

EXHIBIT A

GRANT APPLICATION CHECK LIST

MANDATORY:

- Signed letter of resolution from Governing Body
- Exhibit A - Application
- Exhibit B - Budget (Unprotected Excel CPW form)
- Environmental Forms (not required for Regional Trails Planning grants)
- Maps/Photographs/Graphics (5 page max, pdf, letter sized pages)
- Letters of Support (maximum of 5). No letters from clubs or groups specifically working on the project
- Project can be completed within 2.5 years from receiving grant
- Required MATCH funding is secured, including CASH match funds
- CPW District Wildlife Manager has been contacted and informed of construction projects by July 1st. Note that ALL projects will be reviewed by CPW for wildlife impacts
- (Construction only) Project area is owned by public land agency or has easement that designates the area to be open to public outdoor recreation for at least 25 years
- (Construction Only) Formal Environmental Assessment (EA) or NEPA has been completed with final approval for the project area (federal lands only).

ADDITIONAL PROJECT HIGHLIGHTS:

- Youth Corps or youth organization will be used on the project (name of organization)
- Volunteers will be utilized on the project (name organization)



**City of Boulder
Office of the City Manager**

July 18, 2018

Colorado Parks and Wildlife Division Trails Program
13787 U.S. Hwy 85 N.
Littleton, CO 80125

**Re: 2018 Colorado the Beautiful Grant Opportunity
Airport Blvd to Andrus Road Multi-Use Path**

To Whom It May Concern:

Attached you will find an application for the 2018 Colorado the Beautiful trail construction grant program. The City of Boulder is applying for funds to construct a multi-use path that will improve connectivity from the core of the city with the Gunbarrel neighborhood by building a link from Airport Boulevard to Andrus Road. This is an important link has been in planning and design and will be ready for construction in 2019. This path is the first of three planned paths between the city and Gunbarrel that will provide greater travel mobility, safety and recreation access for the community. This grant would accelerate the rate at which these important connections can be implemented.

The Boulder Revised Code (BRC) is the charter for the municipal government of the City of Boulder, Colorado. Section 2.8.9.a of the BRC delegates contract authority from the City Council to the City Manager (see an excerpt attached to this letter). This path connection is consistent with City master plans, goals and objectives as well as community values.

As shown in the grant application, the city owns the property on which the proposed path will be constructed and will use existing transportation funds for operations and maintenance of the path. The City of Boulder has a long and successful track record in implementing complex capital projects which are in funded, in part, by leveraged grant funds. We hope that you will look favorably upon our grant application and know that the possibility of this additional funding would continue to enhance transportation and recreational opportunities for which our community is well known. Thank you for your time and consideration.

Sincerely,

Jane Brautigam
City Manager

2-8-9. - Contract Requirements.

- (a) The city manager shall execute all contracts for and on behalf of the city.
- (b) All contracts shall be approved by the city attorney before they are executed by the city manager, unless the attorney determines that it is not practical and advantageous to do so.
- (c) The city manager shall require a performance bond and a labor and material bond or equal security on all capital improvement contracts over \$50,000.00 and may require such bonds or security on capital improvement contracts under \$50,000.00.
- (d) The last payment on a capital improvement contract where the total contract amount is \$50,000.00 or more will not be made until at least ten days after a notice of intention to pay is published at least twice in a newspaper of general circulation in the city and after the city has received a release of statements of claim or liens. Claims against the contract payment shall be filed as prescribed by state law. ^[38]
- (e) The contract shall include provisions for retainage of contract sums as prescribed by state law, ^[39] and may include provisions for retainage in contracts not covered by state law.
- (f) The city may, by contract, require the contractor to waive, release or extinguish its rights to recover costs or damages, or obtain an equitable adjustment, for delays in performing such contract, if such delay is caused, in whole or in part, by acts or omissions of the city or its agents, if the contract provides that an extension of time for completion of the work is the contractor's remedy for such delay. Such a clause is valid and enforceable, any provision of state law to the contrary notwithstanding. ^[40]
- (g) The city may, by contract, require the contractor to indemnify and hold harmless the city from the city's own precedent, concurrent or subsequent negligence affecting a third party, so long as the injury or damage alleged by such third party also arose from a negligent act or omission of the contractor while working under the contract, or from a breach of the contract by the contractor. Such a clause is valid and enforceable, any provision of state law to the contrary notwithstanding. ^[41]

Ordinance Nos. 5846 (1996); 6038 (1998)

