanna McIntosh, CDOT Region 4 Planner
Whitney Holcombe, CDOT Region 4 STIP and Project Creation Technician

CMAQ Bike Ped Emissions Calculator



Support Letters

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

10 January, 2023

Mr. Cottrell:

Cyclists 4 Community, 501(c)(3) is pleased to provide this letter of support of the Boulder County's Subregional TIP application for the **Lafayette/Louisville/Boulder Protected Bikeway Feasibility Study** for the DRCOG FY 2024-2027 Share (Call #4) Air Quality Multimodal (AQ/MM) track.

The City of Boulder, the City of Lafayette and the City of Louisville each have a network of bike infrastructure, but the gap between the networks in unincorporated Boulder County makes traveling between the communities by bike difficult got all but the most confident cyclists.

With only 7.5 miles separating Boulder and Lafayette, the corridor has a lot of untapped potential for bicycle commuting, particularly as e-bikes become more popular. A low stress facility along an east- west corridor that will provide the infrastructure needed to make the most cyclists feel safe biking between Lafayette and Boulder.

The feasibility study will identify and evaluate alternative for a protected bikeway that would be a combination of protected shoulder and hard-surface multi-use path. The feasibility study is the first step in completing this important bicycle connection.

The hard-surface facility would be plowed in winter and maintained for travel year-round. The project study area is from the Cherryvale/Baseline intersection to approximately a ½ mile inside the City of Lafayette to be able to make a low stress connection between the City of Boulder bike network to the City of Lafayette's network.

The project is also consistent with the Planning Document Title: Boulder County Transportation Master Plan 2020 update, the DRCOG Active Transportation Plan, Boulder Valley Comprehensive Plan, and the Louisville Transportation Master Plan.

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

Sincerely,

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

Commuting Solutions

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

Denver Regional Council of Governments

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

1/12/2023

Mr. Cottrell:

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

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

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

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

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

Sincerely,

Audrey DeBarros

Audrey DeBarros
Executive Director

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

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

SUBJECT:
Boulder County TIP Funding Applications

January 23, 2023

Dear Mr. Cottrell:

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

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

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

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

January 17, 2023

Mr. Cottrell:

Bicycle Colorado is pleased to provide this letter of support of the Boulder County's Subregional TIP application for the **Lafayette/Louisville/Boulder Protected Bikeway Feasibility Study** for the DRCOG FY 2024-2027 Share (Call #4) Air Quality Multimodal (AQ/MM) track.

The City of Boulder, the City of Lafayette and the City of Louisville each have a network of bike infrastructure, but the gap between the networks in unincorporated Boulder County makes traveling between the communities by bike difficult for all but the most confident cyclists.

With only 7.5 miles separating Boulder and Lafayette, the corridor has a lot of untapped potential for bicycle commuting, particularly as e-bikes become more popular. A low stress facility along an east- west corridor that will provide the infrastructure needed to make the most cyclists feel safe biking between Lafayette and Boulder.

The feasibility study will identify and evaluate alternatives for a protected bikeway that would be a combination of protected shoulder and hard-surface multi-use path. The feasibility study is the first step in completing this important bicycle connection.

The hard-surface facility would be plowed in winter and maintained for travel year-round. The project study area is from the Cherryvale/Baseline intersection to approximately a ½ mile inside the City of Lafayette to be able to make a low stress connection between the City of Boulder bike network to the City of Lafayette's network.

The project is also consistent with the Planning Document Title: Boulder County Transportation Master Plan 2020 update, the DRCOG Active Transportation Plan, Boulder Valley Comprehensive Plan, and the Louisville Transportation Master Plan.

For all these reasons we support funding the Lafayette/Louisville/Boulder Protected Bikeway Feasibility Study. Thank you for your consideration of Boulder County's application for this important project.

Sincerely,

Rachel Hultin
Sustainable Transportation Director
Bicycle Colorado