



**DRCOG FY2022-2025 TIP – Boulder County Subregion**  
**Subregional Share Air Quality/Multimodal (AQ/MM)**  
**Application Programming Federal Fiscal Years 2023-2025**

## APPLICATION OVERVIEW

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**What:** The Subregional Share Call for Projects for the FY2022-2025 TIP, programming fiscal years 2023-2025

**Funding Available:** \$161,292,000 overall. Target of \$16,000,000 for Boulder County (estimated as of the open date)

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

**Major Project Eligibility Exceptions:** Roadway capacity, roadway reconstruction, bridge, interchange projects

**Call Opens:** May 2, 2022

**Call Closes:** June 24, 2022, 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 the below. Please **DO NOT** attach additional cover pages, embed graphics in the application, or otherwise change the format of the application form.
  - a. this application
  - b. one location map/graphic
  - c. cost estimate (your own or the CDOT [cost estimate form](#))
  - d. CDOT/RTD concurrence response (if applicable)
  - e. any required documentation based on the application text (i.e., FHWA emissions calculators)
  - f. project support letters and/or [Request for Peer Agency Support](#)
2. OPTIONAL: Submit **one additional** PDF document containing any supplemental materials, if applicable
3. REQUIRED: Submit a zipped GIS shapefile of your project. Requests for assistance with creating a shapefile should be submitted to [tipapplications@drcog.org](mailto:tipapplications@drcog.org) no later than June 3, 2022

**Other Notable items:**

- **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 May 13, 2022, with CDOT/RTD providing a response no later than June 10, 2022. Submit requests to the following: CDOT Region 1 – JoAnn Mattson, [joann.mattson@state.co.us](mailto:joann.mattson@state.co.us); CDOT Region 4 – Josie Hadley, [josie.hadley@state.co.us](mailto:josie.hadley@state.co.us); RTD – Chris Quinn, [chris.quinn@rtd-denver.com](mailto:chris.quinn@rtd-denver.com)
- **If a submitted application in Call #1 was not funded,** and you wish to resubmit the same application for this call, please contact DRCOG at [tipapplications@drcog.org](mailto:tipapplications@drcog.org). In these cases, we can unlock the application, change the title, and save the applicant work in the resubmittal process.
- **Application Data:** To assist sponsors in filling out the application, DRCOG has developed a TIP Data Tool to streamline quantitative analyses requested in the application. 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](mailto:tipapplications@drcog.org) no later than June 3, 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
- **TIP Policy:** Further details on project eligibility, evaluation criteria, and the selection process are defined in the [Policies for TIP Program Development](#) document (a [quick-guide](#) is also available for reference)
- **Evaluation Process:** DRCOG staff will review submittals for eligibility and post to the DRCOG website (June 27-July 1). Applications and scoring sheets will then be provided to the individual subregional forums no later than July 1. The forums will then review, score, discuss, and rank the applications and provide a recommended funding list within the funding available by August 5. The forums’ recommendations will then be forwarded to the DRCOG committee process for incorporation into the adopted TIP
- If you have any questions or need assistance, reach out to us at [tipapplications@drcog.org](mailto:tipapplications@drcog.org)

# APPLICATION FORMAT

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

## Project Information

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

## Evaluation Questions

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

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

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

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

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

**Section B. Metro Vision Regional Transportation Plan Priorities .....60%**

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

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

**Section C. Project Leveraging (“overmatch”) .....5%**  
 Scores are assigned based on the percent of other funding sources (non-Subregional Share funds).

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

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

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

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

## Project Information

1. Project Title		<b>CO 42 - Future 42 Design, Environmental, and Right-of-Way</b>	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>		Start point: Pascal Drive End point: Empire Road/Lock Street OR Geographic Area:	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>		City of Louisville	
4. Project Contact Person:			
Name	Megan Davis	Title	Deputy City Manager
Phone	(303) 335-4539	Email	mdavis@louisvilleco.gov
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>	<input type="checkbox"/> <a href="#">DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)</a> Provide MVRTP staging period, if applicable capital project:		
	<input checked="" type="checkbox"/> Local/Regional plan:	Planning Document Title: Boulder County Transportation Master Plan, Future 42 Connecting People and Places, City of Louisville Transportation Master Plan, Northwest Area Mobility Study (NAMS), CDOT 10-Year Pipeline Plan for Region 4 Adopting agency (local agency Council, CDOT, RTD, etc.): Boulder County Provide date of adoption by council/board/commission, if applicable: February 18, 2020	
	Please describe public review/engagement to date:	As part of the Future 42 Connecting People and Places study, the City of Louisville has hosted two online community workshops to date. The first workshop was held in May 2021 to provide the community an opportunity to share their thoughts about how they use the corridor and their vision for the future of the corridor. The next workshop was held in Spring 2022 to provide an opportunity for community members to offer feedback on the three alternatives that have been developed for each intersection along the corridor.  Additionally, an in-person event was held in April 2022 to give community members a chance to speak with the Project Team and complete a paper survey.  CO 42 was discussed extensively during the City of Louisville Transportation Master Plan process.	
	Other pertinent details:		
7. Identify the project's <b>key phases and the anticipated schedule of phase milestones.</b> (phases and dates should correspond with the Funding Breakdown table below)			