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COLORADO THE BEAUTIFUL CONSTRUCTION APPLICATION		
Applicant or Organization Name: <i>City of Boulder, Public Works Transportation Division</i>		
Mailing Address: <i>PO Box 791, Boulder, CO 80306</i>		
Applicant Lead Contact Name: <i>Gerrit Slatter, PE, PTOE</i>		Title: <i>Principal Engineer</i>
Telephone: <i>(303) 441-1978</i>	Email: <i>slatterg@bouldercolorado.gov</i>	Is this the primary contact for this grant: X YES <input type="checkbox"/> NO

OFFICIAL USE ONLY – DUNS # (IF REQUIRED):

PROJECT MANAGER (this person will have day-to-day responsibility for the project)		
Name: <i>Lindsay Merz, PE, PMP</i>		
Mailing Address: <i>PO Box 791, Boulder, CO 80306</i>		
Telephone: <i>(303) 441-1983</i>	Email: <i>merzl@bouldercolorado.gov</i>	

PRIMARY PARTNER INFORMATION (IF APPLICABLE)

Name: <i>N/A</i>		
Mailing Address:		
Partner Contact Name:		Title:
Telephone:	Email:	Is this the primary contact for this grant: <input type="checkbox"/> YES <input type="checkbox"/> NO

Project Title: <i>Andrus Road to Airport Road Multi-Use Path Project</i>	
Grant Request: <i>\$500,000</i>	Required Match: <i>\$150,000</i>
Total Project Cost: <i>\$1,342,254.55</i>	

Project Description: Please write a 3-4 paragraph description of your project and the expected accomplishments. Be sure to include Who, What, When, and Where.) **This is your scope of work.** (This section is not the place to talk about the project background, the benefits, the funding, or anything other than the actual work to be accomplished. Please address this information in question #1 of the Selection Criteria.)

WHO? Who will complete the work and who will oversee the project? Provide a description of your community or organization, highlighting its mission and purpose.

WHAT? Explain what you are going to do or accomplish. What is the goal or the reason for your project? Break down the project into a list of specific activities to be completed. These should be quantifiable items that correspond to the categories on your budget page. Include quantity or quality as part of your description of work to be performed. How long? How many? How many feet? How many miles? What materials will be used? Is a specific standard or guideline being used?

WHERE? Explain in detail the location of your project. Where is the project located? What county? What National Forest/ BLM Field Office? Provide the names of the trail(s) or trail system and where the work will be performed? What agency manages or is responsible for the land the project is on?

DEFINITIONS? Please define all acronyms and specialized terms that are used in your project description.

The Andrus Road to Airport Road Multi-Use Path project is a City of Boulder Public Works Transportation Division project that will construct a 10-foot wide, 5,200-foot (0.98 mile) long concrete multi-use path,

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install 6,000-foot of 6 strand high tensile wire fence with wooden posts on both sides of the path, construct a 40-foot long asphalt at-grade (on-street) roadway crossing with a marked crosswalk and a raised concrete median island at 61st street, and install a 60-foot long single span, prefabricated pedestrian/bicycle bridge over Fourmile Canyon Creek. The proposed path is located in the area bounded by 63rd Street and Andrus Road to the north, Airport Road to the west, and Boulder Creek to the south in Boulder County (see attachment 3: Project Site Map).

The proposed path completes a missing link between the existing 63rd Street multi-use path and the existing multi-use path at Airport Road. Currently there is not a continuous off-street multi-use path between Gunbarrel and Boulder. As a result, people travel on-street and on county roads. The project will also improve the city's system of multi-use paths and support regional bicycling travel.

Design, construction, and maintenance of the path will be completed by the City of Boulder Public Works Transportation Division with continued support and collaboration with Open Space and Mountain Parks. The project is being designed and constructed using the City of Boulder Design and Construction Standards, OSMP specifications, and CDOT standard specifications (2017).

The acronyms used throughout the application include: City of Boulder (city), City of Boulder Public Works Transportation Division (Transportation), City of Boulder Open Space and Mountain Parks (OSMP), Boulder County (county), and Transportation Master Plan (TMP).

