

Project Sponsor: Boulder County (would transfer to CDOT if funded)

Project Title: CO 119 & Airport Rd: SB Transit Queue Bypass Lane and Intersection Improvements

Project Phases: Construction

Background/ Project Justification:

Completing CO 119 Bus Rapid Transit (BRT) between Longmont and Boulder has been the NW Mayors and Commissioners Coalition (MCC)'s highest priority since the Northwest Area Mobility Study was completed in 2014. RTD and CDOT planning and design efforts have identified transit-only queue bypass lanes on the rural "trunk" of CO 119 as the most cost effective means of completing BRT on this corridor. Completing CO 119 is anticipated to result in end-to-end travel time savings for bus passengers of 29 minutes compared to existing service, and a 58% increase in transit ridership by 2040. The shared vision for this corridor also includes a separate Commuter Bikeway, which will provide a low stress bicycle connection between Longmont and Boulder and destinations in between.

Project Description:

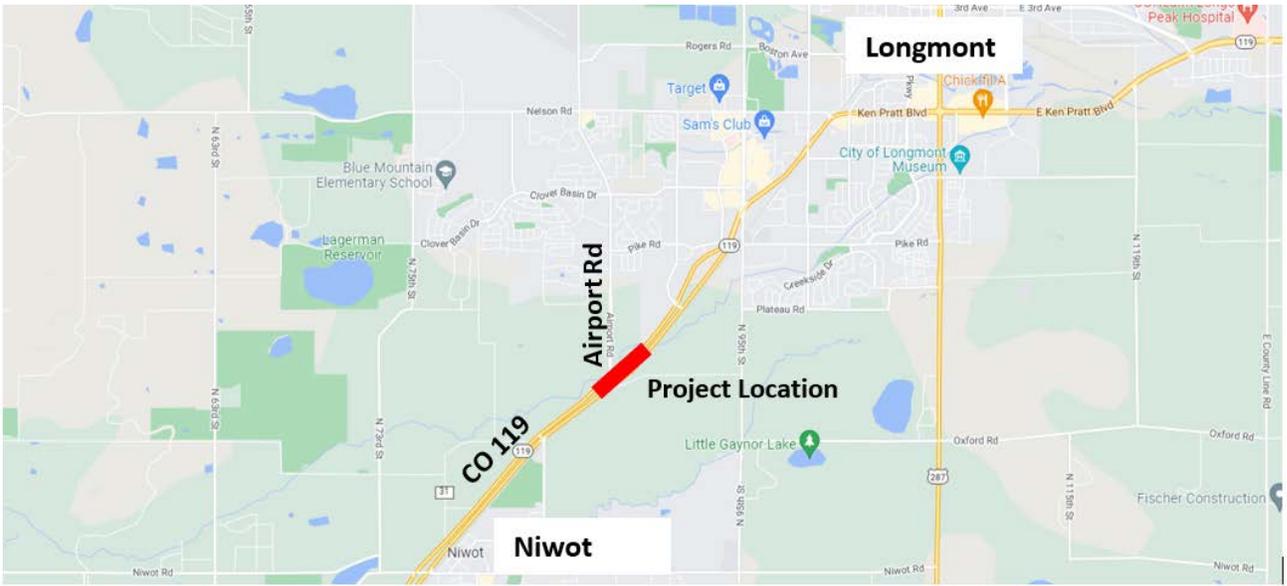
- Southbound Transit-only Queue Bypass Lane on CO 119 at Airport Rd
 - Exact length of the bypass lane is TBD, but likely 1,000-2,000 ft long
- Intersection Improvements
 - Conversion of the median portion of Airport Rd to a one-way street, northbound only
 - At-grade bike/ped crossing improvements
 - Commuter Bikeway tie-in to the intersection
 - Reconfigured lanes on Airport Rd north of CO 119 (to tie-in to the one-way segment)

Project Budget:

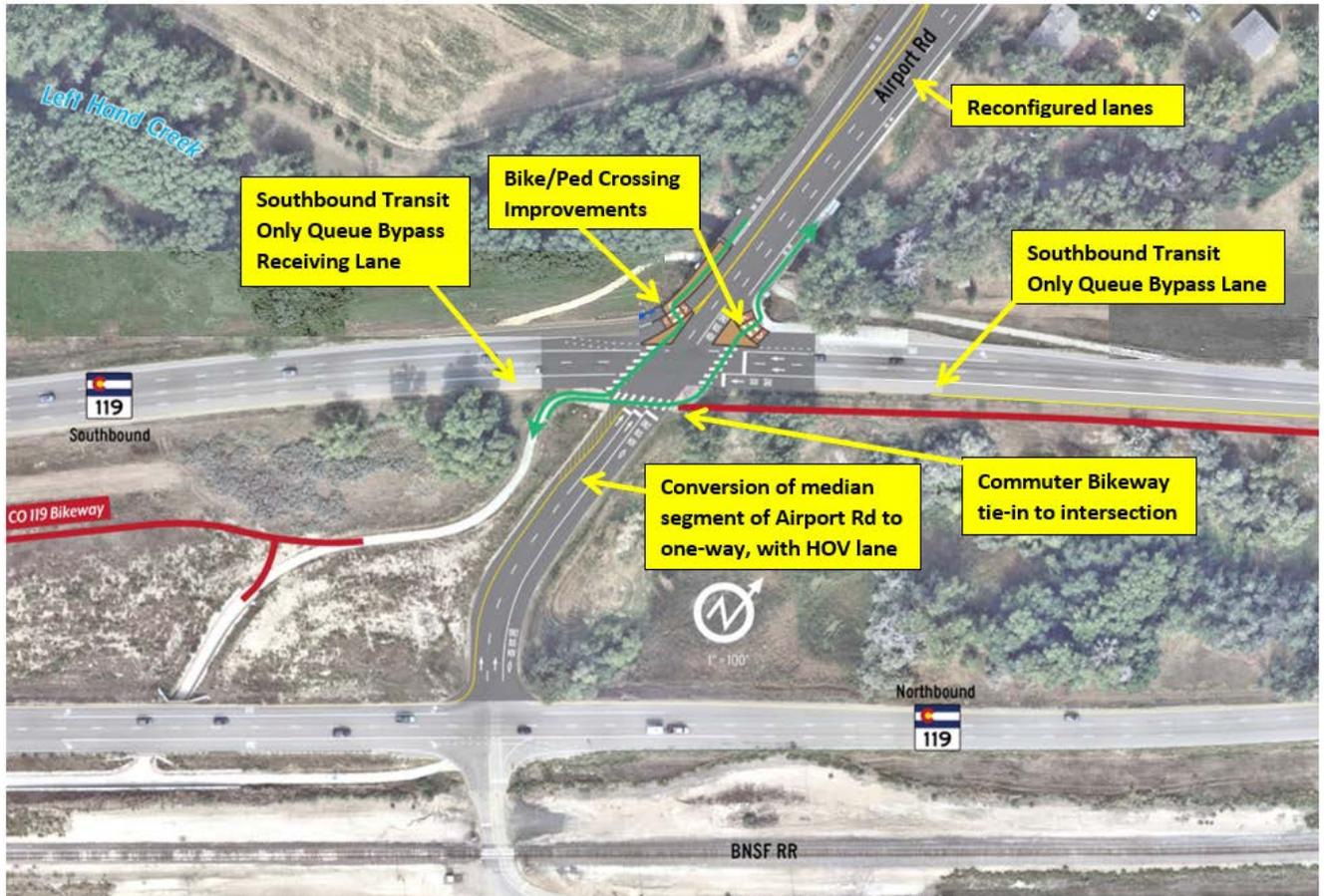
- Airport Road - Queue Bypass Lanes (SB Only) \$1.7M
- Airport Road - Intersection Improvements \$1.0M

| Funding Breakdown in \$1,000s (by program year)¹ | | | | |
|--|----------------|----------------|----------------|----------------|
| | FY 2023 | FY 2024 | FY 2025 | Total |
| DRCOG Requested Funds | \$ | \$2,427 | \$ | \$2,427 |
| CDOT or RTD Supplied Funds² | \$ | \$273 | \$ | \$273 |
| Local Funds (Funding from sources other than DRCOG, CDOT, or RTD) | \$ | \$ | \$ | \$ |
| Total Funding | \$ | \$2,700 | \$ | \$2,700 |