Phases to be included:	Major phase milestones:	Anticipated completion date (based on 9/21/2022 DRCOG approval date): (MM/YYYY)
<u>FOR ALL PHASES</u>	Intergovernmental Agreement (IGA) executed (with CDOT/RTD; assumed process is 4-9 months)	03/2023
<input checked="" type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	05/2023
	Design scoping meeting held with CDOT (if no consultant):	
<input checked="" type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	05/2023
	Environmental scoping meeting held with CDOT (if no consultant):	
<input checked="" type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	02/2024
	ROW acquisition completed: Estimated number of parcels to acquire: 4	09/2024
<input type="checkbox"/> Construction	FIR (Field Inspection Review):	
	FOR (Final Office Review):	
	Required clearances:	
	Project publicly advertised:	
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	
<input type="checkbox"/> Bus Service	Service begins:	
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	
<input type="checkbox"/> Other:	First invoice submitted to CDOT/RTD:	

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

Intersection Safety, Bicycle and Pedestrian Connectivity and Safety, Transit Connectivity

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

**Roadway**

Operational Improvements

**Grade Separation**

Roadway

Railway

Bicycle

Pedestrian

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

Rapid Transit Capacity (2050 MVRTP)

**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

- Mobility Hub(s)
- Transit Planning Corridors
- Transit Facilities/Service (Expansion/New)

**Safety Improvements**

**Study**

**Other**, briefly describe:

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

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

The goal of the project is to move the CO-42 corridor closer to full implementation. The CO-42 project will include many elements that will improve safety especially for multimodal transportation users, bicyclist and pedestrians through infrastructure improvements, improve intersection functionality, complete environmental clearances, and complete the purchase of right-of-way. Specific elements of the recommended alternative for the corridor include protected bicycle lanes, protected intersections, transit improvements, travel lane improvements, medians, and streetscape improvements.

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

The proposed scope is a follow up to the current corridor master plan that will be completed and adopted in Q3 2022.

**12. Would a smaller DRCOG-allocation than requested be acceptable, while maintaining the original intent of the project?**

Yes  No

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

Smaller DRCOG funding request: \$2,400,000

Outline the differences between the scope outlined above and the reduced scope: Removal of right-of-way acquisition

**Project Financial Information and Funding Request**

**(All funding amounts in \$1,000s)**

<b>Total amount of Subregional Share Funding Request (in \$1,000's)</b> <i>(No less than \$100,000 and not to exceed 90% of the total project cost)</i>		<b>\$3,200</b>	<b>40.00%</b> of total project cost
<input type="checkbox"/> Check box if requesting <b>only state MMOF funds</b> (requires minimum 50% local funds) <sup>1</sup>			
<b>Match Funds (in \$1,000's)</b> List each funding source and contribution amount.		<b>Contribution Amount</b>	<b>% Contribution to Overall Project Total</b>
CDOT		\$4,000	50%
City of Louisville		\$800	10%
		\$	0%
		\$	0%
		\$	0%
		\$	0%
<b>Total Match</b> <i>(private, local, state, another subregion, or federal)</i>		<b>\$4,800</b>	<b>60.00%</b>
<b>Project Total</b>		<b>\$8,000</b>	
<b>Notes:</b>	1. Per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge. The following jurisdictions are not required to provide a match on the MMOF funds: Federal Heights, Lakeside, Larkspur, Sheridan, and Ward. All sponsors will still be required to have 20% match on any added federal funds.		

**Funding Breakdown (in \$1,000s) (by program year)<sup>1</sup>** (Total funding should match the Project Total from above)

	FY 2023	FY 2024	FY 2025	Total
<b>DRCOG Requested Funds</b>	\$2,400	\$800	\$	\$3,200
<b>CDOT or RTD Supplied Funds<sup>2</sup></b>	\$2,000	\$2,000	\$	\$4,000
<b>Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)</b>	\$600	\$200	\$	\$800
<b>Total Funding</b>	\$5,000	\$3,000	\$0	\$8,000
<b>Phase to be Initiated</b>	Design	ROW	Choose an item	
<b>Notes:</b>	<ol style="list-style-type: none"> <li>Fiscal years are October 1 through September 30 (e.g., FY 2023 is October 1, 2022 through September 30, 2023). 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.</li> <li>Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source.</li> </ol>			
<b>Affirmation:</b>	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 regional 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.

This project is subregionally important because there is currently a lack of multmodal connectivity on CO-42. There is currently about a 1% mode share of bicycles on CO-42 with an average of 235 single weekday bicyclists. The project is focused on increasing connectivity to allow for modal choice and be completed as part of DRCOG's identified active transportation corridors. There is expected to be a 10% increase in bicycle mode share with the proposed project.