LAND OWNERSHIP

1. Provide the name/s of the property owners: City of Boulder, Open Space & Mountain Parks; Boulder County; Ptree LLC; LRS LLC; Lakecentre Plaza LTD LLLP

2. The trail corridor is controlled by: Fee Simple Lease Easement License Right-of-Way Other:

USER INFORMATION (Please check all that apply)

<input checked="" type="checkbox"/> Hiking	<input type="checkbox"/> Motorcycling	<input type="checkbox"/> Equestrian
<input checked="" type="checkbox"/> Walking	<input type="checkbox"/> Four-Wheeling	<input checked="" type="checkbox"/> ADA Accessible
<input checked="" type="checkbox"/> Running	<input type="checkbox"/> All-Terrain Vehicle	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Skateboarding	<input type="checkbox"/> Snowmobiling	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> In-Line Skating	<input type="checkbox"/> Snowshoeing	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Biking	<input type="checkbox"/> X-Country Skiing	<input type="checkbox"/> Other

TRAIL SURFACE

<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Other
<input type="checkbox"/> Natural	<input type="checkbox"/> Crusher Fines	<input type="checkbox"/> Other

PROJECT LOCATION (For multiple project sites attach a separate list.)

Nearest Town or City: *City of Boulder*

County: *Boulder County*

Latitude & Longitude Coordinates: *40.039290, -105.211480 (location of path at 61st Street)*

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All applicants must respond to the following selection criteria questions in **nine pages or less in 12 point font with 1” page margins**. Answers can be longer than one page, as long as the total number of pages is less than or equal to nine.

This application will be scored on a 100 point basis. The maximum number of points that can be awarded for each question is shown in parentheses. Projects that make it beyond the initial review will be scored by outside reviewers, State Trails, GOCO, and DNR staff. Projects will be ranked according to reviewer and staff scores.

Failure to provide a response to any question (unless otherwise noted) will reduce your project’s score. Please read and understand all application questions prior to answering. Reference all attachments.

1. **COMMUNITY NEED: (15 points)**

Introduce the community this project will serve. Provide population and income data. Discuss the recreational interests of your community and how this project ties in to those? Provide estimates of trail usage in your community. Discuss the ways in which the community currently is or is not compensating for the lack of the proposed project components. Why does the community need this trail segment and why is it important to them? Discuss the significance of this trail segment to its users.

The city of Boulder is 25.8 square miles with 108,507 residents (per the 2016 Estimate, City of Boulder Dept of Planning, Housing and Sustainability). There are 100,148 jobs in the city, with 53% of them filled by residents and 47% by non-residents. The median household income is \$97,800. Gunbarrel is a neighborhood northeast of the city center with a population of 10,800, a significant amount of the city’s industrial land base providing 12,750 jobs, where only 5% of residents are within a ¼ mile of a bike lane or trail trailhead (2015 Boulder Valley Comprehensive Plan Update).

The proposed path completes a missing link between two existing multi-use paths. Currently, there is not a continuous off-street multi-use path between Gunbarrel and Boulder. As a result, people travel on-street and on county roads, which are not perceived as comfortable or safe by users of all ages and abilities. Public input through the project planning process has stated support and need for an off-street connection.

The Boulder community is active. To serve its community of residents, employees and visitors, Boulder has built a nationally recognized pedestrian-friendly community, earning the Gold-level Walk Friendly Community designation. Additionally, the city owns 72 square miles of open space and maintains more than 300 miles of dedicated bikeways, some of which travel through or connect to open space. In the 2012 American Community Survey, 10.5% of workers in Boulder biked to work and 4.4% walked. We anticipate a similar proportion of pedestrians and bicyclists will use the proposed path.

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The Andrus Road to Airport Road Multi-Use Path Project is one of three multimodal connections identified since 1989 as a means of providing improved bicycling and pedestrian facilities for residents, employees and visitors to the city by connecting a neighborhood in the northeast, Gunbarrel, to the city center.

- 2. SCOPE (15 points)** Describe the proposed project including the length/width of trail construction, any major components necessary to complete the trail such as under/overpasses, bridges, trail heads, etc. – describe what exactly will be built. Discuss the ownership status of the trail corridor and any easements or land acquisitions necessary to complete the proposed trail. Address each trail component separately, specifically mentioning its characteristics. If the project is intended to enhance or replace an existing trail and/or trail amenities, describe their existing state, why they are no longer acceptable, and how they arrived at the condition they're in. Discuss the significance of the trail segment to users. List each user group and estimate their percentage of overall trail use, e.g., motorized users – 20% mountain bikers – 70%, hikers – 10%) How did you arrive at those estimates? Include any site photos.