Project Location/ Map:



Conceptual Design:



Project Sponsor: Boulder County

Project Title: CO 119 First and Final Mile Improvements at CO 52 and Airport Rd/Ogallala Rd

Project Phases: Design

Background/ Project Justification:

The [CO 119 First and Final Mile study](#) identified improvements that are needed along the CO 119 corridor to connect people to the BRT stations and Commuter Bikeway. For example, at CO 119 and CO 52, there are several large adjacent employment centers, including IBM and the Boulder Tech Center (BTC), but there is little to no infrastructure that would allow people to actually walk or bike the last .5 miles from the BRT station or Bikeway to their office. At CO 119 and Airport Rd, there is a missing link in the bike/ped infrastructure between the LoBo trail and the planned Commuter Bikeway; completing this link is necessary to providing access between the Bikeway and SE Longmont.

Project Description:

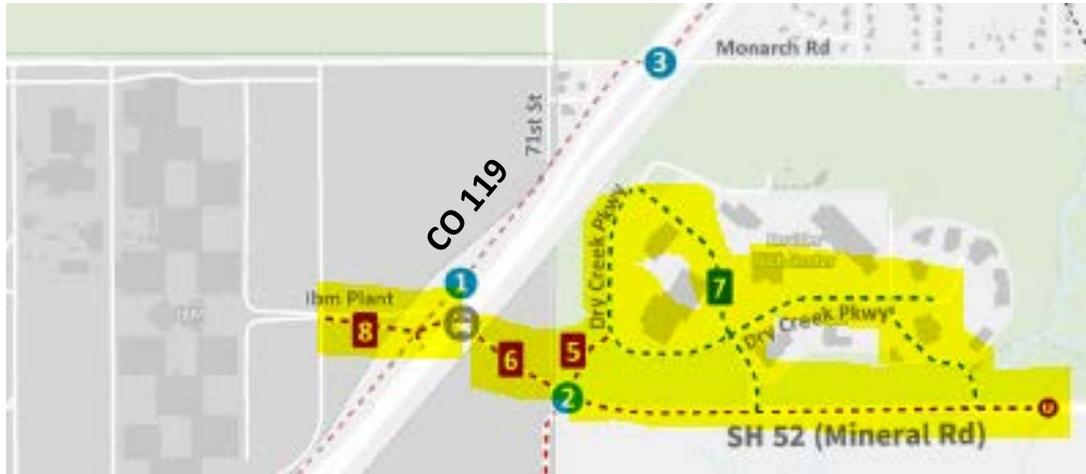
This project would include full design of the following First and Final Mile components along the CO 119 corridor:

| Nearest CO 119 Intx. | Map ID # | Name | Description | Design Cost |
|----------------------|----------|------------------------------------|--|------------------|
| CO 52 | 5 | CO 52 to Dry Creek Parkway | Multi-use path between CO 52 and the Boulder Tech Center. | \$125,000 |
| CO 52 | 6 | CO 52 Multiuse Path | Multi-use path along CO 52 from CO 119 to Lobo Trail. | \$125,000 |
| CO 52 | 7 | Dry Creek Pkwy and Monarch Park Pl | Road diet using striping and/or delineators to create pedestrian walkway on several internal streets within the Boulder Tech Center. | \$25,000 |
| CO 52 | 8 | IBM Drive | Replace or repair the existing multi-use path; add pedestrian lighting from the BRT Station to IBM | \$62,500 |
| Airport/Ogallala | N/A | Ogallala Rd Connection | Sidewalk/multiuse path from LoBo trail to existing CO 119 underpass south of Airport Road. | \$62,500 |
| Total | | | | \$400,000 |

| Funding Breakdown in \$1,000s (by program year) ¹ | | | | |
|---|--------------|-----------|-----------|--------------|
| | FY 2023 | FY 2024 | FY 2025 | Total |
| DRCOG Requested Funds | \$358 | \$ | \$ | \$358 |
| CDOT or RTD Supplied Funds ² | | \$ | \$ | \$ |
| Local Funds (Funding from sources other than DRCOG, CDOT, or RTD) | \$42 | \$ | \$ | \$42 |
| Total Funding | \$400 | \$ | \$ | \$400 |

Project Location:

CO 119 & CO 52: Includes projects 5, 6, 7, and 8 from table.



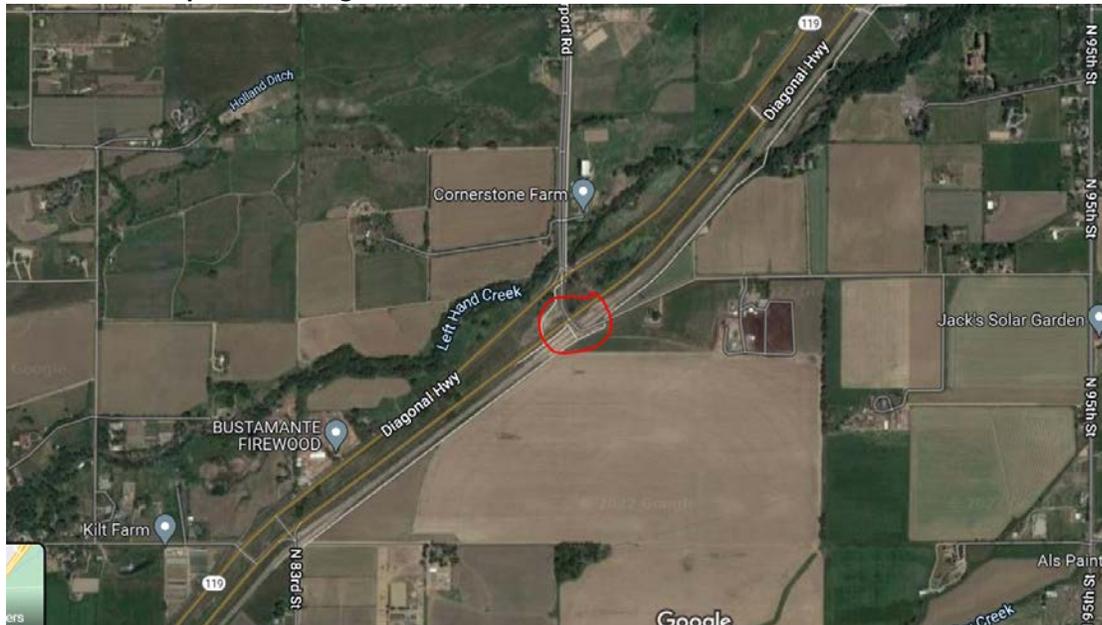
- Proposed Facilities from the SH 119 FFM Study**
- Pedestrian Facility
 - Multi-use Path
 - Bike Lane
 - Wide Shoulder
 - Bike Route
 - Crossing Improvement
- **Previously Proposed Facilities**
- Bike Route
 - SH 119 Bikeway
- Existing Facilities**
- Multi-use Path
 - Soft Surface Trail
- Other Symbols:**
- Existing Underpass
 - Future BRT Station
 - City of Boulder Limits
 - One-mile Radius Around Station

