

DRCOG Transportation Improvement Program (TIP)

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

Boulder County Subregion

Surface Transportation Block Grant (STBG) Project Application

APPLICATION OVERVIEW

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

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

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

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

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

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

Other Notable items:

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

APPLICATION FORMAT

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

Project Information

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

Evaluation Questions

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

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

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

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

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

Section B. Metro Vision Regional Transportation Plan Priorities 60%

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

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

Section C. Project Leveraging (“overmatch”) 5%

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

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

Section D. Project Readiness10%

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	LONGMONT TO BOULDER (LOBO) TRAIL–JAY ROAD CONNECTION	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>	Start point: <u>Terminus of the Cottonwood Trail (Jay Rd approx. 750 ft east of CO 119)</u> End point: <u>SW corner of the intersection of Spine Road and North Orchard Creek Circle</u> OR Geographic Area: Click or tap here to enter text.	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>	<u>Boulder County</u>	
4. Project Contact Person:		
Name: <u>Tonya Luebbert</u>	Title: <u>Regional Trails Planner</u>	
Phone: <u>720-564-2866</u>	Email: <u>tluebbert@bouldercounty.org</u>	
5. Required CDOT and/or RTD Concurrence: Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable concurrence documentation</i>	
6. What planning document(s) identifies this project? <i>Provide link to document(s) and referenced page number if possible, or provide documentation in the supplement</i>	If this project is listed in the <u>DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)</u> , provide the staging period: <u>No; however, this project provides a local connection to the Boulder-Longmont multimodal corridor (CO 119 BRT), which is an investment priority for staging period 2020-2029</u>	
	Local/Regional/Subregional plan:	Planning Document Title: <u>City of Boulder Transportation Master Plan; Boulder Valley Comprehensive Plan; Boulder County Transportation Master Plan; Boulder County Comprehensive Plan (Specifically the BCCP County Trails Map)</u> Adopting agency (local agency Council, CDOT, RTD, etc.): <u>Boulder City Council; Boulder City Council and Boulder Planning Board; Boulder County Commissioners; Boulder County Commissioners</u> Provide date of adoption by council/board/commission, if applicable: <u>9-17-19; 12-15-20; 2-18-20; 1-20-1999</u>
	Please describe public review/engagement to date:	<u>Boulder County conducted an extensive public outreach process as part of this project, including an open house in April 2018 to present preliminary connection alternatives, and one in June 2018 to review updated options. Additionally, Boulder County has conducted extensive outreach with adjacent property owners.</u>
	Other pertinent details:	<u>Boulder County completed the Longmont to Boulder Regional Trail Jay Road Connection Study and the Conceptual Designs (15%) in March 2020. This project represents Alternative D in that study.</u>
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)

	<input type="checkbox"/> Preconstruction (including studies)	<input checked="" type="checkbox"/> Construction	<input type="checkbox"/> 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)		01/2024
<input type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):		Enter Date
	Design scoping meeting held with CDOT (if no consultant):		Enter Date
	FIR (Field Inspection Review):		Enter Date
	FOR (Final Office Review):		Enter Date
<input type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):		Enter Date
	Environmental scoping meeting held with CDOT (if no consultant):		Enter Date
<input type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:		Enter Date
	Estimated number of parcels to acquire:	Enter Number	
	ROW acquisition completed:		Enter Date
<input checked="" type="checkbox"/> Construction	Required clearances:		09/2023
	Project publicly advertised:		03/2024
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):		Enter Date
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:		Enter Date
<input type="checkbox"/> Other Phase not Listed Describe: Describe	First invoice submitted to CDOT/RTD:		Enter Date

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

The proposed Longmont-to-Boulder (LoBo) Trail—Jay Road Connection Project will build the ‘missing link’ in the existing LoBo Trail system. Currently, there is a 1.2 mile corridor gap in trail improvements between the existing southern terminus of the LoBo Trail and the northern terminus of the Cottonwood Trail, and users attempting to make the transect must travel along the paved road shoulder of Jay Road and along social trails to continue traveling along the corridor. Crosswalk infrastructure is substandard (or nonexistent) at key intersections along this transect, presenting a significant hazard to pedestrians and bicyclists. Boulder County has received significant public comment expressing concern in making the transect between the Cottonwood and LoBo Trails, with residents reporting that the corridor gap prevents them from bicycling and from accessing the regional trail network and nearby Open Space.

At present, users traveling between the LoBo and Cottonwood Trails utilize the road shoulder, informal social trails, narrow sidewalks, and limited street crossing facilities for Jay Road and Spine Road. This transect is considered undesirable and/or intimidating by all but the most confident cyclist/user. During the public engagement series for this project, the majority of comments received, reflected residents’ concerns related a lack of trail comfort and safety along this transect. Pedestrians have created parallel, off-road ‘social trails’ along the west side of Spine Road in order to put distance between themselves and vehicular traffic. These social trails are unable to be maintained, particularly in winter weather, which further diminishes the comfort of pedestrians and cyclists. The most recurrent comment from the April 2018 open house for this project is the desire for protected crossing treatment(s) on Jay Road that enhance safety for pedestrians and bicyclists. Resident comments also requested user separation from vehicular traffic, specifically along Jay Road, where they cited speed and volume of traffic as concerning.

Currently, left-turning vehicles traveling along Jay Road must wait to turn in the through lane resulting in configuration that is more likely to lead to rear-end crashes, vehicle back-ups and traffic delays. The TIP Data tool reports 4 crashes at Jay Road and 57th specifically. Boulder County data reports that these were all rear-end crashes. Motorists regularly swerve into the adjacent shoulder to pass turning traffic. This presents a significant hazard to bicycle traffic traveling in the road shoulder. Boulder County estimates daily vehicular traffic to be 5,500 along Jay Road, while the TIP Data tool reports 28 crashes along that short 1.2 mile transect, with 12 resulting in injury (2015-2019 data). The Boulder County community suffered a bicycle fatality in 2018 at the intersection of Jay Road and 63rd when a Gunbarrel resident who was commuting to Boulder via bicycle was struck by a vehicle on their morning commute (9:00 am). This accident was not captured in the TIP Data tool, however, because it occurred just outside the project boundaries on Jay Road less than .5 miles east of the project site.

Pedestrian and transit infrastructure along this corridor gap is limited and may present a hazard in places where crosswalks and sidewalks are lacking. The five bus stops along Jay Road do not consistently connect to sidewalks and users must access them via social trails or from the road shoulder. These stops do not have shelter pads and residents report them as difficult or dangerous to access, particularly where they must wait along the road shoulder for transit. Pedestrians have created a social trail along the NW corner of Jay Road and Spine Road to access Transit Stop 19331. This social trail extends from Transit Stop 19331 northward along Spine Road as pedestrians attempt to connect to existing sidewalks in the nearby Gunbarrel neighborhood. Furthermore, there is no crosswalk to connect the NW and SW corners of Jay Road and Spine Road; this is where southbound users traveling along the corridor gap would need to cross Jay Road to access eastbound transit stops.

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

Roadway

- ☒ Operational Improvements
- ☐ General Purpose Capacity (2050 MVRTP)
- ☐ Managed Lanes (2050 MVRTP)
- ☐ Pavement Reconstruction/Rehab
- ☐ Bridge Replace/Reconstruct/Rehab

Grade Separation

- ☐ Roadway
- ☐ Railway
- ☐ Bicycle
- ☐ Pedestrian

Regional Transit¹

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

☒ **Safety Improvements****Active Transportation Improvements**

- ☒ Bicycle Facility
- ☒ Pedestrian Facility

☒ **Air Quality Improvements**☐ **Improvements Impacting Freight****Multimodal Mobility** (i.e., accommodating a broad range of users)

- ☒ Complete Streets Improvements

☐ **Study**

☒ **Other**, briefly describe: **ADA improvements to all transit stops along the transect**

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

10. Define the **scope and **specific elements** of the project (including any elements checked in #9 above).**

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

This project will begin at the terminus of the Cottonwood Trail and will continue along the south side of Jay Road, then turn north and continue along the west side of Spine Road to connect to the existing terminus of the LoBo Trail.

Project details include:

- **.95 miles of 8-10 ft wide concrete multi-use path**
- **.25 miles of 8 ft wide crusher fines trail (this part of the alignment will be located on City of Boulder Open Space and Mountain Parks-owned property, and therefore, must be crusher fines surface)**
- **ADA improvements to five transit stops along Jay Road and Spine Road**
- **Pedestrian/bicycle safety and accessibility improvements to the intersection of Jay Road and Spine Road**
- **New left turn lane on Jay Road at the intersection of 57th Street.**

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.*

30% plans were completed July 27, 2021. Boulder County is in the process of obtaining temporary and permanent easements. The affected property owners have expressed support for the project and easement work is anticipated to be complete in mid-2023. 100% plans are anticipated to be complete in mid-2023.

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: \$1,253,000

Outline the differences between the scope outlined above and the reduced scope: If funded at the reduced level (\$100k less than the full request), the left turn lane on Jay Rd at 57th would be omitted from the project scope.

Project Financial Information and Funding Request (All funding amounts in \$1,000s)		
To update the formulas below, enter your information, highlight the formulas, and press F9 or right-click and select Update Field.		
Total amount of Subregional Share Funding Request (in \$1,000's) (Not to exceed 80% of the total project cost)	\$1,353	79.59% 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	\$342	20.12%
Cyclists for Community	\$5	0.3%
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)	\$347	20.4%
Project Total	\$1,700	

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

	FY 2024	FY 2025	FY 2026	FY 2027	Total
DRCOG Requested Funds ²	\$1,353	\$Enter Amount	\$Enter Amount	\$Enter Amount	\$1,353
CDOT or RTD Supplied Funds ³	\$Enter Amount	\$Enter Amount	\$Enter Amount	\$Enter Amount	\$ 0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$347	\$Enter Amount	\$Enter Amount	\$Enter Amount	\$ 347
Total Funding	\$1,700	\$ 0	\$ 0	\$ 0	\$1,700
Phase to be Initiated	Construction	Select Phase	Select Phase	Select Phase	
Notes:	<ol style="list-style-type: none">1. Fiscal years are October 1 through September 30 (e.g., FY 2024 is October 1, 2023 through September 30, 2024). The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using a recommended 3% inflation factor.2. For the 2024-2027 Subregional Share STBG Call, 23% of DRCOG funding is available in FY 2024, 25% in FY 2025, 26% in FY 2026, and 27% in FY 20273. 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. <input checked="" type="checkbox"/>				

Evaluation Questions

A. Subregional Impact of Proposed Project

WEIGHT

25%

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

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

As the ‘missing link’ for the completion of LoBo Trail, this proposal is a relatively small project (just 1.2 miles) with a large subregional impact. The LoBo Trail comprises approximately 12 miles of improved trails, and this ‘missing link’ project will connect the northern and southern sections, resulting in 13.2 miles of multi-use trail. This project will create an important trail connection between the highest population areas of Boulder County, including Longmont, Boulder, Gunbarrel, and Niwot. Together, these four communities make up nearly 68% of Boulder County’s population (American Community Survey 2020). Completing the LoBo Trail will increase connectivity between the larger urban centers of Downtown Boulder and Longmont, but also serve to connect the nearby DRCOG-designated urban centers of 28th/30th Street BVRC and the Gunbarrel Activity Center. The 28th/30th Street BVRC is approximately 1.5 miles to the south of the proposed project site, with an estimated 31,270 jobs (TIP Data Tool, 2020 data). The Gunbarrel Activity Center is 1 mile to the north of the project site, with approximately 7,772 jobs (TIP Data Tool, 2020 data). The Longmont-Boulder corridor represents a vital employment corridor for the subregion, with significant intercity commuting between Boulder, Longmont, Niwot, and Gunbarrel. For example, nearly 25% of Longmont’s in-county peak traffic (6-10 am) is derived from people traveling to or from Boulder, presumably along the CO 119 corridor (Boulder County Transportation Master Plan Summary 2020, pg. 21). This regional trail project is a vital step to help shift single occupancy vehicle (SOV) trips into active transportation trips.