The Andrus Road to Airport Road Multi-Use Path project will construct a new 10-foot wide, 5,200-foot (0.98 mile) long concrete multi-use path, install 6,000-foot of 6 strand high tensile wire fence with wooden posts on both sides of the path, construct a 40-foot long asphalt at-grade (on-street) roadway crossing with a marked crosswalk and a raised concrete median island at 61st street, and install a 60-foot long single span, prefabricated pedestrian/bicycle bridge over Fourmile Canyon Creek. The context for the project path alignment is illustrated in the photos 1 through 10 showing the existing conditions as presented on attachment 4: Site Photos.

Approximately 4,950 feet of the total path length is located on OSMP property, 160 feet of path is located within a bike path and pedestrian easement of three private properties owned by Ptree LLC, LRS LLC, and Lakecentre Plaza LTD LLLP, respectively and 90 feet of path is on Boulder County right-of-way. The required easements have all been granted and recorded for all three private properties.

The project represents many years of successful collaboration between Transportation and OSMP, Boulder County and the public. Throughout the project planning process, the project team has sought to balance the mobility needs of the community with the environmental importance of the project area lands.

It is anticipated that approximately 90% of the path use will be by bicyclists for either commuting or recreation and 10% by pedestrians walking or hiking for recreation. These estimates are based upon modal distribution for similar existing multi-use paths in the city's system.

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- 3. TIMELINE (15 points)** List the permits, licenses, and approvals required to complete this project. For each one, discuss where you are in the process of securing it and when you anticipate securing it. For easements or land acquisitions, provide details on where you are in negotiations with the landowner. Discuss any wildlife concerns that may impact the implementation of this project. How will they be addressed? Have CPW wildlife specialists provided input or consultation on this project? Reviewers will evaluate the responses using CPW's Wildlife Assessment and the applicant's Environmental Forms.

Permits from the city, county, state and federal government are required for the project. A list of these, and their status, is listed in the table below.

The bike path and pedestrian easements needed from private property owners have been obtained. OSMP has agreed to convey to Boulder County property sufficient to construct the on-street crossing of 61st Street. This is anticipated to be finalized by end of year 2018.

Transportation staff coordinated closely with the staff from OSMP (which included their team of ecologists, biologists, and rangeland experts) to minimize impacts to wildlife, wetlands, and floodplains as verified in the attached environmental form and description. The project scope and vicinity map were submitted to CPW wildlife specialists on June 21, 2018. Wildlife specialists are reviewing this information and will provide input or consultation to the City of Boulder.

<u>Required Permits</u>	<u>Current Status</u>	<u>Timeline</u>
<i>Nationwide 404 Permit</i>	<i>Permit has not been submitted</i>	<i>Permit will be submitted in September 2018 with approval by December 2018.</i>
<i>Boulder County ROW & Crossing Permit</i>	<i>Permit not yet submitted. Permit can be submitted once the final path alignment is completed</i>	<i>Final alignment is scheduled to be completed in August 2018. Permit will be submitted in September 2018 with final approval by the end of year 2018.</i>
<i>Boulder County Building Permit</i>	<i>Permit has not submitted. Permit cannot be submitted until final plans are completed.</i>	<i>Final plans are scheduled to be complete in October 2018. building permit will be submitted in November 2018 with Approval by the end of year 2018.</i>
<i>Boulder County Floodplain Permit</i>	<i>Permit has been submitted, reviewed and ready for final approval by the County. Final approval cannot be given until the Boulder County Grading Permit is completed.</i>	<i>Boulder County Grading permit is scheduled to be complete by the end of year 2018. Final floodplain approval will be in January 2019.</i>