*SH 119 First and Final Mile Study Recommendations labeled with an asterisk are detailed in an adjacent station area section.
 **Previously proposed facilities have been carried forward from a previous plan into the SH 119 First and Final Mile Study

**IBM/BOULDER TECH CENTER
(CO 119 AND SH 52) STATION**

BICYCLE & PEDESTRIAN CONNECTIVITY RECOMMENDATIONS

CO 119 and Airport Road/Ogallala Road



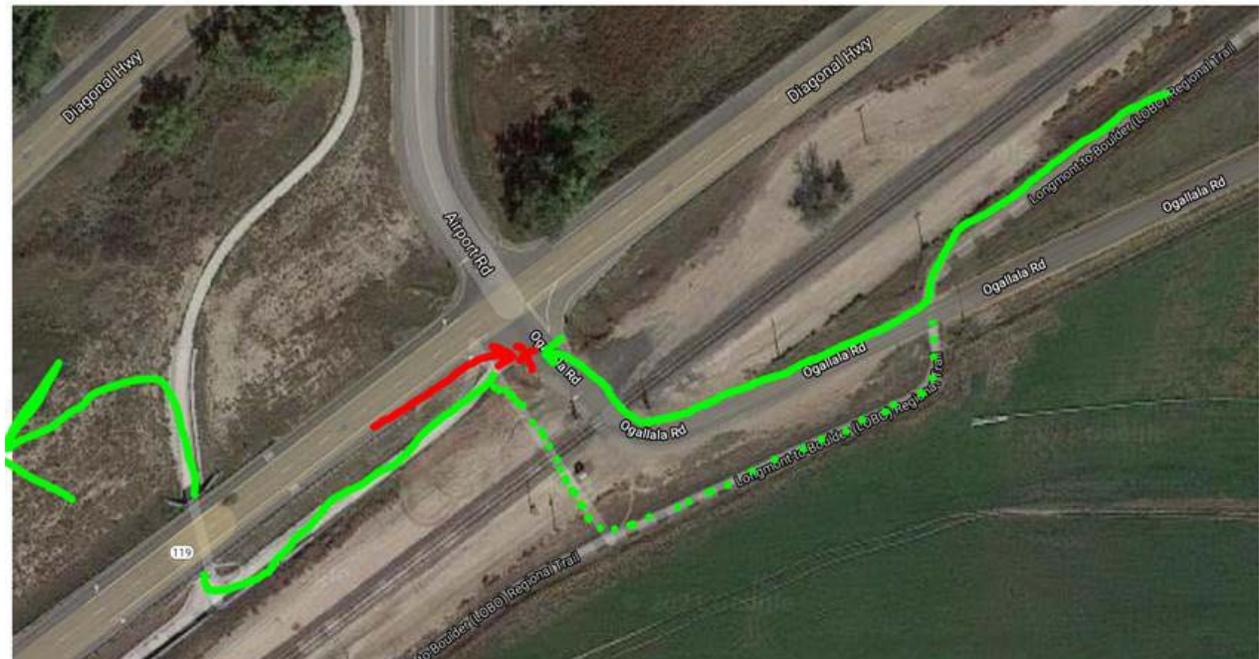
Visuals/ Images:

CO 119 and CO 52



CO 119 and Airport Rd/Ogallala Rd

Currently, the legal option (solid green) is creates a head-on crash risk between SB bikes and northbound traffic turning right (red line) from CO 119 to Ogallala. The safer illegal version (dashed green) requires trail users to trespass across the railroad tracks outside of an official crossing. A safe and legal bike/ped RR crossing would be designed for this location.



Project Sponsor: Boulder County

Project Title: CO 119 Commuter Bikeway Segments

Project Phases: Construction

Background/ Project Justification:

CO 119 is the primary connection between Boulder and Longmont, which together make up about 2/3 of the total population of Boulder County. However, this connection has no safe, direct, comfortable and appealing bicycle facility, and has the second highest number of bicycle and pedestrian crashes in unincorporated Boulder County. To improve safety and encourage the use of active modes, the Boulder County Transportation Master Plan identified a separated Commuter Bikeway for this corridor. This facility, which will connect to CO 119 BRT stations, was re-affirmed in CDOT, RTD, City of Boulder, City of Longmont and Boulder County's shared vision for this corridor.

Project Description:

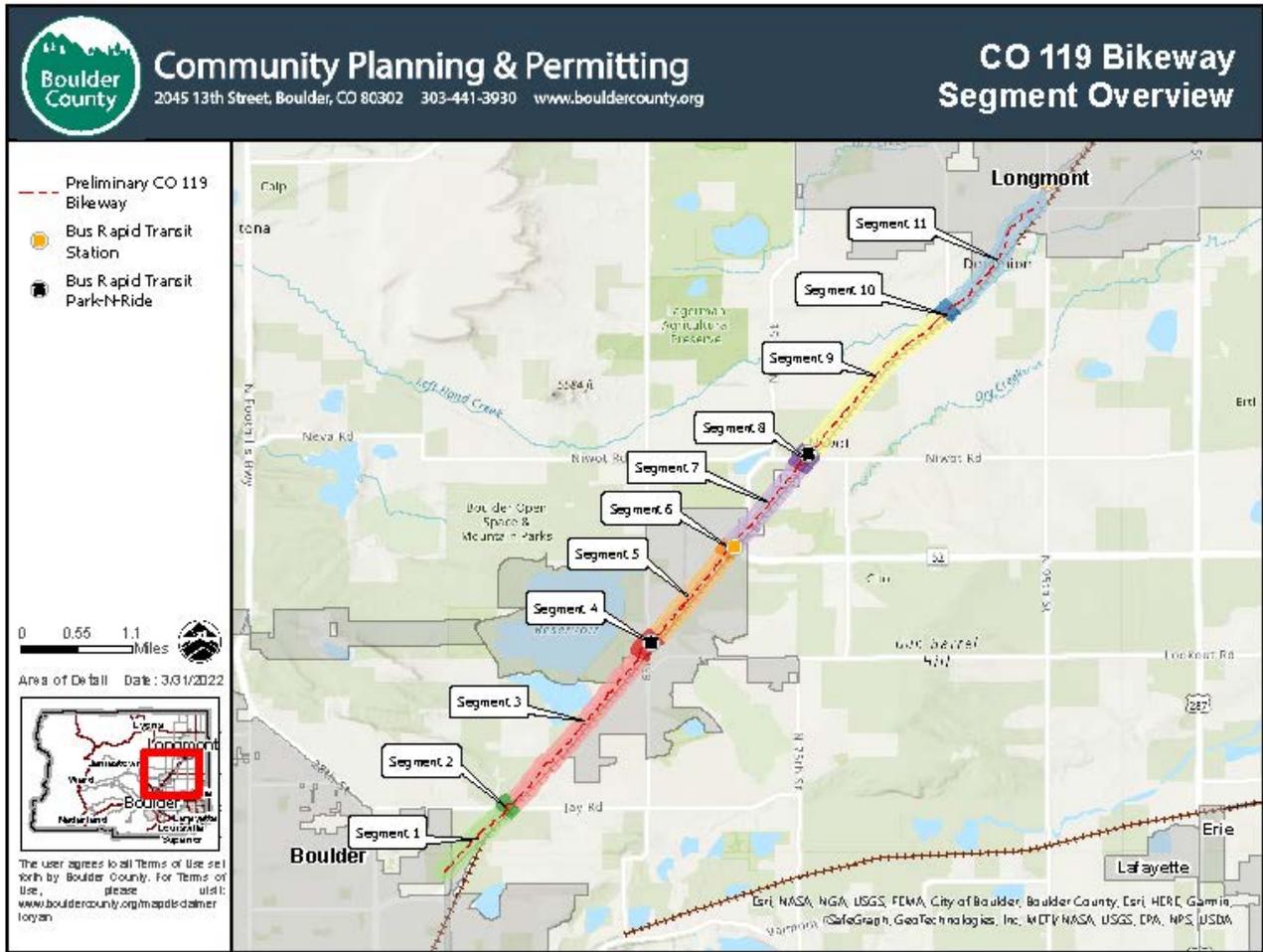
The entire 9-mile bikeway will be a 12 ft wide hard surface facility that will be maintained and plowed for year-round use. We are seeking feedback on which segment(s) of the Bikeway would be most competitive for Subregional funding in Call #2. We have identified the following currently unfunded high priority segments for a potential Call #2 TIP application:

| CO 119 Bikeway Segment | Estimated Cost |
|--|-----------------------|
| Segment 1 - Foothills to South of Jay Road | \$6.2M |
| Segment 3 - North of Jay Road to 63rd | \$4.6M |
| Segment 5- North of 63rd to South of CO 52 | \$2.5M |
| Segment 7- North of CO 52 to South of Niwot | \$1.5M |
| Segment 9- North of Niwot to South of Airport | \$4.3M |
| Segment 11- North of Airport to South of Hover | \$5.6M |

The budget below is a \$5 million placeholder budget and will be adjusted based on actual segment(s).

| Funding Breakdown in \$1,000s (by program year)¹ | | | | |
|--|----------------|----------------|----------------|--------------|
| | FY 2023 | FY 2024 | FY 2025 | Total |
| DRCOG Requested Funds | \$ | \$4,490 | \$ | \$4,490 |
| CDOT or RTD Supplied Funds² | \$ | \$255 | \$ | \$255 |
| Local Funds (Boulder County) | \$ | \$255 | | \$255 |
| Total Funding | \$ | \$5,000 | \$ | \$5,000 |

Project Location/ Map:

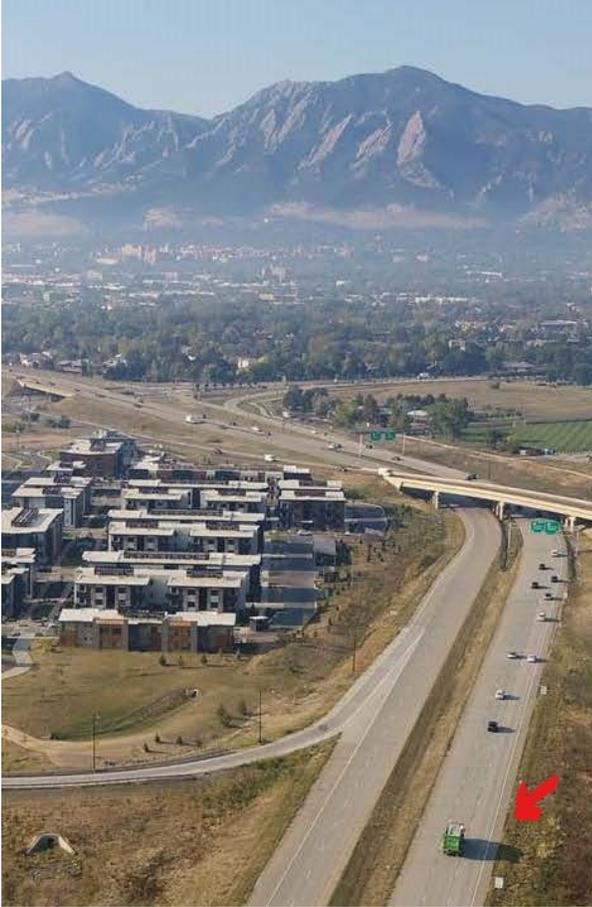


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Visuals/ Images:

See [Concept Design Validation](#)

Currently, cyclists on CO 119 use the shoulder along the highway, where vehicles are traveling at 55 miles per hour or more (see red arrow in left photo below indicating the current shoulder). The CO 119 Bikeway would provide a facility that is physically separated from the vehicle traffic.



Project Sponsor: Boulder County

Project Title: CO 93 Separated Bikeway feasibility Study

Project Phases: Feasibility Study

Background/ Project Justification: CO 93 is the only direct bicycling connection between Boulder and Jefferson Counties, however, the road is a high speed, high volume road and a very high stress bicycle route where only most fearless cyclist will ride.

This same road corridor is a critical section for the Colorado Front Range Trail (CFRT). The gap section in Boulder County directly adjacent to Jefferson County along CO 93 has been listed as a [High Priority Section by Colorado Parks and Wildlife](#). The goal of the CFRT is to create a multimodal 876-mile-long trail along the Front Range of Colorado. Ultimately connecting Wyoming to New Mexico, this trail was initiated in 2003 by Colorado Parks and Wildlife with the support of communities, stakeholders, and Colorado citizens. Named one of the most critical trail projects in 2016, the CFRT will help to fulfill the Colorado the Beautiful Initiative where every Coloradan will live within 10 minutes of a trail, park, or green space within a generation. Currently, over 270 miles of the CFRT have been completed in Colorado.

CO 93 is rated as a [CDOT bike high demand corridor](#). This project would be the first and very critical step in creating a low stress separated bikeway that would connect directly to an existing low stress bike network that runs the length of the City of Boulder and to the Jefferson County section that is [currently being examined in a feasibility study](#).