This proposed project connects the two largest municipalities in Boulder County, and the TIP Data Tool reports that there are 7,000 jobs within .5 miles of the project site. To facilitate greater non-vehicular access to and from those jobs, this project will improve bicycle and pedestrian infrastructure with the goal of making active travel more attractive for potential users. As more users engage in active transportation, we will see a reduction in SOV trips and total vehicles miles traveled (VMT). Boulder County estimates that the LoBo Trail—Jay Road Connection Project will result in a 1.2% mode shift, with a reduction of 68 average daily automobile trips. This equates to a reduction of 113.6 daily VMT, or an annual reduction of 41,464 VMT (Boulder County Analysis 2022).

This project has strong community approval and consensus among impacted stakeholders. There has been a strong desire by stakeholders to improve bicycle connectivity between Boulder and Longmont, and the completion of the LoBo Trail is identified as a subregional priority in multiple planning documents for both the City of Boulder and Boulder County. The LoBo Trail was included in Boulder County’s Transportation Master Plan as an important ‘Implementation Action’ to improve regional trails, bicycle, and pedestrian infrastructure on the CO 119 Corridor (Boulder County TMP Summary Report 2020, pg. 26). Public input related to the proposed project is overwhelmingly positive. Boulder County has received numerous comments representing residents’ desire to bicycle or walk, but concerns for safety prevent them from doing so.

The Gunbarrel community has reported feeling underserved by transportation infrastructure, and residents report feeling isolated from the rest of Boulder, with children feeling less confident to bicycle, and adults who are less confident in active transportation options adjacent to vehicle traffic. The Gunbarrel Community Center Plan (2006) notes that there are “insufficient trail and path connections linking the commercial/industrial area to the outlying residential areas” (pg. 6). With 5,261 individuals living within .5 mile of this project, the LoBo Trail—Jay Road Connection Project will provide a safe, multi-use path for the residents of Gunbarrel to access the remaining LoBo Trail system, with direct access to significant employment centers to the north and south of the community.

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 LoBo Trail—Jay Road Connection Project improves corridor and regional trail connectivity by completing the ‘missing link’ in the LoBo Trail system, joining two regionally-important, but disconnected trails that provide access to Boulder, Longmont, Gunbarrel, and Niwot. This project includes improvements affecting all modes of traffic and recreational travel along the project transect.

The 1.2 mile corridor gap in the trail network will be replaced with an off-street, multi-use path that will connect the remaining 12 miles of LoBo Trail. The trail system will be completed by constructing 1.2 miles of 8-10 ft wide multi-use path that will link the Cottonwood Terminus on the west side of the project with the existing LoBo Trail at the northeast side of the project. Construction includes .95 miles of concrete and .25 miles of crusher fines*.

In addition to multi-use path improvements, ADA improvements will be made to five transit stops along this transect by installing standard concrete shelter pads and sidewalk extensions so that transit riders are not waiting along the road shoulder. This project will replace approximately 1,285 ft of unmaintained social trails with 8 ft wide concrete multi-use path, allowing pedestrians from the Gunbarrel neighborhoods uninterrupted connectivity to transit stops and the greater LoBo Trail. Improvements to street crossing infrastructure will be made, with 9 new crosswalks installed along the transect to facilitate the new LoBo Trail crossings at 55th across Jay Road; across 57th on the west side of the Jay Road and Spine Road intersection; across Orchard Creek Circle; across Spine Road to connect to the existing terminus of the LoBo; and another 4 crosswalks across private driveways along Jay Road and Spine Road. The existing Cottonwood Trail to Jay Road connection is too steep to meet ADA regulations; this project will improve ADA connectivity allowing for continuous ADA-compliant travel between the Cottonwood Trail and the LoBo Trail section that runs parallel to Jay Road. Four new sidewalk extensions with ADA ramps will be installed at 55th and at the NW, SE, and SW corners of the intersection of Jay Road and Spine Road. Currently no pedestrian crossing infrastructure exists for users wanting to cross from the NW to SW corner of Jay Road and Spine Road; this is the intersection where current users connecting from the LoBo Trail to the Cottonwood Trail cross. These sidewalk extensions and ramps will greatly increase user comfort during crossing so that users have designated pedestrian/bicycle waiting zones, rather than waiting on the road shoulder as the current configuration requires (adjacent traffic regularly travels at 40-50 mph).

A two-way turn lane will be added on Jay Road at 57th to remedy traffic back-ups and delays. This turn lane will solve the problem of motorists overtaking the shoulder to bypass turning vehicles, and will remedy the hazard of motorists swerving into bicyclists traveling on the shoulder.

*Crusher fines are the permissible surfacing option on City of Boulder Open Space

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.

Geographically this project is largely located in unincorporated Boulder County, with a small portion on City of Boulder Open Space & Mountain Parks-owned property, and a small section in City of Boulder road right-of-way along the northern portion of Spine Road. The proposed multi-use path will connect multiple municipalities and urban centers, including Longmont, Boulder, Gunbarrel, Niwot, as well as connecting unincorporated county residents to those urban centers via the LoBo Trail system. Because the travel corridor between Longmont and Boulder is a significant employment commuting corridor, the completion of the LoBo Trail will serve all commuters: vehicular commuters will benefit from a reduction in traffic and reduced travel times, while individuals interested in active transportation will find bicycling a much more viable option. It will also serve regional and visiting recreational trail users who come to Boulder County for outdoor recreation and cultural destinations.

Boulder County is sponsoring this project with support from the City of Boulder and the local non-profit community. The Boulder County-based non-profit organization, Cyclists 4 Community (C4C), has committed \$5,000 toward the project. The City of Boulder has given Boulder County permission to construct .25 miles of the trail on City of Boulder Open Space & Mountain Parks (OSMP) land, and .17 miles within City of Boulder road right-of-way. Those portions of the trail will be maintained by the City of Boulder once constructed. Boulder County is funding 100% of all pre-construction costs and construction management services, 20.12% of construction costs (\$342,000), and through this TIP Call #4 grant request, seeks DRCOG financial support for the remaining construction budget (\$1.353M).

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	5,261	-	-
	b. Total households	2,439	-	-
	c. Individuals of color	513	10%	33%
	d. Low-income households	224	9%	9%
	e. Individuals with limited English proficiency	30	1%	3%
	f. Adults age 65 and over	624	12%	13%
	g. Children age 5-17	540	10%	16%
	h. Individuals with a disability	202	4%	9%
	i. Households without a motor vehicle	23	1%	5%
	j. Households that are housing cost-burdened	562	23%	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*:

Click or tap here to enter text.

This project supports healthy and economical multimodal transportation choices for the greater community by improving the viability and connectivity of subregional multi-use trail systems, enhancing transit stop facilities, and improving pedestrian road crossing infrastructure.

The .5 mile buffer area surrounding the project site matches the regional share for low-income households at 9%, while 23% of households surrounding the project area are housing cost-burdened. After housing, transportation often accounts for the second largest share of household spending, and traveling via private vehicle is an expensive way to travel. Using the DRCOG region average of 25.5 miles per day per person (Source: DRCOG, <https://metrovision.drcog.org>), and the IRS mileage rate of 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 (<http://www.vtpi.org/tca/tca0501.pdf>) has estimated the cost of bicycle commuting at 5-15¢ 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. The LoBo Trail—Jay Road Connection Project will remedy residents' concerns regarding the safety of this transect by replacing muddy social trails and unimproved transit stops with clean, ADA-compliant shelter pads and off-street multi-use trails. This project will open up bicycle travel to those who are physically capable, but unwilling to bicycle on the shoulders of the existing roadway unprotected from 40-50 mph vehicle traffic. An off-street multi-use path and improved street crossing infrastructure will make bicycle commuting and transit a safe and reliable travel option, increasing the attractiveness of active transportation. By greatly improving the viability of much cheaper modes of travel, this project will support low income households. For children who are too young to drive, older adults who can no longer drive, and individuals with disabilities that prevent them from driving, this project will improve their personal mobility and provide newfound independence by making bicycling and transit viable options.

This project will promote equity within Boulder County, a county that is becoming increasingly diverse. Latinos are the largest minority population in the county and currently have lower levels of education and are more likely to live in poverty than the population as a whole (2017-2019 Community Foundation Boulder County Trends Report: <https://www.commfound.org/files/trends/TRENDS-2017-2019.pdf>). According to the 2020 American Community Survey estimates, 24% of Longmont residents identify as Latino, as compared to 22% in the State of Colorado. Investing in this vital corridor will help connect individuals of all backgrounds with meaningful employment and higher educational opportunities allowing them to increase their ability to realize economic mobility.

The LoBo Trail—Jay Road Connection Project hopes to increase transportation options for seniors in the area by making bicycling a safe and viable mode choice. In *Designing for All Ages and Abilities: Contextual Guidance for High-Comfort Bicycle Facilities*, NACTO reports that people over the age of 65 can make more trips and have increased mobility if safe riding networks are made available to them. To serve this group of riders, bikeways need to serve people with lower visual acuity and slower riding speeds (The National Association of City Transportation Officials 2017). The off-street, multi-use path proposed in this project will meet the needs of this group of cyclists by removing the travel way from the road shoulder and onto a designated facility. NACTO reports that 81% of adult under-represented cyclists have indicated that they *would* ride a bicycle if provided with protected bike lanes or other low-stress facilities (Designing for All Ages and Abilities: Contextual Guidance for High-Comfort Bicycle Facilities pg. 2).

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.)*

Through the Boulder County Comprehensive Plan, Boulder County has intergovernmental agreements with the Cities of Boulder and Longmont to ensure development is focused in existing urbanized areas, preserving the rural character of unincorporated Boulder County. Channeling development, including housing and employment, into Boulder County's urbanized areas is contingent on creating strong transportation connections between these urban centers which serve as the arteries for economic activity. The urban centers that are connected by this project are zoned for increased job and housing density, and this project will ensure their ability to thrive by providing alternative means of travel to single occupancy vehicles, which would otherwise limit economic growth in the form of traffic congestion.

By improving multimodal transportation infrastructure through multi-use pathways and transit stop improvements, this project will result in a transportation mode shift toward active transportation, and help to mitigate Gunbarrel residents' reported isolation from the remaining corridor communities. This project will also reduce travel times by constructing new turn-lanes, benefiting general purpose traffic and freight and further improving the region's competitive position.