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 proposed project will address the specific transportation problem described in the Problem Statement by improving safety and comfort for multimodal transportation users on CO-42, specifically by increasing physical separation between vehicular traffic and pedestrians, bicyclists, transit users, etc. There were 271 crashes in the corridor extent between 2015 and 2019 within a 0.02 mile radius, and the number of crashes is anticipated to be reduced, especially fatal and serious injury crashes, with the project improvements.

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

The proposed project benefits multiple municipalities, including the City of Louisville and the City of Lafayette, by providing dedicated infrastructure for multimodal users to utilize safely. The proposed project will also benefit other municipalities in Boulder County, including the Town of Superior, by increasing connectivity of the already existing multimodal transportation network in the County.

The current planning study has an existing funding partnerships established in association with this project are between CDOT, Louisville, and Lafayette. The proposed projects funding will be between CDOT and Louisville.

4. Describe how the project will improve access and mobility for each of the applicable disproportionately impacted and environmental justice population groups identified in the table below. This data is available in the TIP Data Tool.

Completing the below table and referencing relevant quantitative data in your response is required.

	DI and 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	16,963	-	-
	b. Total households	7,294	-	-
	c. Individuals of color	2,453	14%	33%
	d. Low-Income households	432	6%	9%
	e. Individuals with limited English proficiency	173	1%	3%
	f. Adults age 65 and over	2,672	16%	13%
	g. Children age 5-17	2,868	17%	16%
	h. Individuals with a disability	605	4%	9%
	i. Households without a motor vehicle	427	6%	5%
	j. Households that are housing cost-burdened	1,837	25%	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 groups, *including the required quantitative analysis*: The project will improve access and mobility for each of the applicable population groups above primarily by increasing accessibility to multimodal transportation facilities, including bicycle lanes, transit, and protected intersections. In particular, the protected bicycle lanes and protected intersections will benefit the 427 households without a motor vehicle within a 0.5 mile buffer of the project area on CO-42. 6% of the total population within a 0.5 mile buffer of the project area do not have a motor vehicle.

Additionally, transit improvements along the corridor will also benefit the 427 households without a car, as well as the 605 individuals with a disability and 1,837 households that are housing cost-burdened within a 0.5 mile buffer of the project area. 4% of the total population within the buffer have a disability, and 25% of the total population is housing cost-burdened, which is close to the regional percentage of 32% of total households that are housing cost-burdened. The transit improvements will particularly benefit the residents that live at the Kestrel Affordable Housing and Balfour Senior Living Center, which are located on CO 42 just north of South Boulder Road.

5. How will this project move the region toward achieving the shared [regional transportation outcomes](#) established in [Metro Vision](#)?

- Improve the diversity and livability of communities. This project will improve livability by investing in and creating multimodal facilities that will improve the community's livability and quality of life. This project will provide more walkable and bikeable connections within Louisville and beyond.
- Contain urban development in locations designated for urban growth and services. This project is located in an area that is primarily built-out, and will provide multimodal regional connectivity to any additional density built within the area.
- Increase housing and employment in urban centers. This project will encourage an increase in transit service and ridership within and to urban centers, and well as investments in multimodal infrastructure that better connects housing and employment centers along regional corridors, by making transit more accessible and efficient.
- Improve and expand the region's multimodal transportation system, services, and connections. This project will better the existing capacity and connectivity of the multimodal regional roadway system and improve accessibility for multimodal transportation users.
- Operate, manage, and maintain a safe and reliable transportation system. This project will help the region to move closer to regional transportation Vision Zero and safety goals, and better transportation system performance and reliability, by moving all active transportation off the roads, where speeds range from 30-35 MPH.
- Improve air quality and reduce greenhouse gas emissions. The expected increase in bicycle and pedestrian travel on the corridor and the anticipated reduction in congestion and emissions will help to alleviate air quality issues and increase public awareness of regional air quality issues.
- Connect people to natural resource and recreational areas. The project will support the direct multimodal connections to open spaces, ball fields, trails, and parks.
- Reduce the risk of hazards and their impact. This project will promote planning and decision-making in hazard mitigation. Additionally, this corridor was a key evacuation thoroughway for closures during the Marshall Fire.
- Increase access to amenities that support healthy, active choices. This project will increase access to both safe and convenient multimodal transportation options for people of all ages and abilities.
- Improve transportation connections to health care facilities and service providers. This project will encourage collaboration among stakeholders at the local, regional, and state levels. The regional FQHC (federally qualifying health care provider) is located two miles west of the CO 42 and South Boulder Road intersection.

- Diversify the region’s housing stock. This project will increase accessibility to housing options by providing multimodal transportation facilities.
- Improve access to opportunity. This project will improve and increase access to growing residential centers, recreational opportunities, and employment opportunities.
- Improve the region’s competitive position. This project will help to contribute to regional investments in infrastructure that ensures the region remains globally competitive.