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<u>Required Permits</u>	<u>Current Status</u>	<u>Timeline</u>
<i>Boulder County Grading Permit</i>	<i>Permit has not submitted. Permit cannot be submitted until final plans are completed.</i>	<i>Final plans are scheduled to be complete in October 2018. Grading permit will be submitted in November 2018 with Approval by the end of year 2018.</i>
<i>Boulder County Limited Impact Special Use Permit</i>	<i>Permit has been submitted and conditional approval has been granted.</i>	<i>Final approval occurs once final design and additional roadway right-of-way is completed. Final plans and right-of-way are scheduled to be completed in October 2018 and final approval granted by the end of 2018.</i>
<i>Boulder County Oversize/ Overweight Vehicle Permit</i>	<i>Permit has not been submitted</i>	<i>Permit is required by the contractor prior to the start of construction which is scheduled for April 2019.</i>
<i>City of Boulder Wetland Permit</i>	<i>Permit has not been submitted. Permit cannot be submitted until final path alignment and profile are completed</i>	<i>Alignment and profile are scheduled to be complete in August 2018. Wetland permit will be submitted in September 2018 with Approval by November 2018.</i>
<i>Threatened and Endangered Species Clearance</i>	<i>Clearance letter has not been submitted</i>	<i>Letter will be submitted in September 2018 with clearance by January 2019.</i>
<u>Required Approvals</u>		
<i>Open Space Board of Trustees</i>	<i>Approval has been granted</i>	-
<i>County Commissioners</i>	<i>Conditional approval has been granted</i>	<i>Final approval occurs once final design and additional roadway right-of-way is completed. Final plans and right-of-way are scheduled to be completed in October 2018 and final approval granted by the end of 2018.</i>
<i>City of Boulder City Council</i>	<i>Approval has been granted</i>	-
<i>Transportation Advisory Board</i>	<i>Approval has been granted</i>	-
<i>61st St Crossing Location Approval</i>	<i>Approval has been granted</i>	-

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<i>Final Plans, Estimate, and Specification Approval</i>	<i>Approval not been received yet</i>	<i>Final plans, specification, and estimate are scheduled to be completed in October 2018 with approval by City of Boulder Transportation and OSMP staff and Boulder County staff in November 2018.</i>
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- 4. ACCESS (10 points)** Describe the larger trail network this project is a part of. How does it contribute to local, regional and/or statewide trail opportunities? Will the proposed trail(s) increase access to existing recreational, open space, and/or environmental education opportunities for youth and families? Will the project increase park, trail, or open space access for marginalized communities and/or serve communities with large prevalence of health conditions (i.e. obesity)? Which studies or community level data were used to make this determination?

The project path will link to the existing 63rd Street multi-use path at the underpass on 63rd Street, connecting residents, employees and visitors to and through open space and the city's 300 miles of bikeways and 82 miles of multi-use paths, including the South Boulder Creek Multi-Use Path and Boulder Creek Multi-Use Path, and to existing parks and recreation, including Valmont City Park and Valmont Bike Park.

While the project did not target marginalized communities or those with large prevalence of health conditions, such as obesity, providing a continuous off-street multi-use path is appropriate for use by youth and families which can encourage an active lifestyle for all members of the community.

Boulder County Transportation is completing a Rails Trails Master Plan to provide a regional off-street multi-use path between 61st St and a community 26 miles east, Erie, along an RTD rail right-of-way. The Andrus project will connect to the western terminus of the Rails Trails project via a bikeable shoulder along 61st Street.

- 5. PLANNING (10 points)** Describe any comprehensive planning efforts that this project has undertaken or has been a part of. If this project is part of an approved master plan, what priority is it given in that plan? **Public comment and involvement is mandatory for all projects.** Describe the public planning process that identified this trail as a priority. Summarize the feedback received from the public and describe the involvement of user groups and/or communities that are within the project's region. Have any potential user group conflicts been identified? If so, how will they be addressed/managed? Has this project been deemed a priority by any other agencies or given any significant designations? Has there been public opposition to the proposed project? If so, describe the opposition and what has been done to address it.

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The city has had a Transportation Master Plan (TMP) in place since 1989 to balance the provision of safe and convenient travel while minimizing auto congestion, air pollution and noise. To achieve this balance, TMP policy directions seek to increase travel choices to accommodate increased person trips in non-automotive modes while limiting the increase in single-occupant auto travel.

The project is first of three key multimodal connections identified in the 1989 TMP as a means of providing improved bicycling and pedestrian facilities for residents, employees and visitors between Gunbarrel and the city. The path will also help fulfill important OSMP and Transportation goals by providing access to nature.

The Andrus project has been designed through extensive collaboration between the city's Transportation Division and OSMP Department since 2005.

Boulder County and the public were part of the public engagement for the project beginning in fall, 2011. Engagement activities included meeting with adjacent property owners to discuss project improvements, receiving review and approval of the project by the Boulder County Commissioners, Transportation Advisory Board, City Council and the City of Boulder Open Space and Mountain Parks Board, and public information sessions including regional long-range planning and project specific outreach.

Comments received from the public supported the Andrus project, stating safety concerns for the current on-street travel routes.

“Gunbarrel has long been disconnected from the rest of the Boulder trail system. These connections are fantastic! They provide off-street biking that would allow connections to downtown. I would love to see them completed sooner!”

“Andrus to Airport Rd project opens up so many opportunities, in addition to making the essential link to Gunbarrel. . .”