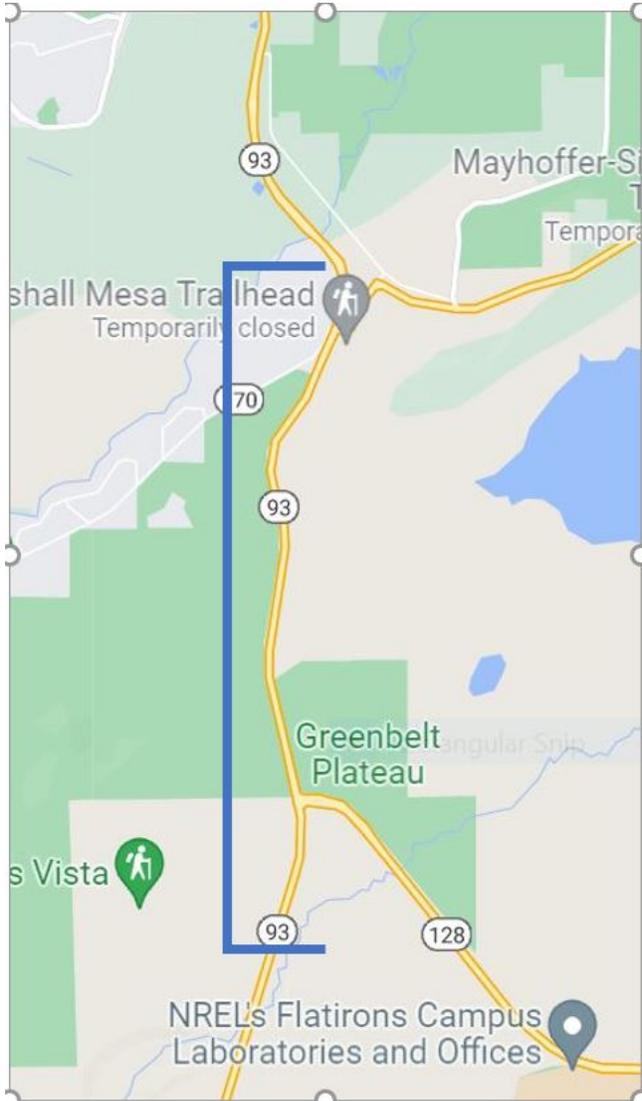
The [Boulder County Transportation Master Plan](#) (TMP) recommended a separated hard surface bikeway in this location.

Project Description:

The project is a feasibility study to identify and evaluate alternative alignments for a low stress separated hard surface bikeway on the approximately 2.7 miles of the Boulder County section of CO 93. The study extents would be CO 93 at Marshall Road in Boulder County to the Jefferson County line along CO 93.

| Funding Breakdown in \$1,000s (by program year)¹ | | | | |
|--|----------------|----------------|----------------|--------------|
| | FY 2023 | FY 2024 | FY 2025 | Total |
| DRCOG Requested Funds | \$ | \$ | \$270 | \$270 |
| CDOT or RTD Supplied Funds² | \$ | \$ | \$0 | \$0 |
| Local Funds (Funding from sources other than DRCOG, CDOT, or RTD) | \$ | \$ | \$30 | \$30 |
| Total Funding | \$ | \$ | \$300 | \$300 |

Project Location/ Map:



Project Sponsor: Boulder County

Project Title: Low Stress Cycling Facilities Study Connecting Boulder, Lafayette, and Louisville

Project Phases: Study

Background/ Project Justification:

The 7.5 mile Baseline-South Boulder Road corridor is the primary bicycling connection between Boulder, Louisville, and Lafayette. However, this connection has no safe, direct, comfortable, and appealing bicycle facility for all types of cyclists from the fearless to the interested but concerned riders. To improve safety and encourage the use of active modes, the Boulder County Transportation Master Plan (TMP) identified this corridor for expansion and enhancement of existing facilities and the addition of new facilities.

The west terminus of the project would connect to the City of Boulder’s existing low stress routes and to the planned low stress routes identified in city of Lafayette’s [Multimodal Transportation Plan](#). This project could close the low stress cycling gap between the communities and would create a low stress bike connection between City of Boulder, Louisville and Lafayette for commuters, general bike transportation and recreation.

There is a great need and demand for an east/west low stress bike route. [The County TMP survey results](#) showed a high demand for lower stress bike facilities. The Boulder County Crash Analysis Report shows bike crashes in the study corridor. Bike traffic volume counts show the corridor is already used by cyclists. This project would allow for the confident and interested but concerned cyclist to connect the communities via bicycle.

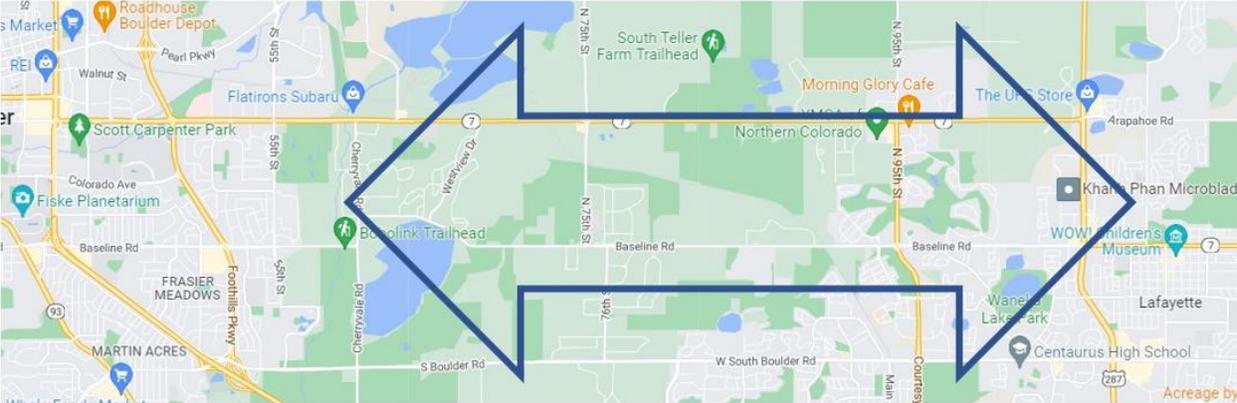
Project Description:

The project is a feasibility study to identify and evaluate alternative alignments for a lower stress bike route connection between the City of Boulder and the cities of Lafayette and Louisville. The anticipated project outcome is the identification of a preferred bikeway alignment. The County will partner with Boulder, Louisville, and Lafayette on the study.

The study extents would be approximately from Cherryvale/Baseline intersection to the western boundaries of the cities of Lafayette and Louisville.

| Funding Breakdown in \$1,000s (by program year)¹ | | | | |
|--|----------------|----------------|----------------|--------------|
| | FY 2023 | FY 2024 | FY 2025 | Total |
| DRCOG Requested Funds | \$ | \$ | \$450 | \$450 |
| CDOT or RTD Supplied Funds² | \$ | \$ | \$0 | \$0 |
| Local Funds (Funding from sources other than DRCOG, CDOT, or RTD) | \$ | \$ | \$50 | \$50 |
| Total Funding | \$ | \$ | \$500 | \$500 |

Project Location/ Map:



Project Sponsor: Boulder County

Project Title: Longmont to Boulder (LoBo) Trail–Jay Road Connection

Project Phases: Construction

Background/ Project Justification: The LoBo Trail, was determined a “first priority” project in 2003 as part of the Boulder County Regional Trails Program prioritization process, and the county has been leading the effort to complete segments of the trail ever since. The existing segments of the LoBo are used for both commuting and recreation. Not only is the LoBo Trail–Jay Rd Connection one of the final missing links in this key regional trail, but this segment would also provide Gunbarrel residents a safe off-street connection to the City of Boulder, via the Cottonwood Trail.