Bicycling provides additional economic benefits to both the individuals who ride and to society at large. The economic impact of bicycling to the City of Boulder alone in 2011 was estimated to exceed \$52 million annually, supporting 330 jobs (Bike League: <https://bikeleague.org/sites/default/files/ABsept-oct2012-final.pdf>). By reducing reliance on personal vehicles, bicycling and transit can allow cities and developers to construct less parking, making cities and neighborhoods more compact, more walkable and more efficient. (People for Bikes: https://bikeleague.org/sites/default/files/Bicycling_and_the_Economy-Econ_Impact_Studies_web.pdf)

- 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.)*

The LoBo Trail—Jay Road Connection Project will complete the missing link in the multimodal corridor between Boulder and Longmont, enhancing connectivity within the regional network, and increasing access urban centers amongst and between communities along the corridor. Bicyclists, pedestrians, transit users, and those traveling in vehicles along the transect will see improved safety and comfort. This project is a true multimodal project, with components that together will benefit all modes. Research from Wesley Marshall and Norman Garrick indicates that there is a direct correlation between bicycle/pedestrian facilities and increased safety for motorists (Evidence on Why Bicycle-Friendly Cities Are Safer for All Road Users, Environmental Practice 13, no. 1, 2011, p. 16–27.) This study shows that investments in multimodal infrastructure benefit motorists as well as bicyclists and pedestrians, resulting in a net increase in community safety for all modes of travel.

This project will improve air quality and reduce greenhouse gas (GHG) emissions by converting single occupant vehicle trips into walking, biking, and transit trips. By increasing the attractiveness of bicycling and transit, more residents will shift away from single occupancy vehicles and participate in active transportation or shared transit options. As more individuals shift to active travel or transit, there will be a reduction in VMT along with their associated GHG emissions and other pollutants.

The cities and towns within Boulder County maintain intergovernmental agreements and a shared community vision to keep development contained to the urbanized areas and preserve the rural character of unincorporated Boulder County. This creates a somewhat unique environment where rural roads serve as vital multimodal transportation corridors to connect cities and towns. By limiting growth to the city limits and providing a strong

multimodal network between these economic hubs, the communities in Boulder County are able to retain their identities as ‘free-standing’ communities, while remaining well-connected within the region. This project will strengthen the multimodal transportation network between several of Boulder County’s distinct communities and will strengthen regional multimodal connectivity without inviting urban sprawl.

Bicyclists and pedestrians using the LoBo Trail will see increases in their comfort and safety, as the new multi-use trail will give them an option to travel on a separated facility, off of the road shoulder. These same users will also benefit from new crosswalk striping installed at 55th Street, 57th Street, Orchard Creek Circle, and Spine Road, as well as new intersection safety improvements at Jay Road and Spine Road (where the LoBo Trail turns north into Gunbarrel) with concrete pathways for waiting and crossing on both the east and west sides of Spine Road. Pedestrians currently use a muddy social trail on the west side of Spine Road to make the transect from Jay Road into Gunbarrel; this project will construct a complete multi-use path to connect to the existing sidewalks along Spine Road to the north.

Transit passengers accessing transit stops via residential areas nearby will benefit from improved pathway connectivity, clean walkways, and new shelter pads. Once onboard, transit passengers will see improved travel time reliability and decreased travel times, due to the addition of the two-way turn lanes on Jay Road at 57th Street. The two-way turn lanes will also reduce travel times for general purpose traffic, including freight.

- 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.)*

The project traverses and provides connections to City of Boulder and Boulder County Open Space properties and trails. In providing this ‘missing link’ in the LoBo Trail system, bicyclists and pedestrians will have greater access to recreation along the entire transect of the multi-use trail system, including the Cottonwood Trail and OSMP Open Space (the Cottonwood Trail intersects this proposed project on Jay Road), and the Twin Lakes Open Space (.5 miles to the east of the project site). This project improves the overall multimodal connectivity of the region by increasing access to the greater multi-use trail network, as well as providing access to a multitude of city and county parks and open space properties. This project is central to multiple lakes and reservoirs offering recreation and enjoyment, with six waterbodies within a 1-mile range, including Hayden Lake, Walden Ponds, Twin Lakes, Sixmile Reservoir, and Boulder Reservoir. This improved connectivity will entice more people to travel via bicycle between Boulder and Longmont, and complete a major missing link in the DRCOG Active Transportation network.

While the connection between increased walking and bicycling and improved health is more intuitive, research indicates that transit riders are also healthier than those who commute via private vehicle (Source: <https://www.bmj.com/content/349/bmj.g4887>), mainly because most transit trips also include a walking or biking trip to get to or from a transit stop. By inducing travel via walking, bicycling and transit, this project will improve the overall health of Boulder County residents and employees, and the CDC outlines a number of ways in which healthier employees are more productive and save employers money (Source: <https://www.cdc.gov/workplacehealthpromotion/model/control-costs/benefits/productivity.html>).

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

☐ Yes ☒ No If yes, please provide the name: [Click or tap here to enter text.](#)

☒ Yes ☐ No If yes, please provide the names: [28th/30th Street Urban Center, Gunbarrel Activity Center, Downtown Boulder, CBD of Longmont](#)

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

Bus stop: ☒ Yes ☐ No If yes, how many: [21](#)

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

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

☒ Yes ☐ No

If yes, provide a link to the relevant planning document: [Boulder County Comprehensive Plan, City of Boulder Comprehensive Plan, Gunbarrel Community Center Plan](#)

If yes, provide how the area is defined in the relevant planning document: [Gunbarrel Community and Activity Center](#)

Provide households and employment data*	2020	2050
Households within ½ mile	2,439	2,928
Jobs within ½ mile	7,040	9,640
Household density (per acre) within ½ mile	.82	.99
Job density (per acre) within ½ mile	3.48	4.7

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

This proposed project will add the 1.2-mile link necessary to connect the southern and northern sections of the LoBo Trail, resulting in 13.2 miles of multi-use pathway and trail, stretching between Longmont and Boulder. The LoBo Trail runs loosely parallel to CO 119 which serves as the main arterial for vehicular traffic and transit use between Boulder and Longmont. The LoBo Trail provides a key alternative to vehicular travel between Longmont, Niwot, Gunbarrel, and Boulder. This trail greatly improves non-vehicular access across the corridor, with the Gunbarrel Activity center 1 mile north of the project site, and the 28th/30th Street BVRC approximately 1.5 miles to the south. This 'missing link' project remedies a significant gap in the regional trail connectivity for the area and will provide significant improvements for all modes of travel.

Though this project itself is not located in a high density area, it will improve connectivity between the high density areas of Boulder, Gunbarrel, and Longmont, and improve transportation options and travel reliability for all modes of travel along the transect. The Gunbarrel Activity Center to the north of the project is an area identified by the City of Boulder for additional development and increased density (See Boulder Valley Comprehensive Land Use Map in Supplemental Materials). The adopted subcommunity plan for this area, the Gunbarrel Community Center Plan, "provides a blueprint for transitioning the Gunbarrel commercial area from mostly light industrial uses to a viable and vibrant, pedestrian-oriented commercial center," including "expanding the amount of retail and allowing more density... adding new residential and some offices uses" and promoting "more pedestrian-scale architecture and outdoor spaces", which are reflected in the significant growth of both households (55%) and jobs (37%) forecast between 2020 and 2050. Zoning capacity for the Gunbarrel commercial core allows for a significant increase in employment: the Boulder Valley Comprehensive Plan (2015 figures) notes that Gunbarrel could **double** in jobs before reaching zoning capacities (Boulder Valley Comprehensive Plan 2014-2040 Projections). Please see the included supplemental materials for growth projection tables for Gunbarrel.

Within Boulder, multimodal corridor plans have been completed for 28th St, 30th St, Arapahoe Ave, Canyon Blvd- all of which will have improved access resulting from improved connectivity from the LoBo Trail. The proposed project components provide a multimodal connection between the Gunbarrel Activity Center and those urban centers in Boulder.

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 LoBo Trail connection in its existing state poses numerous barriers to access between key regional destinations in Boulder, Gunbarrel, and Longmont. Gunbarrel, for example, is geographically close to Boulder's urban centers (1.5 miles to the 28th/30th St BVRC), however, residents report feeling disconnected with limited options for active transportation. Transportation studies have shown that perceived safety influences riders' comfort and potentially modal choice—particularly for parents (Source: <https://doi.org/10.1016/j.trpro.2019.09.039>). The real and perceived safety of this route prevents many would-be bicyclists from making the transect. Current Boulder County bike count data on the LoBo Trail shows a spike in bicycle activity during the traditional Monday through Friday commuting hours (Boulder County 2017 Data, See Bike County Map & Data in Supplemental Materials), demonstrating the potential of this transect to serve as a vital active transportation commuting trail. Correcting this gap in the trail network would provide greater access to employment centers by improving users' safety as they -traverse the Longmont-Boulder corridor.

The completed LoBo Trail will improve regional active travel facilities, increasing access to the four highest density employment and housing locations in Boulder County: downtown Boulder (2.5M SF of retail and office space with 10,000 employees), downtown Longmont and adjacent urban centers, Boulder Junction, and the University of Colorado-Boulder, the latter of which is also the largest university in the state with 35,000 students. The LoBo Trail also improves connections to Boulder High School, Whittier Elementary School, Heatherwood Elementary School, and Columbine Elementary School.

This proposed project will give residents from Longmont, Gunbarrel, and Niwot access to the strong employment centers located in Boulder, including Downtown Boulder, 28th/30th Street BVRC, and the Gunbarrel Activity Center. The 28th/30th Street BVRC maintains 31,270 jobs, and is expected to grow to over 39,000 positions by 2050 (TIP Data tool). The Gunbarrel Activity Center hosts 7,772 jobs and is expected to grow to 10,261 jobs in 2050 (TIP Data tool). These projections may be underestimated, however, because the Gunbarrel commercial district has been identified by local planning efforts as having significant potential for growth (Boulder Comprehensive Plan 2014-2040 Projections).

Several large employers and destinations are located in close proximity to the project site. IBM, with a 2.5M sf campus, sits approximately 2 miles north of the project. Qualcomm is located in Gunbarrel less than a mile from the project site, and manages more than 132,000 sf of office space. Other nearby destinations include the Boulder Tech Center, Niwot's historic downtown commercial district, and the Celestial Seasonings factory. By improving access to these sites along the corridor, the project will improve access to important employment centers as well as cultural and historical sites.

This proposed project will also give residents greater access to City of Boulder and Boulder County Open Space properties and trails. The multi-use trail network between Longmont and Boulder gives users access to the many lakes and reservoirs, city parks and playgrounds, and hiking trailheads used for recreation. This trail system is critical to sustaining the many markets, grocery stores, coffee shops, restaurants, and breweries in Boulder County's smaller communities, such as Niwot, who rely on the recreation economy and daily traffic of bicyclists and hikers.

B. MVRTP Priorities

WEIGHT

60%

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

Multimodal Mobility

Provide improved travel options for all modes.