“Looking forward to Andrus-->Airport connector! Absolutely amazing. Will cut 15 minutes off my commute at least.”

“I love that these projects are happening. I am however very disappointed at which the speed is happening.”

“Let's get these great projects in as quick as we can. I've been watching this since 2001, and know others have been waiting longer.”

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- 6. COLLABORATION AND MATCHING FUNDS (10 points)** Discuss partnerships established for this project and their contributions. Discuss the sources of matching funds. How much match is secured beyond the required 30%? How much of it is yet to be raised and what are your plans for raising those additional funds? Submit letters of commitment/support from landowners and/or funders as a separate attachment. Beyond these letters you may submit up to 5 letters of non-cash support.

The Andrus project has been planned in collaboration with the city's Open Space and Mountain Parks division, which manages the land on which much of the project will be built; with Boulder County, who owns the right-of-way on which an on-street crossing will be constructed; and with adjacent property owners.

The city's Transportation Fund has allocated \$530,000 to the project from the 2018 Bikeways Enhancement budget for construction of the Andrus project, which exceeds the required 30% match for this grant. An additional \$135,000 will be allocated in 2019 to that budget for the project. General city transportation funds will fulfill the balance of the project construction costs of \$177,254.55.

- 7. URGENCY AND NEED FOR FUNDS (5 points)** Briefly describe the project's urgency. Why are Colorado the Beautiful funds necessary this grant cycle? What opportunities are lost if the grant isn't awarded?

Planning and design for the Andrus project was initially scheduled to be completed in 2016. The permitting and extensive public engagement for the project consumed more time than originally scheduled. As a result, project budget earmarked for construction were used to fund the additional planning and design work. Additionally, construction cost inflation has reduced the capacity of the available budget to implement the project in a timely manner.

Without this grant funding, completion of this project, and the next two off-street multi-use path projects prioritized in the TMP, will be delayed. The result would be those who want to travel off-street between Gunbarrel and the city for recreation or commuting will not be able to do so for several more years.

- 8. MAINTENANCE (10 points)** Describe how the project will be developed, maintained, and managed for long-term sustainability. Has an Operations and Maintenance Plan been developed for the project areas? Prior to considering new trail construction, have current trail reroute options been considered for current on-the-ground unsustainable trails and trail sections in the project area? Estimate the annual costs to maintain the project. How did you derive those numbers; how do you intend to fund operations and maintenance; and who is responsible?

The project will be designed to minimize import and export of materials to the extent possible and will be constructed in concrete, which is more durable and has a longer

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service life than asphalt or gravel. The path will be maintained consistent with the operations and maintenance plan the city has for the entire multi-use path system, which includes snow removal, mowing, and routine path maintenance. The path will require an average of 2 hours per week to maintain at a cost of \$3,500 per year, paid by the city's multi-use path maintenance fund.

- 9. CONTINGENCY/ABILITY (10 points)** What other funding sources have been dedicated or are anticipated to be dedicated to this project? Will applicant and/or partner funds be lost if funds are not awarded? If you are not awarded funding, what measures will be taken to complete the project? Describe your ability to complete the specific grant transaction(s) that will be necessary to accomplish this project. Please provide examples (if any) for grant projects of similar magnitude that demonstrate your ability to manage the requested level of grant funding; including the project title, grantor, award amount and year the project was funded. Was reporting and close-out requirements completed? How well was it managed from your perspective? Will you be applying for additional funding through CPW State Trails Program in the future?

The city's Transportation Fund has allocated \$842,254.55 for construction of the Andrus project. No other funds have been applied for or have been dedicated to the project. Should this project not be awarded the grant, construction may be delayed as additional funding sources are determined to fund the \$500,000 construction cost balance.

Receiving these grant funds would allow the project to proceed according to its current schedule and would expedite the completion of the remaining two key multimodal connections identified in the 1989 TMP between Gunbarrel and the city, by reducing the fiscal draw on the city's transportation fund, which will fund these remaining path projects.

The city's Transportation Division has implemented capital improvement projects using Federal Transportation Improvement Program, Transportation Alternatives Program, Highway Safety Improvement Program and Safe Routes to School grants. The Safe Routes to School funded Hanover Multi-Use Path project, completed in 2016, was similar in scope, budget (\$270,000 award with overmatch of \$305,550) and grant to the Andrus Road to Airport Road Project. This project was well managed, celebrated by the community and completed per Colorado Department of Transportation reporting and close-out requirements.