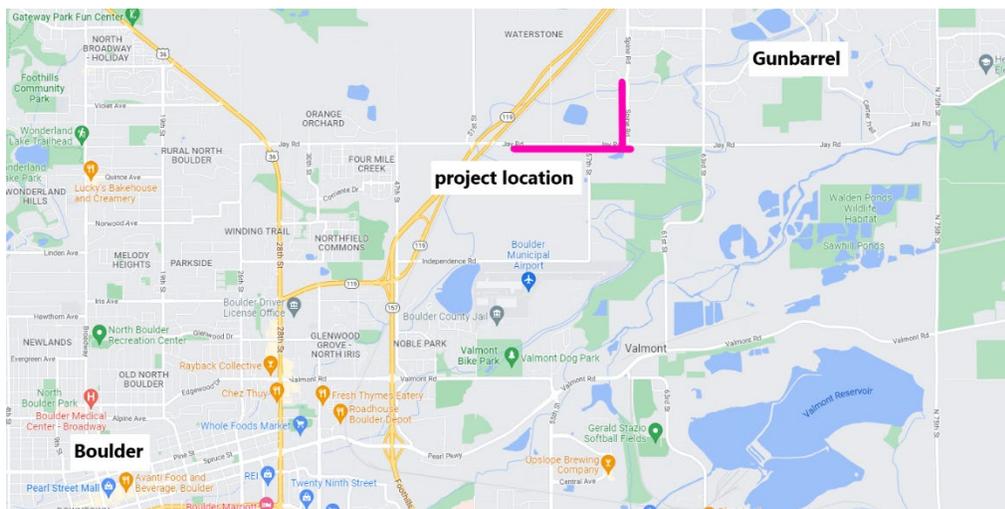
Project Description:

The LoBo Trail-Jay Rd Connection project will begin at the terminus of the Cottonwood Trail (approx. 750ft east of CO 119) 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 (approx. 200ft south of N Orchard Creek Circle). 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 5-6 transit stops along Jay and Spine
- Pedestrian/bicycle safety and accessibility improvements to the intersection of Jay and Spine

| | FY 2023 | FY 2024 | FY 2025 | Total |
|--|---------|---------|---------|----------------|
| DRCOG Requested Funds | \$ | \$1,800 | \$ | \$1,800 |
| CDOT or RTD Supplied Funds² | \$ | \$ | \$ | \$ |
| Local Funds (Funding from sources other than DRCOG, CDOT, or RTD) | \$ | \$200 | \$ | \$200 |
| Total Funding | \$ | \$2,000 | \$ | \$2,000 |

Project Location/ Map:



Project Sponsor: Boulder County

Project Title: Vision Zero Safe Routes to Schools Action Plan

Project Phases: Study/Other

Background/ Project Justification:

Boulder County’s Transportation Master Plan, Mobility And Access for All Ages and Abilities Coordinated Plan (MAAAA) and draft Vision Zero Plan all identify the need for more youth-focused transportation planning. Youth ages 18 and under are currently the largest demographic age group in Boulder County (19.4% of total population, 27.1% of households), yet very few youth-specific comprehensive transportation planning efforts have been undertaken in Boulder County to-date. As a result, when requests to fund youth transportation projects go out to the many overlapping jurisdictions involved- multiple cities and towns, county, and two school districts- these requests are often out of sync with existing Capital Improvement Programs (CIPs) or budgets and are difficult to fund. This project will address this ongoing challenge by developing a shared inter-agency action plan for youth transportation in Boulder County.

Project Description:

Phase 1: Develop an inter-agency Vision Zero SRTS 5 Year Action Plan (\$350k)

1. Determine Vision Zero and Safe Routes goals for those under age 18 in Boulder County
2. Data collection: Compile existing, collection required of additional data
3. Determine the safety, equity & public health indexes/criteria for and structure of Vision Zero Safe Routes data management system
4. Prioritize schools based on the mutually agreed upon safety, equity, and health-based criteria

Phase 2: Identify and Implement infrastructure and non-infrastructure safety improvement projects/programs via the completion of a School Transportation Safety Plan (\$600)

1. Develop a School Transportation Safety Assessment and Plan template, centering the SRTS 6 E’s: Equity, Engagement, Education, Encouragement, Engineering, and Evaluation.
2. Using the Action Plan as a road map of where to start (the ~10-15 highest need schools), complete a School Transportation Safety Plan for each specific school to identify specific safety improvement infrastructure or non-infrastructure projects and/or programs to can improve safety at that school and location.
3. Partners can then collaboratively take action to fund prioritized projects and programs at prioritized locations.

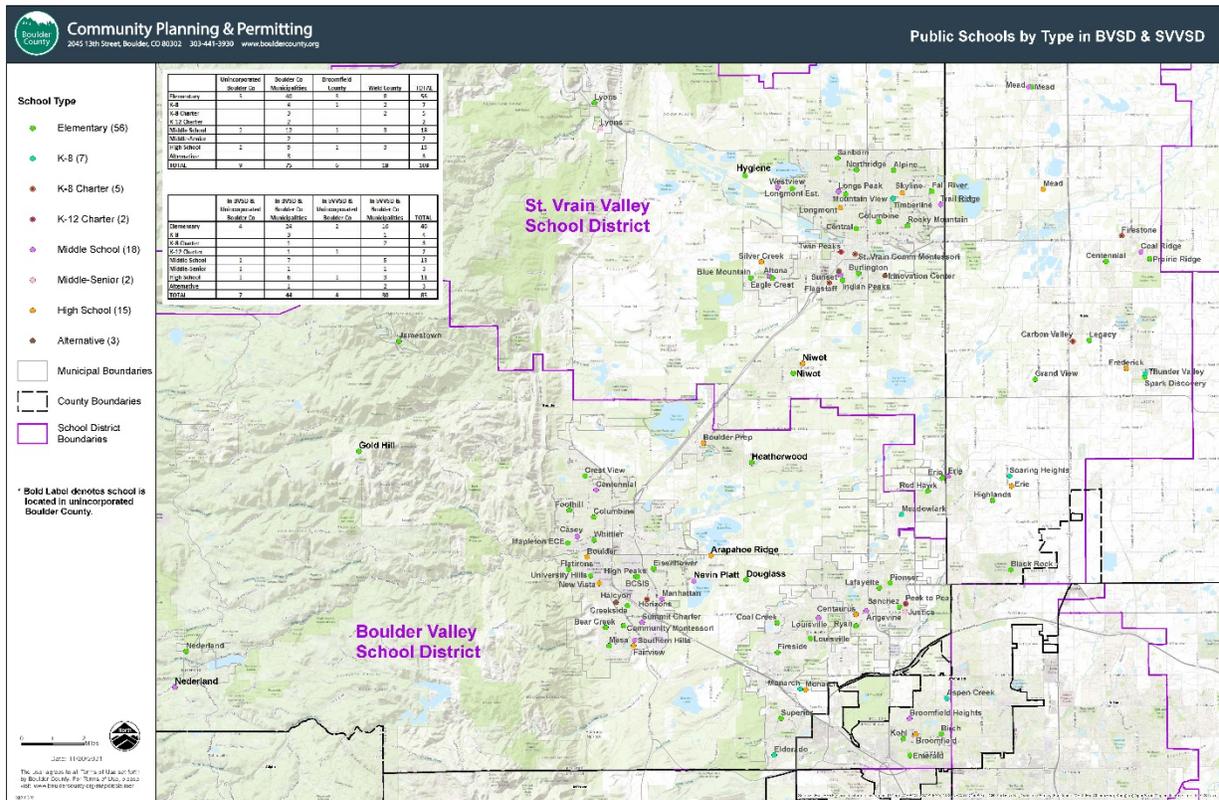
| YEAR | DESCRIPTION OF COLLABORATION | COSTS |
|--------------|--|------------------|
| 1 | Develop a 5 Year SRTS Action Plan & Data Management System with Consultant Support | \$350,000 |
| 2 | Identify and Implement Specific Safety Improvement Projects and Programs, starting with the ~10-15 prioritized highest need school locations | \$300,000 |
| 3 | Identify and Implement Specific Safety Improvement Projects and Programs, continuing through the list of the ~10-15 prioritized highest need locations | \$300,000 |
| TOTAL | (Year 2 & 3 cost are scalable, as needed) | \$950,000 |