6. Describe how the project will improve access to and/or connectivity between DRCOG-defined urban centers, multimodal corridors, mixed-use areas, Transit Oriented Development (transit near high-density development), or locally defined priority growth areas. Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Is there a DRCOG designated urban center within ½ mile of the project limits?\*
- Yes  No If yes, please provide the name: [Downtown Louisville](#)
- Does the project connect two or more urban centers?\*
- Yes  No If yes, please provide the names:
- Is there a transit stop or station within ½ mile of the project limits?\*
- Bus stop:  Yes  No If yes, how many? [17](#)
- Rail station:  Yes  No If yes, how many? [1](#)
- Is the project in a locally-defined priority growth and development area?
- Yes  No
- If yes, provide a link to the relevant planning document:
- If yes, provide how the area is defined in the relevant planning document:
- Is the project in an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?
- Yes  No If yes, please provide the zoning district designation(s): [The Commercial Community - Mixed Use zoning district designation supports compact, mixed-use development patterns and a variety of housing options. Additionally, there is a variety of other zoning district designations along the corridor extent, including Industrial, Agriculture, Residential Medium Density, Mixed-Use Residential, Commercial Business, Planned Community Commercial, and Planned Community Commercial/Residential.](#)

Provide households and employment data*	2020	2050
Households within ½ mile	7,294	9,588
Jobs within ½ mile	10,985	19,185
Household density (per acre) within ½ mile	1.97	2.67
Job density (per acre) within ½ mile	3.28	5.73

Describe how this project will improve access to and/or connectivity between the above identified areas, *including the required quantitative analysis:*

This project will improve access to and/or connectivity between the above identified areas by encouraging more multimodal transportation facility utilization and household and job density along the corridor, as well as in the Downtown Louisville Center. Currently, there are an average of 1.97 households per acre within a 0.5 mile buffer of the project area as of 2020, and there is expected to be an average of 2.67 households per acre within the 0.5 mile buffer of the project location by 2050. Additionally, there are an average of 3.28 jobs per acre within the 0.5 mile buffer, and there is expected to be an average of 5.73 jobs per acre within a 0.5 mile of the project area by 2050.

7. Describe how this project will improve **access** and **connections** to key employment centers or regional destinations, including health services; commerce, educational, cultural, and recreational opportunities; or other important community resources. In your answer, define the key destination(s) and clearly explain how the project improves **access** and/or **connectivity**.

This project will improve access and connections to recreational centers, including the Louisville Community Park, which connects to the Coal Creek Regional Trail, and the Louisville Sports Complex. The project improves access and/or connectivity to these recreational opportunities by providing multmodal facilities with through connectivity to these recreational areas.

The project will improve access and connections to cultural and educational opportunities, including the Louisville Public Library and Museum and the Louisville City Hall. Additionally, the project will improve access to the regional's transit system, including the DASH and 228 bus services.

## B. MVRTP Priorities

WEIGHT

60%

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

### Multimodal Mobility

#### Provide improved travel options for all modes.

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

Examples of Project Elements: combinations of improvements that support options for a broad range of users, such as complete streets improvements, or a bicycle/pedestrian access to transit, etc.

How does this project help increase mobility choices for people, goods, and/or services? Note that any roadway operational improvements must be on the DRCOG [Regional Roadway System](#) and/or [Regional Managed Lanes System](#).

- What modes will project improvements directly address?  
 Walking  Bicycling  Transit  Roadway Operations  Other:
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, signal interconnection, etc.): [Protected bicycle lanes](#), [protected intersections](#), [signal improvements](#), [travel lane improvements](#), [medians](#), and [evaluation of transit 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 active transportation facilities and/or transit vehicle fleets?  
 Yes  No
- Does this project implement resilient infrastructure that helps the region mitigate natural and/or human-made hazards?  
 Yes  No

Describe how this project increases mobility choices for all users, *include quantitative information, including any items referenced above, in your response:*

This project increases mobility choices for all users by offering a variety of options for both bicyclists, pedestrians, and transit users. Currently, there is about 1% mode share of bicycles on CO-42 with an average of 235 single weekday bicyclists. The southern half of the project area does not currently have any transit facilities, which will allow for future Bus Rapid Transit (BRT) service and future transit mode share. We anticipate the future mode share to be 10% for bicycle ridership and 5-10% of growth in transit ridership on the corridor (Future 42 BRT has only been studied at the NAMS level for ridership).

## Air Quality

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

(drawn from [2050 MVRTD 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.

How does this project help reduce congestion and air pollutants, including but not limited to, carbon monoxide, ground-level ozone precursors, particulate matter, and greenhouse gas emissions?

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

Emissions Reduced (kg/day)	CO	NOx	VOCs	PM 10
	24.25	2.08	1.67	0.201

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.

Describe how this project reduces air pollutants, *include quantitative information, including any items referenced above, in your response:*

The addition of transit mode share and bicycle and pedestrian facilities to the CO-42 corridor will contribute to a reduction in air pollutants. About 10% of the current trips within the project area extents on CO-42 are expected to be replaced by a multimodal shift.