Exhibit B
Budget Form - Project Name:

Andrus Road to Airport Road Multi-Use Path

SOURCE OF FUNDS	Date Secured				CPW Trails Grant Request [A]	Total Project Match [B]	Total Funding (\$) [C]	
CASH								
2018 Colorado the Beautiful Grant	TBD				\$ 500,000.00		\$ 500,000.00	
City of Boulder Bikeways Enhancement Budget	1/1/2018					\$ 530,000.00	\$ 530,000.00	
City of Boulder Bikeways Enhancement Budget	1/1/2019					\$ 135,000.00	\$ 135,000.00	
City of Boulder CIP Budget	1/1/2019					\$ 177,254.55	\$ 177,254.55	
IN-KIND							\$ -	
TOTAL SOURCES OF FUNDS					\$ 500,000.00	\$ 842,254.55	\$ 1,342,254.55	
USE OF FUNDS - CASH	Quantity/ Cost per Unit	Qty	Cost	Total	CPW Funds	Total Project Match (\$)	Total Funding (\$)	Balance [should be 0]
Category 1 - Contracted Services								
Engineering	80 hr x \$150/hr	80	\$ 150.00	\$ 12,000.00		\$ 12,000.00	\$ 12,000.00	0
Material Testing	130 hr x \$115/hr	130	\$ 115.00	\$ 14,950.00		\$ 14,950.00	\$ 14,950.00	0
Construction Management	800 hr x \$40/hr	800	\$ 100.00	\$ 80,000.00		\$ 80,000.00	\$ 80,000.00	0
Potholing	8 hr x \$300/hr	8	\$ 300.00	\$ 2,400.00		\$ 2,400.00	\$ 2,400.00	0
Construction Surveying	5200 lf x \$5/lf	5200	\$ 5.00	\$ 26,000.00		\$ 26,000.00	\$ 26,000.00	0
Mobilization	5200 lf x \$30/lf	5200	\$ 30.00	\$ 156,000.00		\$ 156,000.00	\$ 156,000.00	0
Sanitary Facility	1 ea x \$2700/ea	1	\$ 2,700.00	\$ 2,700.00		\$ 2,700.00	\$ 2,700.00	0
				\$ -			\$ -	0
Category 2 - Salary/Wages								
City of Boulder Staff Salary	1130 hrs x \$46/hr	1130	\$ 46.00	\$ 51,980.00		\$ 51,980.00	\$ 51,980.00	0
				\$ -			\$ -	0
				\$ -			\$ -	0
Category 3 - Materials/Tools								
Remove & Reset (click + for detail)				\$ 82,017.50	\$ -	\$ 82,017.50	\$ 82,017.50	0
Earthwork & Erosion (click + for detail)				\$ 109,198.50	\$ 13,200.00	\$ 95,998.50	\$ 109,198.50	0
Pavements & Structures (click + for detail)				\$ 636,698.55	\$ 486,800.00	\$ 149,898.55	\$ 636,698.55	0
Traffic Control Devices (click + for detail)				\$ 168,310.00	\$ -	\$ 168,310.00	\$ 168,310.00	0
				\$ -			\$ -	0
				\$ -			\$ -	0
Additional Categories								
				\$ -			\$ -	0
USE OF FUNDS - CASH SUBTOTAL					\$ 500,000.00	\$ 842,254.55	\$ 1,342,254.55	
IN-KIND	Quantity/ Cost per Unit	Qty	Cost	Total			Total Funding (\$)	Balance [should be 0]
Category 1 - Contracted Services								
				\$ -		\$ -	\$ -	0
Category 2 - Salary/Wages								
				\$ -		\$ -	\$ -	0
Category 3 - Materials/Tools								
				\$ -		\$ -	\$ -	0
Additional Categories								
				\$ -		\$ -	\$ -	0
IN-KIND SUBTOTAL					\$ -	\$ -	\$ -	
TOTAL PROJECT COST					\$ 500,000.00	\$ 842,254.55	\$ 1,342,254.55	
30% REQUIRED MATCH						\$ 150,000.00		

Non-Federal Environmental Form

ENVIRONMENTAL CHECK LIST (for projects outside of NEPA requirements) **(Construction Grants Only)**

Applicants are responsible to complete this form with local agency staff or an environmental consultant to address any environmental impacts associated with the project, including: securing all necessary permits, licenses, clearances, and environmental analysis documentation necessary to comply with local, state, or federal law. Please fill out the table below and associated narratives.