(drawn from [2050 MVRTP priorities](#); [federal travel time reliability, infrastructure condition, & transit asset management performance measures](#); & [Metro Vision objective 4](#))

Examples of Project Elements: combinations of improvements that support options for a broad range of users, such as complete streets improvements, or an interchange project that incorporates transit and freight improvements, etc.

- What modes will project improvements directly address?
☒ Walking ☒ Bicycling ☒ Transit ☒ SOV ☐ Freight ☐ Other: [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, new general purpose or managed lanes, etc.): [Shared use path, bus stop improvements, new vehicle turn lane, intersection safety improvements](#)
- 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 roadway infrastructure, active transportation facilities, and/or transit facilities or vehicle fleets?
☒ Yes ☐ No.
- Does this project implement resilient infrastructure that helps the subregion mitigate natural and/or human-made hazards?
☒ Yes ☐ No

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

The LoBo Trail—Jay Road Connection Project improves connectivity in the regional trails network by completing the ‘missing link’ on the LoBo Trail. This trail has been identified by subregional stakeholders as a priority project to improve the State Highway 119 Corridor for multimodal travel (Boulder County Transportation Master Plan Summary Report 2020, pg. 26). This transect currently has minimal pedestrian and bicycle infrastructure, despite serving as the bicycle and pedestrian route for the LoBo Trail. The LoBo Trail runs loosely parallel to CO 119 and is utilized by active transportation commuters and pedestrians wishing to travel between Longmont, Niwot, Gunbarrel, and Boulder.

To improve connectivity and comfort for pedestrians and bicyclists, the project will construct an 8-10 ft multi-use path along the ~1.2 mile stretch between the existing Cottonwood Trail and LoBo Trail, connecting the two segments of the 12-mile LoBo Trail between Longmont and Boulder. The multi-use path will be constructed parallel with Jay Road, removing non-vehicular users from the road shoulder and onto an off-road multi-use trail. New crosswalks will be installed on Jay Road at 55th and 57th, and on Spine Road to link residential areas to the LoBo Trail facilities. Pedestrians and transit users traveling south along the west side of Spine Road currently utilize the road shoulder or a social trail; this project will extend existing concrete pathways southbound along Spine Road to allow pedestrians and cyclists full infrastructure connectivity and access to RTD transit stops on Jay Road. Those transit stops will also be upgraded with ADA compatible shelter pads to increase door-to-door path connectivity.

Motorists will see increased travel reliability and comfort resulting from the two-way turn lanes at Jay Road and 57th, as well as reduced stress by removing pedestrian, bicycle, and transit users from the road shoulder. The existing road shoulders provide no separation from high speed vehicle traffic and the intersection requires bicyclists and pedestrians to wait on the road shoulder for a crossing signal. This project will also improve asset management of active transportation facilities by shifting transportation demand pressure away from the existing high-stress, high-risk bicycle route (the shoulders of Jay Road) and onto a low-stress, separated facility.

DRCOG identifies Jay Road as a Rural Road, while Spine Road has characteristics of a Neighborhood Connector street. For the Neighborhood Connector typology, the Complete Streets Toolkit places high emphasis on sidewalks, pedestrian lighting, and travel lanes, with a medium emphasis on bicycle facilities and transit stops. For the Rural Road, the Complete Streets Toolkit places high emphasis on travel lanes, with medium emphasis on bicycle facilities. This project will increase mobility choices for people, goods and services by improving access, connections, and reliability for all modes by constructing many of the complete street strategies identified for.

This project will help address natural and human-made hazards in two ways. First, human-caused climate change is increasing the severity of natural disasters including fires and floods. By shifting travel from SOVs to walking, biking, and transit, this project will reduce GHG emissions and will lessen our collective contribution to the factors that strengthen natural disasters. Secondly, as in the case of many recent Boulder County disasters (2013 floods, 2016 Cold Springs Fire, and 2021 Marshall Fire), people often lose their vehicle in a disaster, or have significant rebuilding costs that diminish their ability to afford operating and maintaining their vehicle. By providing viable alternatives to driving, this project addresses both cases.

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.					
	<ul style="list-style-type: none"> Does this project reduce congestion? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Does this project reduce vehicle miles traveled (VMT)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Does this project reduce single-occupant vehicle (SOV) travel? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No 					
Emissions Reduced (kg/day)		CO	NOx	VOCs	PM 10	CO₂e
		.436	.022	.016	.006	49.516
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.

This project will reduce the “friction” associated with active travel choices and help commuters shift toward active transportation by offering high-comfort bicycle and pedestrian facilities as an alternative to automobile travel. This will be achieved by providing safe and comfortable facilities for users to 1) access transit stops, 2) combine transit with active modes to increase the user’s non-SOV travel distance potential, and 3) walk and bicycle instead of driving. Effectively, the multimodal improvements in this project will convert SOV travel into walking, biking, and transit trips. This mode shift results in a reduction in VMT and SOV trips, thereby reducing GHG while improving air emissions. Additionally, this project will improve transit travel time reliability by adding a two-way turn lane.

The following methodology was used for the transit FHWA CMAQ calculator: Boulder County’s analysis determined that the LoBo Trail-Jay Road Connector would result in an estimated 1.2% mode shift out of the automobile, for a reduction of 68 daily one-way automobile trips daily. Due to the location and range of active transportation trips, typical trip distance was estimated at 2 miles. By shifting SOV trips to transit, bicycling, and walking, the proposed project will reduce VMT and SOV travel.

Regional Transit	<p>Expand and improve the subregion's transit network. (drawn from 2050 MVRTP priorities, Coordinated Transit Plan, RTD's Regional Bus Rapid Transit Feasibility Study) Examples of Project Elements: transit lanes, station improvements, etc. <u>Note:</u> For any project with transit elements, the sponsor must coordinate with RTD to ensure RTD agrees to the scope and cost. Be sure to include RTD's concurrence in your application submittal.</p>
<p><u>Items marked with an asterisk (*) below are available in the TIP Data Tool.</u></p> <ul style="list-style-type: none"> Does this project implement a portion of the regional bus rapid transit (BRT) network (as defined in the 2050 MVRTP)?* <input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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)?* <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, which specific corridor will this project focus on: Click or tap here to enter text. Does this project implement a mobility hub (as defined in the 2050 MVRTP)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Does this project improve connections between transit and other modes? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, please describe in your response. Does this project add and/or improve transit access to or within a DRCOG-defined urban center?* <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <p>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. <i>Note that rapid transit improvements must be on the Regional Rapid Transit System.</i></p>	
<p>This project will make improvements to transit infrastructure, accessibility, and user comfort while accessing transit facilities along the 1.2 mile transect of the proposed project. ADA-compliant concrete shelter pads will be added to five transit stops located on Jay Road. ADA-compliant curb ramps and connector sidewalks will be added at 55th Street, and along the SE, SW, and NW corners of Jay and Spine Roads. These ramps and sidewalks will facilitate active mode access to transit along the project transect and at each transit stop. Additionally, sidewalks and connector paths will link shelter pads to the multi-use path to mitigate the disconnected configuration of pedestrian infrastructure in the area. Currently, the pedestrian sidewalk on Spine ends 100 ft south of Orchard Creek Circle, this project will extend that path, providing a pedestrian walkway where there is currently none. Users will benefit from full connectivity between the pedestrian improvements on Spine as they transition from Gunbarrel into unincorporated Boulder County along the LoBo Trail.</p>	
<p>The improved transit stops that are included in this proposed project serve the 205 bus route. This route serves the DRCOG Urban Centers of the Gunbarrel Activity Center to the north, and the 28th/30th Streets and Downtown Boulder Urban Centers to the south. The 205 bus route intersects the CO 119 corridor with access to the BOLT, with service to Longmont and Downtown Boulder.</p>	
<p>This project co-locates transit stops alongside active transportation facilities, providing users additional mode choice when engaging in either transit or active transportation. For example, individuals who are primarily interested in bicycling to work may opt for transit during particularly bad weather, or for only a portion of the trip. Similarly, transit can help to extend the commuting range of an individual who wants to engage in active transportation, but the distance is out of reach. By combining active modes and transit facilities along a connected corridor, users can access a greater variety of destinations while avoiding the single occupancy vehicle.</p>	

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.									
	<ul style="list-style-type: none"> 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?* <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No 									
	<ul style="list-style-type: none"> Does this project implement a safety countermeasure listed in the countermeasure glossary? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> 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).								
	<table border="1"> <tr> <td>Fatal crashes</td> <td>0</td> </tr> <tr> <td>Serious Injury crashes</td> <td>0</td> </tr> <tr> <td>Other Injury crashes</td> <td>12</td> </tr> <tr> <td>Property Damage Only crashes</td> <td>16</td> </tr> </table>	Fatal crashes	0	Serious Injury crashes	0	Other Injury crashes	12	Property Damage Only crashes	16	
Fatal crashes	0									
Serious Injury crashes	0									
Other Injury crashes	12									
Property Damage Only crashes	16									
	Estimated reduction in crashes <u>applicable to the project scope</u> (per the five-year period used above)	Provide the methodology below:								
	<table border="1"> <tr> <td>Fatal crashes reduced</td> <td>0</td> </tr> <tr> <td>Serious Injury crashes reduced</td> <td>0</td> </tr> <tr> <td>Other Injury crashes reduced</td> <td>1.8</td> </tr> <tr> <td>Property Damage Only crashes reduced</td> <td>2.4</td> </tr> </table>	Fatal crashes reduced	0	Serious Injury crashes reduced	0	Other Injury crashes reduced	1.8	Property Damage Only crashes reduced	2.4	We used a 15% reduction for overall crashes, described more fully below.
Fatal crashes reduced	0									
Serious Injury crashes reduced	0									
Other Injury crashes reduced	1.8									
Property Damage Only crashes reduced	2.4									

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](#).*

Improving safety on the travel corridor between Boulder and Longmont is critical to achieving Boulder County's, DRCOG's and CDOT's safety and vision zero goals. Jay Road serves as an important connector between Boulder and Gunbarrel and sees some of the highest vehicle and bicycle volumes of any Boulder County road. Unfortunately, it also has some of the highest numbers of bicycle-vehicle crashes of any unincorporated county road. Between 2006 and 2018, two-thirds of bicycle-vehicle crashes on Jay Road and conflicts were between turning vehicles and cyclists traveling straight. The proposed LoBo Trail—Jay Road Connection Project will give bicyclists the option to relocate off of the paved shoulder of Jay Road and onto a separated, off-street multi-use path, greatly improving the safety and comfort of all travelers.

Improving perceived safety and comfort along this important corridor is also critical to inducing more people to walk and bike to transit stations, and to travel by bicycle between Boulder, Gunbarrel, Niwot, and Longmont. When people decide whether or not to travel by foot or bike, most people do not consult a crash history, but rather decide based on how a route feels. A recent DRCOG Active Transportation Plan survey found that 70% of respondents said they would ride more if they felt safer from traffic while bicycling (Source, DRCOG, https://drcog.org/sites/default/files/resources/DRCOG_ATP.pdf).