**Regional  
Transit**

**Expand and improve the region’s transit network.**

(drawn from [2050 MVRTP priorities](#), [Coordinated Transit Plan](#), [RTD’s Regional Bus Rapid Transit Feasibility Study](#))

Examples of Project Elements: transit lanes, station improvements, new/expanded service, etc.

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

How does this project improve connections to or expand the region’s transit system, as outlined in the [2050 MVRTP](#)? Note that rapid transit improvements must be on the [Regional Rapid Transit System](#). Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Does this project implement a portion of the [regional bus rapid transit \(BRT\) network](#)?\*  
 Yes  No If yes, which specific corridor will this project focus on? [CO-42](#)
- Does this project involve a [regional transit planning corridor](#)?\*  
 Yes  No If yes, which specific corridor will this project focus on?
- Does this project implement a mobility hub as defined in the [2050 MVRTP](#)?  
 Yes  No
- Does this project improve connections between transit and other modes?  
 Yes  No If yes, please describe in your response.
- Is this project adding new or expanded transit service?  
 Yes  No If yes, who will operate the service? [TBD - CO-42 BRT identified in NAMS Study](#)
- Does this project add and/or improve transit service to or within a DRCOG-defined urban center?\*  
 Yes  No If yes, provide the name of the urban center: [Louisville](#)

Describe how this project improves connections to or expands the region’s transit system, *include quantitative information, including any items referenced above, in your response:*

The project in its current state will not be implementing new transit service, but is making sure the designs of the roadway, bicycle and pedestrian facilities will not preclude the future transit service identified in the corridor. This includes space for future queue jumps with transit signal priority, space for anticipated station locations, and roadway space between South Boulder Road and Empire Road/Lock Street for transit operations.

The project will accommodate existing transit on this corridor, including the 228 as well as connections to the DASH. The multmodal improvements will create safer first and last mile connections that are easier to access. Speed and reliability of future service was evaluated during the planning study and will carry forward into design.

**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.

How does this project implement safety improvements (roadway, active transportation facility, etc.), particularly improvements in line with the recommendations in [Taking Action on Regional Vision Zero](#)? Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#). Items marked with an asterisk (\*) below are available in the TIP Data Tool.

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

Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* <i>(using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project)</i> <i>NOTE: if constructing a new facility, report crashes along closest existing alternative route</i>		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).
Fatal crashes	1	
Serious Injury crashes	5	
Other Injury crashes	68	
Property Damage Only crashes	197	
Estimated reduction in crashes <u>applicable to the project scope</u> <i>(per the five-year period used above)</i>		Provide the methodology below:
Fatal crashes reduced	0.55	Crash Modification Factors (CMFs) were used with dominant common residuals to compute the anticipated reduction in crashes.
Serious Injury crashes reduced	1.55	
Other Injury crashes reduced	21.71	
Property Damage Only crashes reduced	62.89	

Describe how this project will improve safety, *include quantitative information, including any items referenced above, in your response:*

This project will improve safety by enabling bicyclists and pedestrians to travel without interference from vehicular traffic and facilitating more predictable behavior between mulitmodal roadway users and motorists. Crash Modification Factors (CMFs), including but not limited to Two-Way Stop to Signal and Protected Left(s), were used to compute the anticipated reduction in crashes.

The estimated number of Fatal crashes that would be reduced is about 0.55 crashes, the estimated number of Serious Injury crashes that would be reduced is about 1.55 crashes, and the estimated number of Other Injury Crashes that would be reduced is about 21.71 crashes. Additionally, about 62.89 Property Damage Only crashes would be reduced with the project improvements.

## Freight

### Maintain efficient movement of goods within and beyond the region.

(drawn from [2050 MVRTP priorities](#); [Regional Multimodal Freight Plan](#); [Colorado Freight Plan](#), [federal freight reliability performance measure](#); [Metro Vision objective 14](#))

Examples of Project Elements: roadway operational improvements, etc.

How does this project improve the efficient movement of goods, specifically improvements identified in the [Regional Multimodal Freight Plan](#)? Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#). 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](#)
- Is the project located on the [Tier 1 or Tier 2 Regional Highway Freight Vision Network](#)?\*  
 Yes  No
- 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.
- Check any items from the [Inventory of Current Needs](#) which this project will address:  
 Truck Crash Location  Rail Crossing Safety ([eligible locations](#))  
 Truck Delay  Truck Reliability  
Please provide the location(s) being addressed:
- 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.

Describe how this project will improve the movement of goods, *include quantitative information, including any items referenced above, in your response:*

This project is focused on creating facilities for each of the modes that is comfortable and safe. Increasing safety on the corridor will help reduce the delay for freight operations moving through the corridor. While the roadway is a State Highway, it is not identified as a freight corridor. Also, by creating safe and comfortable bicycle lanes, the possibility of moving freight through the use of cargo bicycles could occur.