Funding Breakdown in \$1,000s (by program year)¹

| | FY 2023 | FY 2024 | FY 2025 | Total |
|--|--------------|--------------|--------------|--------------|
| DRCOG Requested Funds | \$315 | \$270 | \$270 | \$855 |
| CDOT or RTD Supplied Funds² | \$ | \$ | \$ | \$ |
| Local Funds (Funding from sources other than DRCOG, CDOT, or RTD) | \$35 | \$30 | \$30 | \$95 |
| Total Funding | \$350 | \$300 | \$300 | \$950 |

Project Location/ Map: All K-12 Public & Charter Schools (~84) operated by BVSD and SVVSD including schools in both unincorporated Boulder County and those within incorporated areas. If we were to include the schools which cross into Weld and Broomfield Counties, it's an additional 24 schools.

The shared data in the maps below would be combined with other municipality's map data, including high injury network crash data, and used to help produce a prioritized rank order for school assessments.

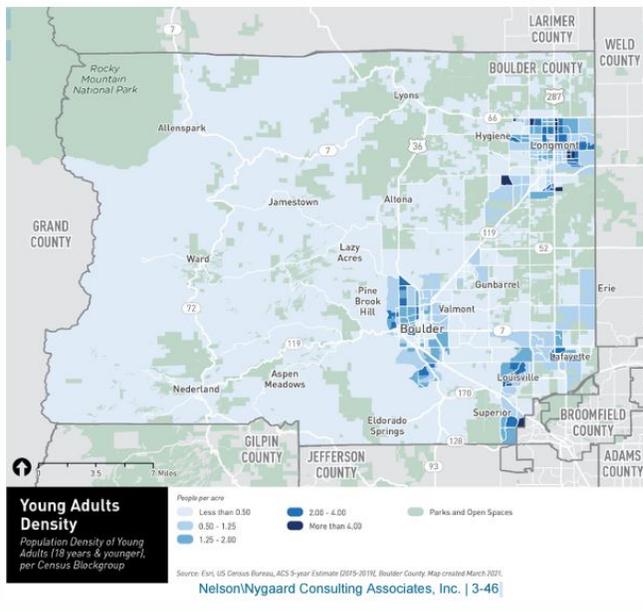


Visuals/ Images:

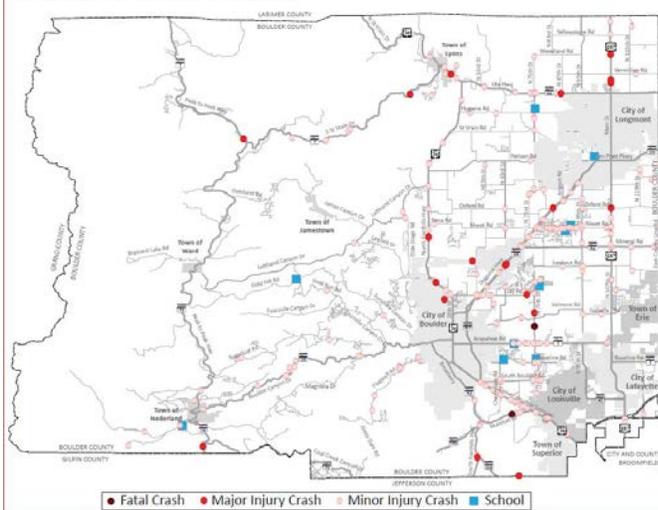
Example Safe Routes to Schools Action Plan that lives within their Vision Zero Program from Denver's Department of Transportation & Infrastructure (DOTI):

| | | |
|--|---|--|
| | | |
| <p>DOTI's Safe Routes to Schools Action Plan</p> | <p>DOTI's Safe Routes to School Prioritization Matrix + Methodology</p> | <p>DOTI's Safe Routes to Schools Action Plan's Story Map</p> |

Figure 3-17 Population Density of Youth (18 and under) - Countywide



All Injury-Fatality Crashes Involving a 15-18 Year Old Motorist in Unincorporated Boulder County & Mountain Towns, 2009 to 2018, by Severity



Project Sponsor: Boulder County

Project Title: Mountain Area Demand-Responsive Transit Service

Project Phases: Bus Service

Background/ Project Justification:

Boulder County is committed to improving mobility to, from, and in the mountain communities, especially for the residents who need to travel to larger communities for services and basic needs. Currently, three mountain towns have access to transportation options to the valley: Nederland, Gold Hill, and Lyons.

The Peak-to-Peak Housing and Human Services Alliance Mountain Mobility Working Group is working with Via Mobility Services to launch an on-demand pilot program in the Peak to Peak region from Lyons to Gilpin County in May 2022. For 2022, Via Mobility Services applied for and received \$40,000 Federal Transit Administration (FTA) 5311 funds for rural public transportation and Mobility for All and Emergency Family Assistance Association are contributing \$20,000 local funds. This service will use the spare bus for the Gold Hill Climb service, is currently limited to 750 service hours and will provide much needed demand-response and deviated fixed-route service in unincorporated Boulder County.

This project aligns with the goals and strategies of the [Boulder County Transportation Master Plan](#) (Strategy 5 – Mountain Area Connections), [Mobility and Access for All Ages and Abilities Plan](#), and the findings of the [2019 Aging in Boulder County Report](#). This project is a mobility solution tailored to the unique needs of the county's mountain communities.

Project Description:

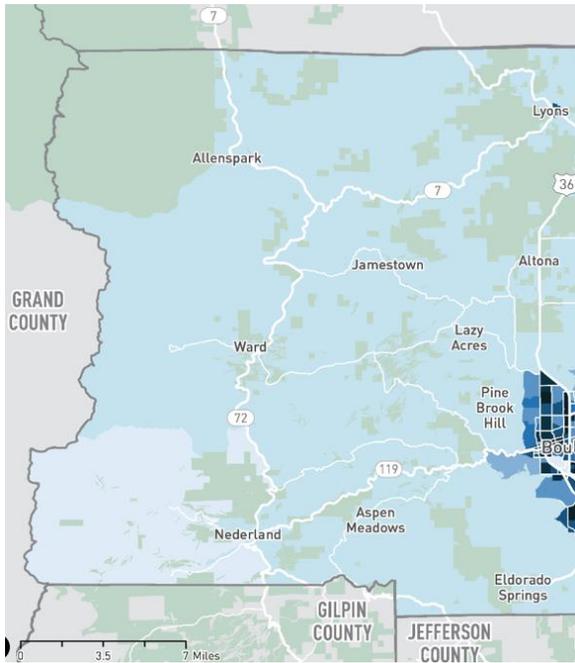
This project is a demand-response and deviated fixed-route bus service between communities that do not currently have access to other transportation options. It would provide access to essential human services transportation to the unincorporated communities of Allenspark, Gold Hill, Jamestown, Lyons, Nederland, Ward, and surrounding areas. We have not secured FTA 5311 funds for future years.