Perceived safety has been quantified as a Level of Traffic Stress (LTS) rating system to describe which types of bicycle facilities will appeal or be comfortable to which types of users:

- LTS 1- Suitable for children
- LTS 2- A level of traffic stress that most adults can tolerate, suitable for the “interested but concerned.”
- LTS 3- A level of traffic stress acceptable to those classified as “enthused and confident.”
- LTS 4- A level of stress acceptable only to those classified as “strong and fearless.”

Source: Northeastern University, <https://peterfurth.sites.northeastern.edu/level-of-traffic-stress/>

Many factors contribute to Jay Road being categorized as an LTS-4 road for cyclists, including an unprotected bike lane on a minor arterial with traffic speeds of over 40 mph, traffic counts of just under 9,000 (Boulder County 2022 Traffic County, station 230), and motorists swerving into bike lanes as drivers attempt to bypass left-turning traffic. An LTS-4 road category means only ~1% of the population is willing to ride on them.

The proposed project will address both the crash history and patterns along the transect, as well as the perception of safety, by incorporating numerous safety countermeasures. DRCOG's *Taking Action on Regional Vision Zero* describes a variety of countermeasures that communities can implement to combat specific safety hazards in transportation. The safety countermeasures that are part of this project include: co-locate bus stops and pedestrian crossings, advanced stop bars, advance warning signs, pavement markings, protected/separated bikeway, dual curb ramps, and sidewalks. These safety countermeasures and other project elements are designed to mitigate the following crash types: crashes involving bicyclists or pedestrians, rear end crashes, and broadside crashes.

Boulder County's Traffic Crash analysis identified the most common types of bicycle crashes in unincorporated Boulder County as: “Hit From Behind” (rear end), “Passing Bike,” and “Right Turn Into Bike”- all crash types that can occur with bicyclists using the shoulders of Jay Road. While not all of these bicycle crash types are present within the proposed project extents, a safe systems approach dictates that given the high risk for these crash types, they should be proactively mitigated instead of waiting for a crash history to materialize. A separated bikeway virtually eliminates the possibility of “Hit From Behind” and “Passing Bike” crashes.

The intersection safety improvements including improved upgraded signing, dual curb ramps and striping are estimated to reduce rear end and broadside crashes by 10%. Overall, the safety improvements included in the project scope are estimated to result in a 15% reduction in total crashes within the project scope.

Addressing the perception of safety, a separated bikeway would achieve an LTS 1 rating, and would appeal to approximately 60% of the population, a 60x increase in potential riders over the existing shoulders. Additionally, hard-surface bicycle and pedestrian facilities can be plowed and would provide users assurances that their commute will remain unimpacted by winter weather.

Finally, riding on a bus is safer than any other mode of travel (Journal of Public Transportation, 2014). On a per passenger mile travel basis, drivers and passengers of cars have a fatality risk 67 times greater than passengers in a bus. High quality transit service also provides people with travel options to prevent distracted, tired, and impaired driving.

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

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

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

This project is located in the Northwest Metro Freight Focus Area, with a large portion of the project located alongside Jay Road—a minor arterial that extends from CO 119 (A Tier 2 Regional Highway). This project will directly address the need in the Northwest Metro Freight Focus Area “to improve multimodal and nonmotorized traveler safety” by relocating nonmotorized travel from the road shoulder onto an off-street multi-use pathway along Jay Road. Non-motorized travel will also benefit from intersection safety improvements at Jay Road and Spine, and new crosswalk markings at 55thSt and 57thSt, increasing the safety of bicyclists and pedestrians as they access the residential areas to the north of the LoBo Trail.

This project will result in minor improvements to freight travel time/reliability because of the new two-way turn lane planned at the intersection on Jay Road at 57th St. This section of Jay Road sees many delivery trucks serving the Gunbarrel community, using county arterial roads and collectors for the last mile until their destination.

Active Transportation	Expand and enhance active transportation travel options. <small>(drawn from 2050 MVRTP priorities; Denver Regional Active Transportation Plan; & Metro Vision objectives 10 & 13)</small> <small>Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.</small>	
Items marked with an asterisk (*) below are available in the TIP Data Tool.		
<ul style="list-style-type: none"> Does this project close a gap or extend a facility on a Regional Active Transportation Corridor or locally-defined priority corridor? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Does this project improve pedestrian accessibility and connectivity in a pedestrian focus area?* <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Does this project improve active transportation choices in a short trip opportunity zone?* <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Does this project include a high-comfort bikeway (like a sidepath, shared-use path, separated bike lane, bicycle boulevard)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, please describe in your response. 		
Bicycle Use <small>NOTE: if constructing a new facility, report bike usage along closest existing alternative route</small> 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:	65	
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.	96	115
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)	19	23
4. = Initial number of new bicycle trips from project (#2 – #3)	77	92
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)	23	28
6. = Number of SOV trips reduced per day (#4 - #5)	54.00	64.00
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)	108	130
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	102.60	123.50
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: For #5, we are estimating to only pull 20% of these trips from other non-SOV modes due to the location and nature of this facility. Since SOVs are the dominant mode on Jay Road and Spine Road, we expect that the vast majority of new bicycle trips would be pulled from SOV travel, instead of other non-SOV modes.		
Pedestrian Use <small>NOTE: if constructing a new facility, report pedestrian usage along closest existing alternative route</small> 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):	17	
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	25	32
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)	5	6.4
4. = Number of new trips from project (#2 – #3)	20	25.6
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)	6	7.68
6. = Number of SOV trips reduced per day (#4 - #5)	14.00	17.92

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)	5.6	7.2
8.	= Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	5.32	6.84
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: For #3, we are estimating to only pull 20% of these trips from other non-SOV modes due to the location and type of facility that will be constructed. Since SOVs are the dominant mode on Jay Road and Spine Road, we expect that the vast majority of new pedestrian trips would be pulled from SOV travel, instead of other non-SOV modes.		

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.

The Denver Regional Active Transportation Plan identifies the LoBo Trail as a “Future Regional Active Transportation Corridor.” Currently, there is a significant corridor gap in the regional active transportation network preventing users from traveling between Boulder and Longmont. Gunbarrel is only 4 miles from Boulder but is isolating for those desiring to travel by bike (or foot) due to the lack of a direct, safe, year-round bicycle and pedestrian facility. Currently, users must use the shoulders of Jay Road (reporting some of the highest bicycle/pedestrian crashes of any unincorporated county road), social trails, and limited sidewalks on Spine Road to connect between central Boulder and Gunbarrel.

The proposed project would create and extend the active transportation trail network and close this regional gap. The multi-use trail included in this scope will provide a high-comfort, low-stress, fully separated facility for bicyclists and pedestrians, and will make the integral connection between the existing Cottonwood Trail and the existing LoBo Trail, linking the two trail sections to allow for a 13.2-mile connected trail system between Longmont and Boulder. The LoBo Trail was identified as a ‘major trail’ in DRCOG’s Active Transportation Network within an important regional corridor (Denver Regional Active Transportation Plan, Appendix C). This trail will provide a direct, safe, high-comfort, and year-round active transportation connection between Boulder and Longmont, the two largest economic, cultural, and essential services hubs in Boulder County.

Boulder County utilized 2017 bicycle count data for the LoBo Trail just east of 63rd St, approximately .5 miles to the east of the northern project terminus (see Bike Count Map in Supplemental Materials). The construction of this facility will complete the integral link within the existing trail system, and it is expected this project will convert the current LTS 4 (High Traffic Stress) transect into an LTS 1 (Low Traffic Stress) facility. For these reasons, we forecast a significant increase in bicycle and pedestrian users along the transect due to a protected facility offering a much safer and attractive route as compared to the existing road shoulders. Bicycling is projected to increase from 46 to 68 average daily users (a 47% increase) and walking is projected to increase from 17 to 25 average daily users (also a 47% increase). Walking, in particular, was assigned this rate of increase because the project will provide the first off-street pedestrian option for nearby Gunbarrel residents to access the Cottonwood Open Space (City of Boulder Open Space and Mountain Parks).

The intersection improvements at Spine and Jay Roads will increase bicycling and walking access to the RTD transit stops along the project transect, which will be utilized by existing RTD transit services (Route 205). The five improved transit stops along Jay Road (serving the 205 bus route) will help connect the Gunbarrel community to Boulder and important regional transit service located on CO 119, including the BOLT routes to Longmont via CO 119. We estimate an additional 8 new daily pedestrian trips on opening day largely due to the great demand for recreational walking, rolling, and hiking on a separated, multi-use trail connecting directly to City of Boulder Open Space (Cottonwood Trail). This project will induce new pedestrian trips from Gunbarrel as City of Boulder Open Space becomes more accessible by foot from neighborhoods nearby. By increasing transit ridership, this project will also create additional pedestrian trips outside of the project area through increased foot traffic walking to and from bus stops in Boulder, Longmont, and elsewhere along the LoBo Trail.

This project is also less than a mile from the Gunbarrel Activity Center and will help serve the densifying core of Gunbarrel. When adopted in 2004, the Gunbarrel Community Center Plan anticipated 5,500 new jobs (a 43% increase), and 1,390 new residents (a 14% increase) by 2025. This job and population growth is entirely contained within the existing developed footprint of Gunbarrel by City of Boulder and Boulder County open space lands and land use policy. The increased density of Gunbarrel will spur more pedestrian, bicycle, and transit trips, and the active transportation facilities included in this project will further induce active transportation trips.

C. Project Leveraging		WEIGHT	5%
What percent of outside funding sources (non-Subregional Share funding) does this project have? <i>(number will automatically calculate based on values entered in the Funding Request table. If this has not updated, select the box to the right and click F9)</i>	20.4%	60%+ outside funding sources..... 5 pts 50-59.9%..... 4 pts 40-49.9%..... 3 pts 20-39.9%..... 2 pts 10.1-19.9%..... 1 pt 10%..... 0 pts	
D. Project Readiness		WEIGHT	10%
<i>Provide responses to the following items to demonstrate the readiness of the project. DRCOG is prioritizing those projects that have a higher likelihood to move forward in a timely manner and are less likely to experience a delay.</i>			
Section 1. Avoiding Pitfalls and Roadblocks			
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? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> 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: <u>Loren Lauvray</u> Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date: <ul style="list-style-type: none"> • Utilities: There are no utility impacts that will need mitigation by utility agencies. There is a small amount of electrical and fiber work to connect the proposed pedestrian push buttons and pedestrian heads at the proposed trail crossing over Jay Road near Spine Road. In addition, there is a street light at Spine Road and Orchard Creek that may need to be relocated approximately 3' to accommodate the 10 ft trail width. • Railroad: This project does not interact with any Railroad crossings. • Right-of-Way: We have met with all four property owners directly impacted by this project, surveyed and staked where on their properties the temporary and permanent easements would fall exactly, and followed up with additional onsite meetings for our engineers and planners to address any questions. After these meetings, none of the property owners have outstanding concerns about the easements to date. We now have title commitments in hand for each of the properties and are working up easement valuations for the property owners. During this process these property owners have expressed support for the planned multi-use pathway so we are optimistic about acquiring the easements by mid 2023. • Environmental/Historic: An environmental overview memo has been prepared. This memo covered the following: Waters of the US (WOUS) delineation, survey for noxious weeds, surveys for migratory birds, raptors, and prairie dogs, and surveys for T&E species and state species of special concern. If federal funds are acquired, additional resources, such as historic and cultural, will need evaluation to complete NEPA compliance. • Other: Several property owners along the south side of Jay Road own and operate the Jay Road Lateral that carries water delivered from the Boulder & White Rock Ditch for irrigation of their properties. Since this project will directly impact the lateral, we are asking affected property owners to sign a Ditch Crossing Agreement commonly used in similar situations to provide surety for future water deliveries to property owners and allow the construction, repair, maintenance, and replacement of project structures and appurtenances. This agreement is in addition to any other temporary or permanent easements the property owners are already providing. Signed ditch agreements are anticipated by the end of June 2023. 			