<b>Active Transportation</b>	<b>Expand and enhance active transportation travel options.</b> <small>(drawn from <a href="#">2050 MVRTP priorities</a>; <a href="#">Denver Regional Active Transportation Plan</a>; &amp; <a href="#">Metro Vision objectives 10 &amp; 13</a>)  Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.</small>
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How does this project help expand the active transportation network, close gaps, improve comfort, and/or improve connections to key destinations, particularly improvements in line with the recommendations in the [Denver Regional Active Transportation Plan](#)? Items marked with an asterisk (\*) below are available in the TIP Data Tool.

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

**Bicycle Use**

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

1. Current Average Single Weekday Bicyclists:	235	
Bicycle Use Calculations	<b>Year of Opening</b>	<b>2050 Weekday Estimate</b>
2. Enter estimated additional average weekday one-way bicycle trips on the facility after project is completed.	24	48
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	12	24
4. = Initial number of new bicycle trips from project (#2 – #3)	12	24
1. 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.). <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	3.60	7.20
5. = Number of SOV trips reduced per day (#4 - #5)	8.40	16.80
6. Enter the value of <b>{#6 x 2 miles}</b> . (= the VMT reduced per day) <i>(Values other than 2 miles must be justified by sponsor on line 10 below)</i>	16.80	33.60
7. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	15.96	31.92
8. If values would be distinctly greater for weekends, describe the magnitude of difference:  The magnitude of difference on weekends for bicyclist usage on the corridor could be significantly higher than the amount of the current average single weekday bicyclist count, depending on which season it is. Bicyclist volumes tend to be much higher during the spring and summer months.		
9. If different values other than the suggested are used, please explain here:		

**Pedestrian Use**

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

2. Current Average Single Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):	235	
Pedestrian Use Calculations	<b>Year of Opening</b>	<b>2050 Weekday Estimate</b>
3. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	24	48
4. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	12	24
5. = Number of new trips from project (#2 – #3)	12	24
6. 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.). <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	3.60	7.20

7.	= Number of SOV trips reduced per day (#4 - #5)	8.40	16.80
8.	Enter the value of <b>{#6 x .4 miles}</b> . (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor on line 10 below)	16.80	33.60
9.	= Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	15.96	31.92
10.	If values would be distinctly greater for weekends, describe the magnitude of difference:  The magnitude of difference on weekends for pedestrian usage on the corridor could be significantly higher than the amount of the current average single weekday pedestrian count, depending on which season it is. Pedestrian volumes tend to be much higher during the spring and summer months.		
11.	If different values other than the suggested are used, please explain here:		

Describe how this project will expand the active transportation network, close gaps, improve comfort, and/or improve connections to key destinations, *include quantitative information, including any items referenced above, in your response:*

This project will expand the active transportation network by increasing the amount of multimodal transportation facilities in the vicinity, increase comfort for multimodal users of all ages and abilities, and improve connections to key recreational and civic destinations in the City of Louisville.

The project is expected to increase current bicycle ridership from 1% mode share up to 10% mode share, which would put the current average weekday bicyclists at about 260 riders.

<b>C. Project Leveraging</b>	WEIGHT	<b>5%</b>
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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)</i>	<b>60.00%</b>	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
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<b>D. Project Readiness</b>	WEIGHT	<b>10%</b>
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*Provide responses to the following items to demonstrate the readiness of the project. DRCOG is prioritizing those projects that have a higher likelihood to move forward in a timely manner and are less likely to experience a delay.*

**Section 1. Avoiding Pitfalls and Roadblocks**

a. Has a licensed engineer (CDOT, consultant, local agency, etc.) reviewed the impact the proposed project will have on utilities, railroads, ROW, historic and environmental resources, etc. and have those impacts and pitfalls been mitigated as much as possible to date before this submittal?  
 Yes  No  N/A (for projects which do not require engineering services)

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

**Geoff Nettleton**

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

- Utilities: 1) Preliminary identification of major utilities. This phase will work through the how to mitigate and issues moving into the final design and construction phase of the project
- Railroad: 2) The City of Louisville has been working with BNSF Railway and regulatory agencies for approval of at-grade road-rail crossing improvements to establish Railroad Quiet Zone in Louisville.
- Right-of-Way: The goal of this project is to design to a level to identify the ROW needs and acquire the ROW. This will help clear the corridor for the final design and construction.
- Environmental/Historic: A preliminary environmental study was completed as part of the Future 42 planning study. The goal of this project is to complete as much of the environmental clearance as possible to clear the corridor for final design and construction
- Other: N/A

b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, bus service, equipment purchase, etc.)?  
 Yes  No