Via estimated that the total operating cost to provide service in the Peak to Peak region would be \$213,750 for 2,250 service hours (7 hours a day, 5 days a week, \$95/hr). We have added an estimated 4% increase in operating costs annually. Hours include 45 minutes for pre- and post-trip inspections daily. The stop locations outlined in the Memorandum of Understanding between Nederland Food Pantry and Via Mobility Services include the following destinations: Food Pantries, Grocery Stores, Clothing Closet, Basic Needs Assistance Offices, Physical Fitness Centers, Schools, Post Offices, and the future Clinica Medical Facility in Nederland.

We are seeking feedback on how to improve the project proposal to be most competitive for the Subregional Call #2 funding.

| Funding Breakdown in \$1,000s (by program year) ¹ | | | | |
|---|--------------|--------------|--------------|--------------|
| | FY 2023 | FY 2024 | FY 2025 | Total |
| DRCOG Requested Funds | \$192 | \$200 | \$208 | \$600 |
| CDOT or RTD Supplied Funds ² | \$ | \$ | \$ | \$ |
| Local Funds (Funding from sources other than DRCOG, CDOT, or RTD) | \$22 | \$23 | \$24 | \$69 |
| Total Funding | \$214 | \$223 | \$232 | \$669 |

Project Location/ Map:



Visuals/ Images:



Representatives from human services organizations who serve the Peak to Peak community, coming together to identify needs, expand and enhance services, and promote inter-agency collaboration.

P2P Housing and Human Services Alliance
www.p2phhs.org
 303-378-8033

Project Sponsor: Boulder County

Project Title: Southeast Boulder County Flex Ride Service

Project Phases: Bus Service

Background/ Project Justification:

This project proposal is for the operating costs to add a 5th vehicle to Southeast Boulder County on-demand services. Boulder County partners with the City of Lafayette to offer the highly successful Ride Free Lafayette (RFL) on-demand transit service, which is currently funded using DRCOG Human Services Transportation Set Aside funds. Ridership has consistently grown and is now the 4th highest performing service when compared with all RTD’s 23 FlexRide services district-wide. RTD operates two RTD Flex Ride on-demand transit services in Southeast Boulder County – Louisville and Superior.

Immediately following the Marshall Fire, RTD and Boulder County created a unified East Boulder County on demand service area by combining RFL (2 cutaway buses) and the two RTD Flex Ride services (2 cutaway buses) to allow Superior and Louisville residents who were displaced by the Marshall Fire and living or working in different areas to better access the Disaster Assistance Center in Lafayette. This brief pilot demonstrated the need for cross-jurisdictional transportation in Southeast Boulder County and revealed the limitations of the Pantonium software used by RFL, which was unable to decline rides or limit the time between individual passenger trip requests. These two software limitations will need to be addressed to create a successful cross-jurisdictional service with RTD FlexRide.

This project aligns with the goals and strategies of the [Boulder County Transportation Master Plan](#) and [Mobility and Access for All Ages and Abilities Plan](#).

Project Description:

Boulder County would like to build upon the success of RFL and add a 3rd vehicle to the demand-response service that will be able to cross municipal boundaries and purchase the TransDemand software used by RTD FlexRide to improve mobility for Southeast Boulder County residents. Our funding assumption is that the service will cost \$120/service hour in the first year. Hours of operation: Monday – Sunday and Holidays, 7:00 a.m. to 8:00 p.m. (5,110 service hours/year). For this project we are proposing the following costs with the assumption that operating costs have a 4% annual increase:

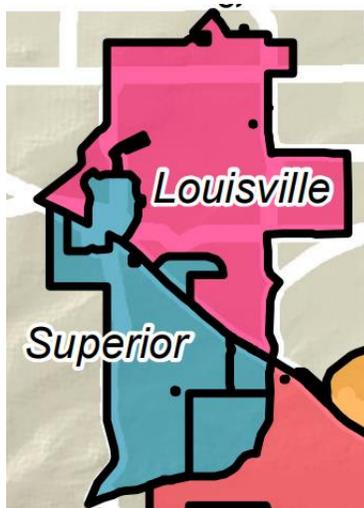
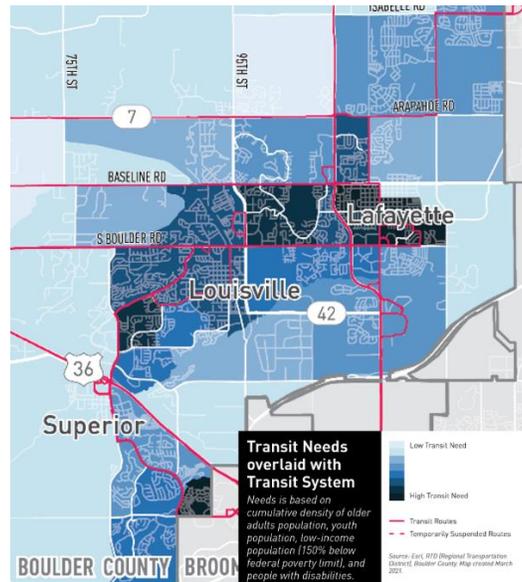
- FY 2023
 - Capital Project - Software: \$100,000
 - Operating: \$613,200
- FY 2024
 - Operating: \$637,728
- FY 2025
 - Operating: \$663,237

We are seeking feedback on how to improve the project proposal to be most competitive for the Subregional Call #2 funding.

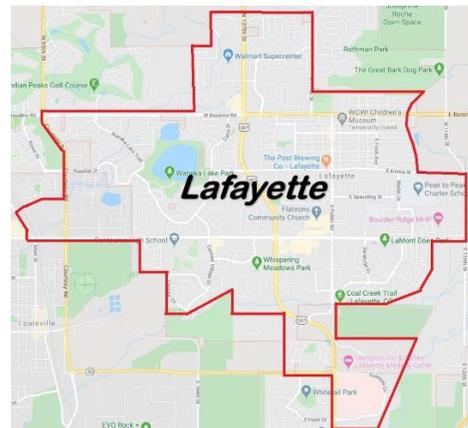
| Funding Breakdown in \$1,000s (by program year)¹ | | | | |
|--|----------------|----------------|----------------|----------------|
| | FY 2023 | FY 2024 | FY 2025 | Total |
| DRCOG Requested Funds | \$641 | \$573 | \$596 | \$1,810 |
| CDOT or RTD Supplied Funds² | \$ | \$ | \$ | \$ |
| Local Funds (Funding from sources other than DRCOG, CDOT, or RTD) | \$72 | \$64 | \$67 | \$204 |
| Total Funding | \$713 | \$638 | \$663 | \$2,014 |

Project Location/ Map:

Below is an East Boulder County Transit Needs Index from the 2021 Mobility and Access for All Ages and Abilities Plan, which was created to highlight the Census Block Groups with the highest proportions of these population groups (relative density).



RTD FlexRide Service Areas in East Boulder County



Ride Free Lafayette Service Area

Visuals/ Images:



RTD Louisville FlexRide



Ride Free Lafayette