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

☒ Yes ☐ No

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

If this project is for construction, please note the NEPA status: **In Progress**

- 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?

Adjacent private landowners, The City of Boulder , RTD

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

We have completed significant engagement with adjacent landowners and easement-granting landowners throughout pre-design and design phases of this project. All stakeholders are supportive of the project. Property owners directly impacted by this project have given their initial approvals for easements and the legal team expects to have all easements finalized in mid-2023. Additionally, RTD has reviewed and provided concurrence on the plans.

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:

Boulder County is providing the local match. C4C has also provided a commitment letter for their match.

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

☒ Yes ☐ No

Please describe:

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 match budget is in the Transportation 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:

Boulder County's website for this project includes a translation feature that provides automatic translation into 144 different languages. Census data did not support the need for supplemental translation for residents within a 1 mile radius of the project.

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

☒ Yes ☐ No ☐ N/A

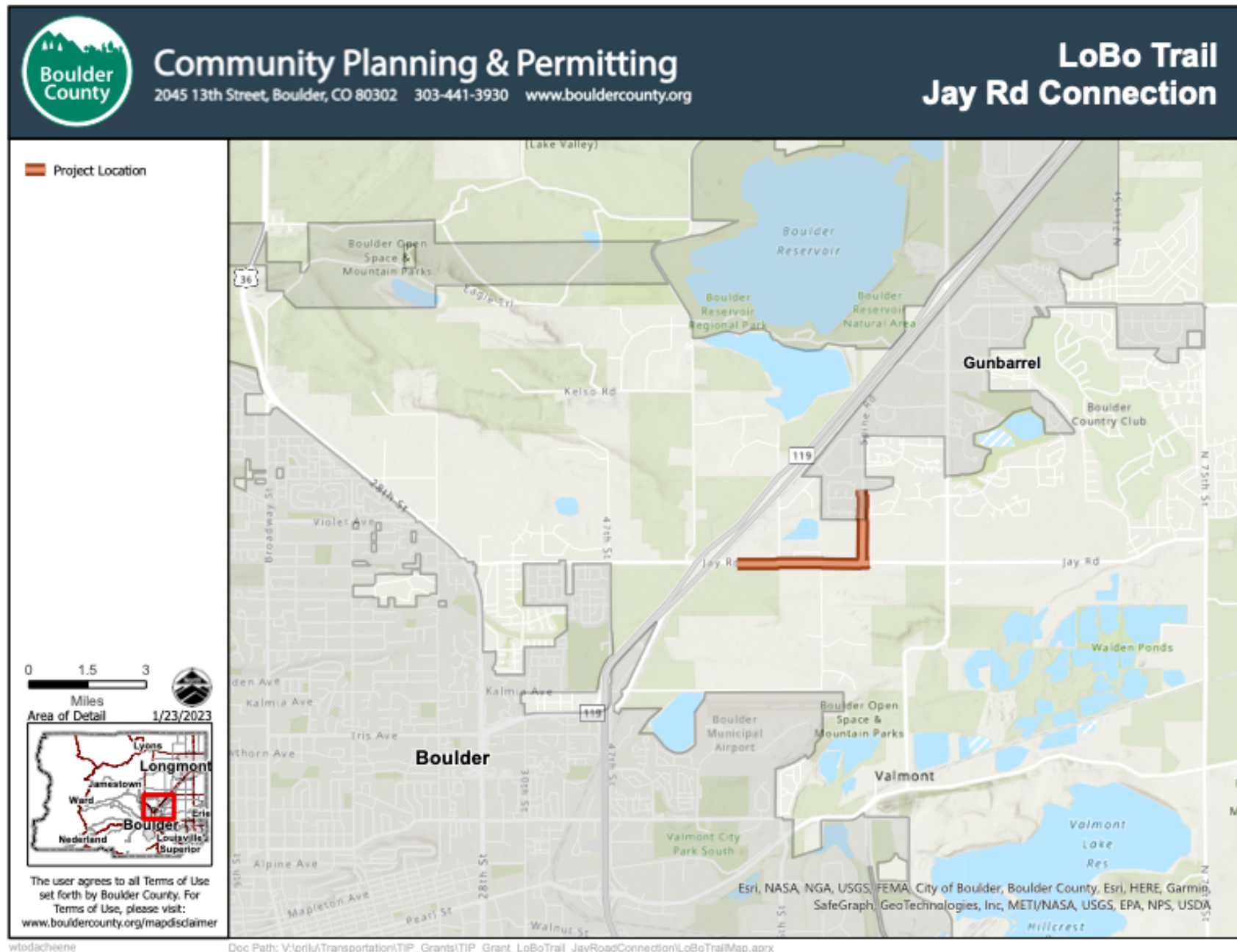
Please provide any additional details on the items in Section 3, if applicable.

Click or tap here to enter text.

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

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

Project Location Map



Cost Estimate

**JAY ROAD OVERLAY / LOBO TRAIL (BOULDER COUNTY)
ENGINEER'S ESTIMATE OF CONSTRUCTION COSTS (ESTIMATE FOR FUNDING)
December 2, 2022**

BASE BID										
BID ITEM	CDOT ITEM NO. FOR INFO ONLY	ITEM DESCRIPTION	UNIT	REMOVAL	ROADWAY	DRAINAGE	SWMP	TOTAL QUANTITY	UNIT PRICE	COST
1	201-00000	CLEARING AND GRUBBING	LS		1			1	\$ 42,000.00	\$ 42,000.00
2	202-00001	REMOVAL OF STRUCTURE	EA			3		3	\$ 1,200.00	\$ 3,600.00
3	202-00010	REMOVAL OF TREE	EA	38				38	\$ 250.00	\$ 9,500.00
4	202-00025	REMOVAL OF DITCH LINING	LF	117				117	\$ 20.00	\$ 2,340.00
5	202-00037	REMOVAL OF END SECTION	EA			7		7	\$ 350.00	\$ 2,450.00
6	202-00200	REMOVAL OF SIDEWALK	SY	540				540	\$ 35.00	\$ 18,900.00
7	202-00203	REMOVAL OF CURB AND GUTTER	LF	248				248	\$ 15.00	\$ 3,720.00
8	202-00206	REMOVAL OF CONCRETE CURB RAMP	SY	21				21	\$ 35.00	\$ 735.00
9	202-00210	REMOVAL OF CONCRETE PAVEMENT	SY	4				4	\$ 32.00	\$ 128.00
10	202-00220	REMOVAL OF ASPHALT MAT	SY	38				38	\$ 10.00	\$ 380.00
11	202-00828	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	LS	1				1	\$ 5,000.00	\$ 5,000.00
12	202-00860	REMOVAL OF PEDESTRIAN PUSH BUTTON	EA	2				2	\$ 100.00	\$ 200.00
13	202-01000	REMOVAL OF FENCE	LF	1,370				1,370	\$ 1.50	\$ 2,055.00
14	202-01130	REMOVAL OF GUARDRAIL TYPE 3	LF	127				127	\$ 5.00	\$ 635.00
15	202-01300	REMOVAL OF END ANCHORAGE	EA	1				1	\$ 300.00	\$ 300.00
16	202-04002	CLEAN CULVERT	EA			5		5	\$ 2,100.00	\$ 10,500.00
17	203-00010	UNCLASSIFIED EXCAVATION (COMPLETE IN PLACE)	CY		171			171	\$ 25.00	\$ 4,275.00
18	203-00060	EMBANKMENT MATERIAL (COMPLETE IN PLACE)	CY		1,700			1,700	\$ 35.00	\$ 59,500.00
19	203-01598	POTHOLES	EA			10		10	\$ 240.00	\$ 2,400.00
20	207-00700	TOPSOIL (ONSITE)	CY				589	589	\$ 15.00	\$ 8,835.00
21	208-00002	EROSION LOG TYPE 1 (12 INCH)	LF				3300	3,300	\$ 5.00	\$ 16,500.00
22	208-00035	AGGREGATE BAG	LF				96	96	\$ 8.00	\$ 768.00
23	208-00045	CONCRETE WASHOUT STRUCTURE	EA				2	2	\$ 2,000.00	\$ 4,000.00
24	208-00075	PRE-FABRICATED VEHICLE TRACKING PAD	EA				2	2	\$ 1,700.00	\$ 3,400.00
25	208-00103	REMOVAL AND DISPOSAL OF SEDIMENT (LABOR)	HR				20	20	\$ 60.00	\$ 1,200.00
26	208-00105	REMOVAL AND DISPOSAL OF SEDIMENT (EQUIPMENT)	HR				20	20	\$ 120.00	\$ 2,400.00
27	208-00106	SWEEPING (SEDIMENT REMOVAL)	HR				20	20	\$ 160.00	\$ 3,200.00
28	208-00107	REMOVAL OF TRASH	HR				10	10	\$ 120.00	\$ 1,200.00
29	208-00207	EROSION CONTROL MANAGEMENT (ECM)	DAY				180	180	\$ 200.00	\$ 36,000.00
30	210-00810	RESET GROUND SIGN	EA	4				4	\$ 250.00	\$ 1,000.00
31	212-00009	SEEDING (TEMPORARY)	AC				0.55	0.55	\$ 1,200.00	\$ 654.00
32	212-00706	SEEDING (NATIVE) DRILL	AC				1.09	1.09	\$ 1,200.00	\$ 1,308.00
33	213-00004	MULCHING (WEED FREE STRAW)	AC				1.64	1.64	\$ 1,000.00	\$ 1,635.00
34	213-00061	MULCH TACKIFIER	LB				213	213	\$ 3.00	\$ 637.65
35	216-00041	EROSION CONTROL BLANKET (STRAW/COCONUT)	SY				99	99	\$ 2.50	\$ 247.50
36	304-06000	AGGREGATE BASE COURSE (CLASS 6)	TON		1,421			1,421	\$ 55.00	\$ 78,155.00
37	304-09006	COMPACTED CRUSHER FINES	SY		1,110			1,110	\$ 30.00	\$ 33,303.33
38	403-00720	HOT MIX ASPHALT (PATCHING) (ASPHALT)	TON		8			8	\$ 150.00	\$ 1,200.00
39	412-00600	CONCRETE PAVEMENT (6 INCH)	SY		5			5	\$ 120.00	\$ 600.00
40	420-00200	GEOTEXTILE (WEED BARRIER)	SY		1,152			1,152	\$ 6.00	\$ 6,912.00
41	503-00018	DRILLED SHAFT (18 INCH)	LF		10			10	\$ 320.00	\$ 3,200.00
42	507-00100	CONCRETE SLOPE AND DITCH PAVING	CY			1.1		1.1	\$ 850.00	\$ 943.50
43	601-01000	CONCRETE CLASS B	CY			8		8	\$ 2,000.00	\$ 16,000.00
44	603-01155	15 INCH REINFORCED CONCRETE PIPE (CIP)	LF			38		38	\$ 110.00	\$ 4,180.00
45	603-01185	18 INCH REINFORCED CONCRETE PIPE (CIP)	LF			207		207	\$ 120.00	\$ 24,840.00
46	603-01245	24 INCH REINFORCED CONCRETE PIPE (CIP)	LF			1,092		1,092	\$ 155.00	\$ 169,260.00
47	603-05018	18 INCH REINFORCED CONCRETE END SECTION	EA			2		2	\$ 1,200.00	\$ 2,400.00
48	603-05024	24 INCH REINFORCED CONCRETE END SECTION	EA			4		4	\$ 1,600.00	\$ 6,400.00
49	604-00305	INLET TYPE C (5 FOOT)	EA			4		4	\$ 5,000.00	\$ 20,000.00
50	604-30000	MANHOLE SLAB BASE (SPECIAL)	EA			1		1	\$ 5,000.00	\$ 5,000.00
51	604-30005	MANHOLE SLAB BASE (5 FOOT)	EA			6		6	\$ 4,600.00	\$ 27,600.00
52	607-11455	FENCE WOOD	LF		1,383			1,383	\$ 30.00	\$ 41,490.00
53	607-11525	FENCE (PLASTIC) - (CONTINGENCY)	LF				100	100	\$ 7.00	\$ 700.00
54	607-60116	16 FOOT GATE	EA		1			1	\$ 1,200.00	\$ 1,200.00
55	608-00006	CONCRETE SIDEWALK (6 INCH)	SY		4,746			4,746	\$ 60.00	\$ 284,760.00
56	608-00010	CONCRETE CURB RAMP	SY		91			91	\$ 180.00	\$ 16,380.00
57	608-00015	DETECTABLE WARNINGS	SF		156			156	\$ 60.00	\$ 9,360.00
58	609-21010	CURB AND GUTTER TYPE 2 (SECTION I-B)	LF		25			25	\$ 45.00	\$ 1,125.00
59	613-00206	2 INCH ELECTRICAL CONDUIT (BORED)	LF		160			160	\$ 30.00	\$ 4,800.00
60	613-07002	TYPE TWO PULL BOX	EA		2			2	\$ 1,250.00	\$ 2,500.00
61	613-10000	WIRING	LS		1			1	\$ 1,000.00	\$ 1,000.00
62	614-00011	SIGN PANEL (CLASS I)	EA		45			45	\$ 20.00	\$ 900.00
63	614-70150	PEDESTRIAN SIGNAL FACE (16) (COUNTDOWN)	EA		2			2	\$ 650.00	\$ 1,300.00
64	614-72860	PEDESTRIAN PUSH BUTTON	EA		2			2	\$ 800.00	\$ 1,600.00
65	614-84000	TRAFFIC SIGNAL PEDESTAL POLE STEEL	EA		2			2	\$ 2,500.00	\$ 5,000.00
66	615-21599	15 INCH SLIDE HEADGATE SPECIAL	EA			3		3	\$ 500.00	\$ 1,500.00
67	615-21899	18 INCH SLIDE HEADGATE SPECIAL	EA			3		3	\$ 500.00	\$ 1,500.00
68	615-22499	24 INCH SLIDE HEADGATE SPECIAL	EA			3		3	\$ 500.00	\$ 1,500.00
69	620-00002	FIELD OFFICE (CLASS 2)	EA		1			1	\$ 22,000.00	\$ 22,000.00
70	620-00020	SANITARY FACILITY	EA		1			1	\$ 2,800.00	\$ 2,800.00
71	625-00000	CONSTRUCTION SURVEYING	LS		1			1	\$ 28,000.00	\$ 28,000.00
72	626-00000	MOBILIZATION	LS		1			1	\$ 70,000.00	\$ 70,000.00
73	627-00008	MODIFIED EPOXY PAVEMENT MARKING	GAL		818			818	\$ 70.00	\$ 57,260.00
74	627-30205	THERMOPLASTIC PAVEMENT MARKING (WORD-SYMBOL)	SF		913			913	\$ 18.00	\$ 16,434.00
75	627-30210	THERMOPLASTIC PAVEMENT MARKING (XWALK-STOP LINE)	SF		4,869			4,869	\$ 14.00	\$ 68,166.00
76	629-01005	SURVEY MONUMENT (TYPE 5)	EA		2			2	\$ 300.00	\$ 600.00
77	630	TRAFFIC CONTROL MANAGEMENT	LS					1	\$ 70,000.00	\$ 70,000.00
78	700-70010	FIA MINOR CONTRACT REVISIONS	FA		1			1	\$ 140,000.00	\$ 140,000.00
79	700-70380	FIA EROSION CONTROL	FA				1	1	\$ 28,000.00	\$ 28,000.00
80	700-90026	FIA LANDSCAPING	FA				1	1	\$ 5,000.00	\$ 5,000.00