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

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

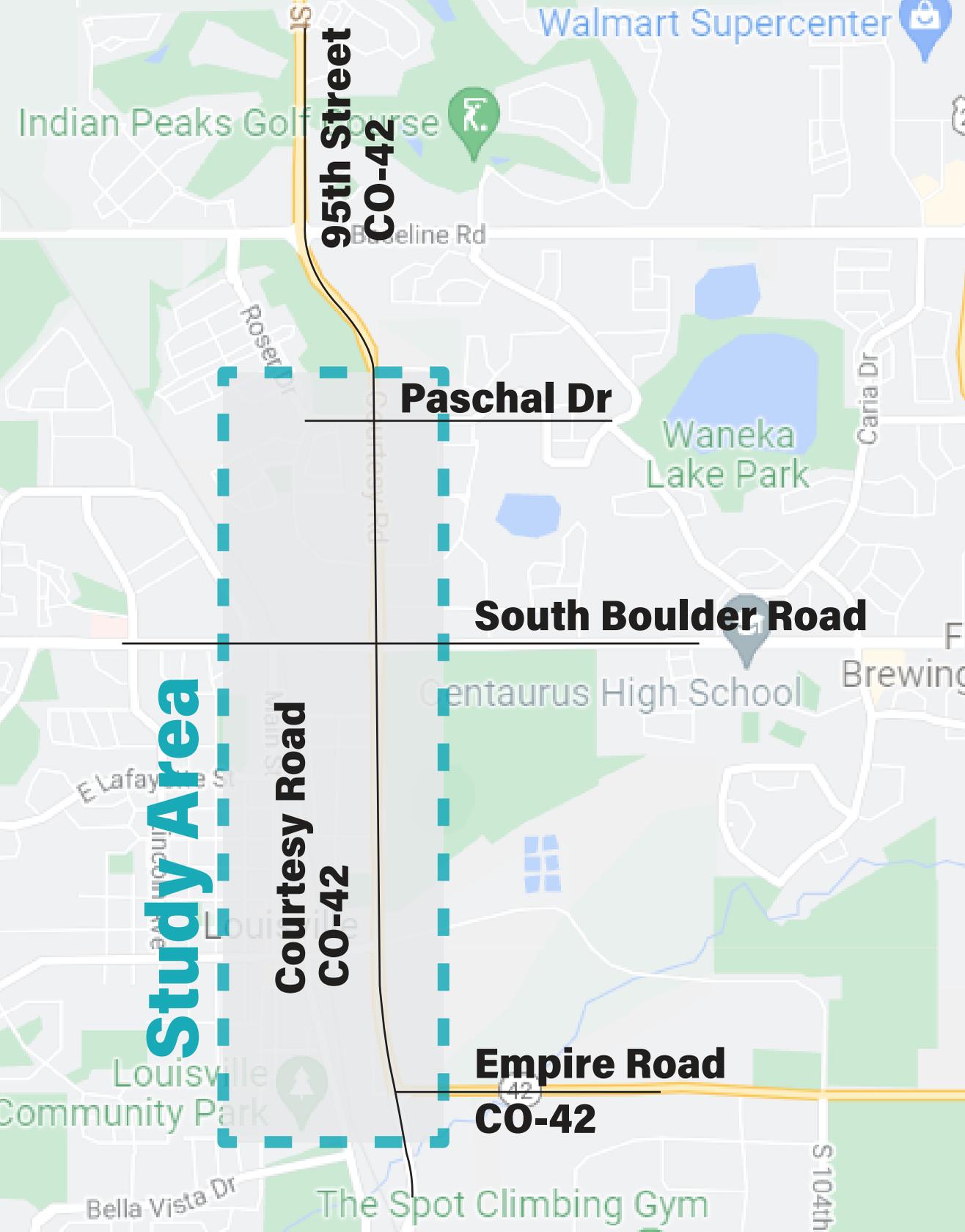
d. Based on the current status provided in Project Information, question 11, do you foresee being able to execute your IGA by October 1 of your first year of funding (or if requesting first year funding, beginning discussions on your IGA as soon as possible), so you can begin your project on time?  
 Yes  No

<p>Does your agency have the appropriate staff available to work on this project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If yes, are they knowledgeable with the federal-aid process? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>e. Have other stakeholders in your project been identified and involved in project development?  <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>If yes, who are the stakeholders? <i>The City of Lafayette, Boulder County, CDOT, and RTD are the stakeholders that have been identified and are involved in project development during the planning phase of the project.</i></p>
<p>Please provide any additional details on any of the items in Section 1, if applicable.</p>
<p><b>Section 2. Local Match</b></p>
<p>a. Is all the local match identified in your application currently available, and if a partnering agency is also committing match, do you have a commitment letter?  <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Please describe:  <i>Local match is identified in the 2021 CIP and could be included in 2022 CIP for local match. CDOT included commitment in the Concurrence Letter.</i></p>
<p>b. Is all funding for this project currently identified in the sponsor agency's Capital Improvement Program (CIP)?  <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Please describe:  <i>This project is identified in the 2021 CIP.</i></p>
<p><b>Section 3. Public Support</b></p>
<p>a. Has the proposed project previously been through a public review process (public comment period, public hearing, etc.)?  <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>b. Has the public had access to translated project materials in relevant languages for the local community?  <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Please describe:  <i>There have been multiple public comment periods for the Future 42 Connecting People and Places study. The first engagement was a virtual one with a survey, map comments, and a virtual Q&amp;A session with over 100 respondents. The second engagement session was a virtual engagement again with a survey and virtual Q&amp;A session combined with a in-person public meeting which combined to have over 200 respondents. The public has had access to translated project materials in relevant languages for the local community on the project website and live interpretation for spanish speaking populations at the virtual Q&amp;A meetings.</i></p>
<p>c. Have any adjacent property owners to the proposed project been contacted and provided with the initial project concept?  <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>Please provide any additional details on the items in Section 3, if applicable.  <i>Adjacent businesses and landowners were notified in the public engagement process. There has been some direct conversations with the one parcel that is appearing to be a full take for ROW. The landowner was amenable to the idea in the intial conversation.</i></p>

Submit completed applications through the [TIP Data Hub](#) no later than 3pm on June 24, 2022.

## **Attachments**

## **Location Map**



# Study Area

**95th Street  
CO-42**

**Paschal Dr**

**South Boulder Road**

**Courtesy Road  
CO-42**

**Empire Road  
CO-42**

Walmart Supercenter

Indian Peaks Golf Course

Baseline Rd

Waneka Lake Park

Centaurus High School

Louisville Community Park

The Spot Climbing Gym

S 104th

## **Cost Estimate**

Future 42 Design Fee - Empire Road to Paschal Drive

*Design Submittals at 30% (FIR), 60%, 90% (FOR) and 100%*

Project Management (10% of overall fee)	\$470,000.00
Design and Plan Production	\$1,040,000.00
SUE and Survey/ROW Mapping	\$500,000.00
CDOT Clearance & Coordination	\$150,000.00
Public Outreach	\$225,000.00
Environmental	\$350,000.00
Design QC	\$100,000.00
Underpass Design	\$1,800,000.00
<b>Total Design Fee</b>	<b>\$4,700,000.00</b>
<b>Right of Way Acquisition</b>	<b>\$3,300,000.00</b>
<b>Total Project</b>	<b>\$8,000,000.00</b>

## **CDOT Concurrence Response**



**COLORADO**  
**Department of Transportation**

Region 4  
Regional Director's Office  
10601 10<sup>th</sup> Street  
Greeley, CO 80634-9000

May 20, 2022

Megan Davis  
City of Louisville  
749 Main Street  
Louisville, CO 80027

Dear Ms. Davis,

This letter is to inform you that the Colorado Department of Transportation (CDOT) concurs with the City of Louisville's DRCOG FY22-25 Subregional Call application for the **CO 42 - Future CO 42 Design, Environmental and Right-of-Way Project**. Additionally, CDOT Region 4 supports your funding request with a commitment of \$4,00,000 from the CO 42 Safety and Intersection Improvements funds identified in the 10-Year Plan. It is important to note that CDOT is currently working through a 10-Year Plan update and is allocating funding to projects for FY23-26. For funds identified in FY23-26, funds are expected to be approved by the Colorado Transportation Commission in August 2022 (date is subject-to-change). This funding commitment is contingent upon that formal approval.

If this project is awarded funding, the City of Louisville will need to reaffirm CDOT's concurrence at that time and amend the current Intergovernmental Agreement in place for this project. This concurrence is conditionally granted based on the scope of work as described. CDOT does, however, retain final decision-making authority for all improvements and changes within CDOT's right-of-way. As the project progresses, the City of Louisville will need to work closely with CDOT Regional staff to ensure continued concurrence.

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

If you have any questions regarding this concurrence, please contact Josie Hadley at <mailto:josie.hadley@state.co.us>.

Sincerely,  
**Heather  
Paddock**

Digitally signed by  
Heather Paddock  
Date: 2022.05.23  
12:07:06 -06'00'

Heather Paddock, P.E.

CDOT Region 4 Transportation Director

Cc: Josie Hadley, CDOT Region 4 Planning & Local Agency Environmental Manager  
Bryce Reeves, CDOT Region 4 Local Agency Resident Engineer



## **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

(1) What is your project evaluation year?

(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
21,000	19000	2000

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

Trip Distance Source

(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 ≤ x < 2	2 ≤ x < 3	3 ≤ x < 4	4 ≤ x ≤ 5	
2.494						

### OUTPUT

#### EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	24.255
Particulate Matter <2.5 μm (PM <sub>2.5</sub> )	0.062
Particulate Matter <10 μm (PM <sub>10</sub> )	0.201
Nitrogen Oxide (NOx)	2.087
Volatile Organic Compounds (VOC)	1.676
Carbon Dioxide Equivalent (CO <sub>2</sub> e)	1910.452
Total Energy Consumption (MMBTU/day)	24.818

\*Units in kg/day unless otherwise noted

## **Peer Agency Support Letters**







12. Does your subregion/agency pledge financial support to this project, if requested?

Yes  No  N/A

If yes, provide amount: \$                      Fiscal year(s) funds are provided in:

If yes, where are funds coming from:

Local Agency (i.e., non-DRCOG funds)

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: Fritz Sprague

Date: 06/15/2022