SUBTOTAL OF CONSTRUCTION ITEMS \$1,363,472
SUBTOTAL OF FORCE ACCOUNT ITEMS \$173,000
CONTINGENCY (5%) \$68,174
TOTAL BASE BID \$1,604,646

JAY ROAD WIDENING AT 57TH STREET OPTION										
BID ITEM	CDOT ITEM NO. FOR INFO ONLY	ITEM DESCRIPTION	UNIT	REMOVAL	ROADWAY	DRAINAGE	SWMP	TOTAL QUANTITY	UNIT PRICE	COST
100	202-00025	REMOVAL OF DITCH LINING	LF	117				117	\$ 20.00	\$ 2,340.00
101	202-00037	REMOVAL OF END SECTION	EA			1		1	\$ 350.00	\$ 350.00
102	210-00810	RESET GROUND SIGN	EA	3				3	\$ 450.00	\$ 1,350.00
103	210-01000	RESET FENCE	LF	208				208	\$ 110.00	\$ 22,880.00
104	304-06000	AGGREGATE BASE COURSE (CLASS 6)	TON		26			26	\$ 55.00	\$ 1,430.00
105	403-00720	HOT MIX ASPHALT (PATCHING) (ASPHALT)	TON		152			152	\$ 210.00	\$ 31,920.00
106	603-01185	18 INCH REINFORCED CONCRETE PIPE (CIP)	LF			169		169	\$ 120.00	\$ 20,280.00
107	604-30005	MANHOLE SLAB BASE (5 FOOT)	EA			1		1	\$ 4,600.00	\$ 4,600.00

SUBTOTAL OF ADDITIONAL CONSTRUCTION ITEMS \$85,150
CONTINGENCY (5%) \$4,258
TOTAL OPTION \$89,408

TOTAL COST WITH BASE BID AND OPTION \$1,694,053

RTD Concurrence Response

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

Hi Alex,

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

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

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

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

Thanks

Chris

Chris Quinn
Project Manager
Planning
he | him | his
o. 303.299.2439
chris.quinn@rtd-denver.com
rtd-denver.com



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

We make lives better through connections.

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

Hi Chris,

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

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

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

Thanks,

Alex

Alex Hyde-Wright

Regional Multimodal Planning Division Manager

Transportation Planning Division

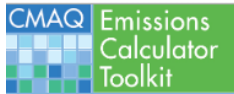
Community Planning & Permitting Dept.

(303) 441-4910 (office)

ahyde-wright@bouldercounty.org

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

Transit FHWA Emissions Calculator



Bicycle and Pedestrian Improvements

This calculator will estimate the reduction in emissions resulting from improvements to bicycle and pedestrian infrastructure and associated mode shift from passenger vehicles to bicycling or walking, including but not limited to sidewalks, dedicated bicycle infrastructure, improved wayfinding, mid-block crossing installations, bike share systems, and bike parking improvements.

Navigator

Bicycle and Pedestrian Improvements

INPUT

User Guide

(1) What is your project evaluation year?

Reset Interface

(2) Estimate the shift in daily motorized passenger vehicle trips to non-motorized travel due to the bicycle and pedestrian project.

Daily Passenger Vehicle Trips		
Before	After	Change
5500	5432	68

(3a) Select the data type used for entering the typical one-way trip distance of passenger vehicles below:

Trip Distance Source	
<input type="text" value="Average"/>	<input type="text" value="Fill National Values"/>

(3b) If you selected "Average" above, enter the typical one-way trip distance. If you selected "Distribution" above, enter the typical distribution of one-way trip distances.

Typical Trip Distance (miles one way)	Distribution of Trip Distances (daily fraction per mileage bin)					Sum
	$x < 1$	$1 \leq x < 2$	$2 \leq x < 3$	$3 \leq x < 4$	$4 \leq x \leq 5$	
2						

OUTPUT

Calculate Output

EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	0.436
Particulate Matter <2.5 μm (PM _{2.5})	0.001
Particulate Matter <10 μm (PM ₁₀)	0.006
Nitrogen Oxide (NOx)	0.022
Volatile Organic Compounds (VOC)	0.016
Carbon Dioxide (CO ₂)	49.261
Carbon Dioxide Equivalent (CO ₂ e)	49.516
Total Energy Consumption (MMBTU/day)	0.666

*Units in kg/day unless otherwise noted

Project Support Letters



2601 SPRUCE ST, UNIT B
BOULDER, CO 80302

COMMUNITYCYCLES.ORG

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

Community Cycles Letter of Support for the Longmont to Boulder (LoBo) Trail–Jay Road Connection TIP Application FY 2024-2027 (Call #4)

Community Cycles believes this improvement to Jay Rd. in particular is desperately needed for one of the last existing gaps of the LoBo Trail. Many people want to ride from Gunbarrel to central Boulder and this is the primary route. It also is a crucial connection for Longmont to Boulder bicycling. But Jay Road is quite busy and has high speeds. We were all devastated by the death of cyclists hit on Jay Road not long ago. So we very much need a safe off-street separated path along this stretch. This is perhaps the most important road improvement currently proposed by the county. The enhanced intersection at Jay and Spine is critical as well.

The ADA improvements to five transit stops along Jay Road and Spine Road plus the Pedestrian/bicycle safety and accessibility improvements to the intersection of Jay Road and Spine Road support active transportation.

Community Cycles supports the funding of the Longmont to Boulder (LoBo) Trail–Jay Road Connection. Thank you for your consideration of Boulder County's application for this important project.

Sincerely
Community Cycles Advocacy Committee

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

10 January, 2023

Mr. Cottrell:

Cyclists 4 Community, 501(c)(3) is pleased to provide this letter of support of the Boulder County's Subregional TIP application for the Longmont to Boulder (LoBo) Trail-Jay Road Connection for the DRCOG FY 2024-2027 Share (Call #4) Surface Transportation Block Grant (STBG) track.

This construction project will close one of the last existing gaps of the LoBo Trail. The construction project begins at the terminus of the Cottonwood Trail and will continue along the south side of Jay Road, then turn north and continue along the west side of Spine Road to connect to the existing terminus of the LoBo Trail. Project details include:

- .95 miles of 8-10 ft wide concrete multi-use path
- .25 miles of 8 ft wide crusher fines trail (this part of the alignment will be located on City of Boulder Open Space and Mountain Parks lands, and therefore, must be crusher fines surface)
- ADA improvements to five transit stops along Jay Road and Spine Road
- Pedestrian/bicycle safety and accessibility improvements to the intersection of Jay Road and Spine Road
- New left turn lane on Jay Road at the intersection of 57th Street.

This construction project would provide the integral 'missing link' in the LoBo Trail connecting Longmont, Niwot, Gunbarrel, and Boulder. Current trail users must use the paved shoulder of Jay Road and a narrow sidewalk on Spine Road to make the connection between the existing LoBo and Cottonwood trails. This project would provide an off-street, multi-use path for active transportation and recreation users, and provide improvements to the five transit stops along Jay Road and Spine Road. Additionally, this project would provide residents of Gunbarrel a safe off-street connection to the City of Boulder.

The project is also consistent with the City of Boulder Transportation Master Plan; Boulder Valley Comprehensive Plan; Boulder County Transportation Master Plan; Boulder County Comprehensive Plan.

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

Sincerely,

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

**TO:**

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

FROM:

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

SUBJECT:

Boulder County TIP Funding Applications

January 23, 2023

Dear Mr. Cottrell:

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

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

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



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

Connection to Community Economic Vitality

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

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read "John Tayer".

John Tayer, President & CEO, Boulder Chamber

A handwritten signature in blue ink, appearing to read "Amanda Mansfield".

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

A handwritten signature in blue ink, appearing to read "Jonathan Singer".

Jonathan Singer, Senior Director of Policy Programs, Boulder Chamber



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 **Longmont to Boulder (LoBo) Trail-Jay Road Connection** for the DRCOG FY 2024-2027 Share (Call #4) Surface Transportation Block Grant (STBG) track.

This construction project will close one of the last existing gaps of the LoBo Trail. The construction project begins at the terminus of the Cottonwood Trail and will continue along the south side of Jay Road, then turn north and continue along the west side of Spine Road to connect to the existing terminus of the LoBo Trail. Project details include:

- .95 miles of 8-10 ft wide concrete multi-use path
- .25 miles of 8 ft wide crusher fines trail (this part of the alignment will be located on City of Boulder Open Space and Mountain Parks lands, and therefore, must be crusher fines surface)
- ADA improvements to five transit stops along Jay Road and Spine Road
- Pedestrian/bicycle safety and accessibility improvements to the intersection of Jay Road and Spine Road
- New left turn lane on Jay Road at the intersection of 57th Street.

This construction project would provide the integral 'missing link' in the LoBo Trail connecting Longmont, Niwot, Gunbarrel, and Boulder. Current trail users must use the paved shoulder of Jay Road and a narrow sidewalk on Spine Road to make the connection between the existing LoBo and Cottonwood trails. This project would provide an off-street, multi-use path for active transportation and recreation users, and provide improvements to the five transit stops along Jay Road and Spine Road. Additionally, this project would provide residents of Gunbarrel a safe off-street connection to the City of Boulder.

The project is also consistent with the City of Boulder Transportation Master Plan; Boulder Valley Comprehensive Plan; Boulder County Transportation Master Plan; Boulder County Comprehensive Plan.

For all these reasons we support funding the Longmont to Boulder (LoBo) Trail-Jay Road Connection. Thank you for your consideration of Boulder County's application for this important project.

Sincerely,

Rachel Hultin
Sustainable Transportation Director
Bicycle Colorado

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.

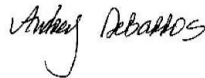
CO 119 Bikeway: Foothills- Jay
CO 119 Bikeway: Airport- Hover
CO 119 Bikeway: Niwot- Airport
LoBo Trail - Jay Rd Connection
Vision Zero Safe Routes to School Action Plan
Countywide Strategic Transit Plan
South Boulder Rd Rapid Transit and Multimodal Corridor Plan
Lafayette/Louisville/Boulder Protected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

A handwritten signature in black ink, appearing to read "Audrey DeBarros".

Audrey DeBarros
Executive Director

FY2022-2027 TIP PROCESS: REQUEST FOR PEER AGENCY SUPPORT

Complete the sections with green headers below, then provide this form to the agency you are requesting support from. That agency will complete the blue section and return the form. Providing additional project materials and attending meetings of the agency/forum from whom support is requested is encouraged.

☐ 22-25 Regional Call ☐ 22-25 Subregional Call ☐ 24-27 Regional Call ☒ 24-27 Subregional Call

APPLICANT INFORMATION

1. Who is requesting support? Subregional Forum: ☐ Local Agency: **Boulder County**

2. Project Sponsor: **Boulder County** 3. Current Supporting Agency(ies): ☐

4. Contact Person: **Tonya Luebbert** Title: **Regional Trails Planner**
Email: **tluebbert@bouldercounty.org** Phone: **720-564-2866**

PROJECT DESCRIPTION

5. Project Title: **Longmont-to-Boulder (LoBo) Trail-Jay Road Connection** Total Project Cost: **\$1.7M**

Project Location: **Jay Rd from Cottonwood Trail east to Spine Rd, Spine Rd north to N Orchard Creek Circle**
Project Limits: (mileposts, intersecting roads, rivers, etc.) Start point: **Cottonwood Trail & Jay Rd** End point: **SW corner of Spine Rd & N Orchard Creek Circle**

County: **Boulder County** Municipality(ies): **Boulder County, City of Boulder** Project Length: **1.2 miles**

Brief Description of Project: The proposed application would fund construction of one of the final missing links in this key regional trail which connects the City of Longmont to the City of Boulder. This segment of the LoBo Trail would also provide Gunbarrel residents a safe off-street multi-use path connection to the City of Boulder. The LoBo Trail-Jay Rd Connection project will begin at the terminus of the Cottonwood Trail and will continue along the south side of Jay Rd, then turn north and continue along the west side of Spine Rd to connect to the existing terminus of the LoBo Trail. The project will also include ADA improvements to five transit stops along Jay and Spine and pedestrian/bicycle safety and accessibility improvements to the intersection of Jay and Spine.

SUPPORT REQUEST

6. Based on who is requesting support (see #1), from whom are you requesting support? *If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each.*

☐ Subregional Forum, Specify: ☐
☒ Local Agency, Specify: **City of Longmont**

7. Type of Support Requested:

☒ Support Only
☐ Financial Pledge: ☐ Subregional Funds: Amount: ☐
☐ Local (non-DRCOG) Funds: Amount: ☐

8. Please type your name and date below which certifies the above information is accurate and complete:

Name: **Tonya Luebbert** Date: **12/13/2022**

RESPONSE (to be completed by agency/subregion from whom support is requested)

9. The forum/agency in #1 above has requested for you to support their project. Who are you?
Subregional Forum: **Boulder County** Local Agency: **City of Longmont**

10. Contact person at supporting forum/agency: Phil Greenwald		
Title: Transporation Planning Manager	Email: phil.greenwald@longmontcolorado.gov	Phone: 303-651-8335
11. Does your subregion/agency support this project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
12. Does your subregion/agency pledge financial support to this project, if requested? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A		
If yes, provide amount: \$ Fiscal year(s) funds are provided in:		
If yes, where are funds coming from:		
<input type="checkbox"/> Local Agency (i.e., non-DRCOG funds)		
<input type="checkbox"/> Subregional Funding Target (forum must approve)		
13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above:		
Name: Phil Greenwald		Date: 01/23/2023

FY2022-2027 TIP PROCESS: REQUEST FOR PEER AGENCY SUPPORT

Complete the sections with green headers below, then provide this form to the agency you are requesting support from. That agency will complete the blue section and return the form. Providing additional project materials and attending meetings of the agency/forum from whom support is requested is encouraged.

☐ 22-25 Regional Call ☐ 22-25 Subregional Call ☐ 24-27 Regional Call ☒ 24-27 Subregional Call

APPLICANT INFORMATION		
1. Who is requesting support? Subregional Forum: <input type="checkbox"/> Local Agency: Boulder County		
2. Project Sponsor: Boulder County	3. Current Supporting Agency(ies): <input type="checkbox"/>	
4. Contact Person: Tonya Luebbert Title: Regional Trails Planner Email: tluebbert@bouldercounty.org Phone: 720-564-2866		
PROJECT DESCRIPTION		
5. Project Title: Longmont-to-Boulder (LoBo) Trail-Jay Road Connection		Total Project Cost: \$1.7M
Project Location: Jay Rd from Cottonwood Trail east to Spine Rd, Spine Rd north to N Orchard Creek Circle		Project Limits: (mileposts, intersecting roads, rivers, etc.) Start point: Cottonwood Trail & Jay Rd End point: SW corner of Spine Rd & N Orchard Creek Circle
County: Boulder County	Municipality(ies): Boulder County, City of Boulder	Project Length: 1.2 miles
Brief Description of Project: The proposed application would fund construction of one of the final missing links in this key regional trail which connects the City of Longmont to the City of Boulder. This segment of the LoBo Trail would also provide Gunbarrel residents a safe off-street multi-use path connection to the City of Boulder. The LoBo Trail-Jay Rd Connection project will begin at the terminus of the Cottonwood Trail and will continue along the south side of Jay Rd, then turn north and continue along the west side of Spine Rd to connect to the existing terminus of the LoBo Trail. The project will also include ADA improvements to five transit stops along Jay and Spine and pedestrian/bicycle safety and accessibility improvements to the intersection of Jay and Spine.		
SUPPORT REQUEST		
6. Based on who is requesting support (see #1), from whom are you are requesting support? <i>If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each.</i> <input type="checkbox"/> Subregional Forum, Specify: <input type="checkbox"/> <input checked="" type="checkbox"/> Local Agency, Specify: City of Boulder		
7. Type of Support Requested: <input checked="" type="checkbox"/> Support Only <input type="checkbox"/> Financial Pledge: <input type="checkbox"/> Subregional Funds: Amount: <input type="text"/> <input type="checkbox"/> Local (non-DRCOG) Funds: Amount: <input type="text"/>		
8. Please type your name and date below which certifies the above information is accurate and complete: Name: Tonya Luebbert Date: 12/13/2022		
RESPONSE (to be completed by agency/subregion from whom support is requested)		
9. The forum/agency in #1 above has requested for you to support their project. Who are you? Subregional Forum: <input type="checkbox"/> Local Agency: City of Boulder		

10. Contact person at supporting forum/agency: Jean Sanson Title: Principal Planner Email: sansonj@bouldercolorado.gov Phone: 303.870.5227
11. Does your subregion/agency support this project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
12. Does your subregion/agency pledge financial support to this project, if requested? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A If yes, provide amount: \$ <input type="text"/> Fiscal year(s) funds are provided in: <input type="text"/> If yes, where are funds coming from: <input type="checkbox"/> Local Agency (i.e., non-DRCOG funds) <input type="checkbox"/> Subregional Funding Target (forum must approve)
13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above: Name: Jean Sanson Date: 1/2/23