ENVIRONMENTAL CONSIDERATIONS Indicate potential for adverse impacts	NOT APPLICABLE Resource does not exist	NEGLIGIBLE IMPACTS Exists but no or negligible impacts	MINOR IMPACTS	IMPACTS EXCEED MINOR	MORE DATA NEEDED TO DETERMINE DEGREE OF IMPACT
1. Plants/fish species of special concern and habitat; state/federal listed or proposed for listing*					
2. Unique or important aquatic habitat; e.g. fish passage					
3. Water quality/quantity – surface and ground water considerations					
4. Stream flow characteristics					
5. River corridors/lakes/ponds/ seasonal water ways**					
6. Wetlands/floodplains					
7. Storm water runoff					
8. Sedimentation					
9. Disturbances to neighboring properties					
10. Soil/erosion					
11. Introduction or promotion of non-native species					
12. Environmental disturbances during construction					

*If the proposed project affects threatened or endangered species or critical habitat listed at the federal or state level, concurrence with a CPW wildlife manager or biologist is required prior to the submission of this application
 **If the proposed project lies within 200 feet of a stream, river, lake, pond, seasonal stream or reservoir, concurrence with a CPW aquatic biologist is required prior to the submission of this application

MITIGATION: Please describe how any impacts exceeding negligible will be mitigated, some considerations below:

- Alternative design or trail route system
- Seasonal Closures

Non-Federal Environmental Form

- Screening of users from wildlife area, protection of critical habitat, channeling use through less sensitive habitat areas
- Re-vegetation of disturbed areas and control of invasive species
- Management of users and related activities with signs, fencing, and education programs
- Consideration of runoff when selecting project materials, such as uncured concrete that would encourage seepage
- Comprehensive storm water runoff plan

BENEFIT: Please describe if the project will have a positive impact on wildlife and/or sensitive species; some consideration below:

- Habitat improvement such as restoration of native habitat, wetlands restoration, erosion reduction, sediment reduction, river corridor clean-up, or plantings with a diversity of species and plant types for habitat restoration, and the reduction or elimination of non-native plant species
- Education of users through environmental education programs, opportunities for “watchable wildlife,” and wildlife impact monitoring

ENVIRONMENTAL COMPLIANCE: The applicant is responsible for adhering to all applicable environmental compliance regulations including: Migratory Bird Treaty Act; concurrence with US Fish and Wildlife Service if any federally listed species of concern exist in project area; Clean Water Act section 404; US Army Corps of Engineers 404 permits; raptor buffer guidelines and incorporation of CPW recommended wildlife best management practices; CO Senate Bill 40 (33-5-101-107, CRS 1973 as amended); Colorado Historical, Prehistoric and Archeological Resources Act.

Jane S. Brautigam, City Manager, City of Boulder

Printed name of applicant:

An authorized person must sign here, such as the applicant’s executive director, county commission chairperson, or city council chairperson. Must be same person as Application Checklist.

Jane S. Brautigam

Signature of applicant

July 19, 2018

Date

approved as to form: Janet Michel, Sr. Asst. City Atty, 7-19-18

David Steinmann, President, Professional Wetlands Consulting, Inc.

Printed name, title of authority:

Agency natural resource specialist or hired consultant that completed this checklist must sign here. The applicant and title of authority must be different.

David Steinmann Digitally signed by David Steinmann
Date: 2018.07.13 09:00:09 -06'00'

7.12.2018

Signature authority:

Date

Andrus Rd to Airport Rd Multi-Use Path Project
2018 Colorado the Beautiful Grant Application
Non-Federal Environmental Form
Environmental Check List
Minor Impact Narrative – Wetlands/Floodplains

Wetlands and Floodplain impacts were avoided and minimized to the maximum extent practicable for the proposed Andrus Road to Airport Road path alignment. With extensive coordination between City of Boulder Open Space and Mountain Parks (OSMP) staff (including ecologists, biologists, and rangeland experts) and Public Works Transportation staff, an alignment was selected that avoided defined wetland areas by winding the alignment around these areas (as shown on attachment 3: Project Site Map included with the grant application). The path alignment runs along the northern border of the OSMP property to preserve sensitive environmental areas along the creek (including federally defined wetlands) and to not fragment the city's OSMP property, which will continue the agricultural leases and cattle grazing on the property. The proposed pedestrian bridge will span the wetlands located along the banks of Fourmile Canyon Creek and therefore will not have any wetland impacts.

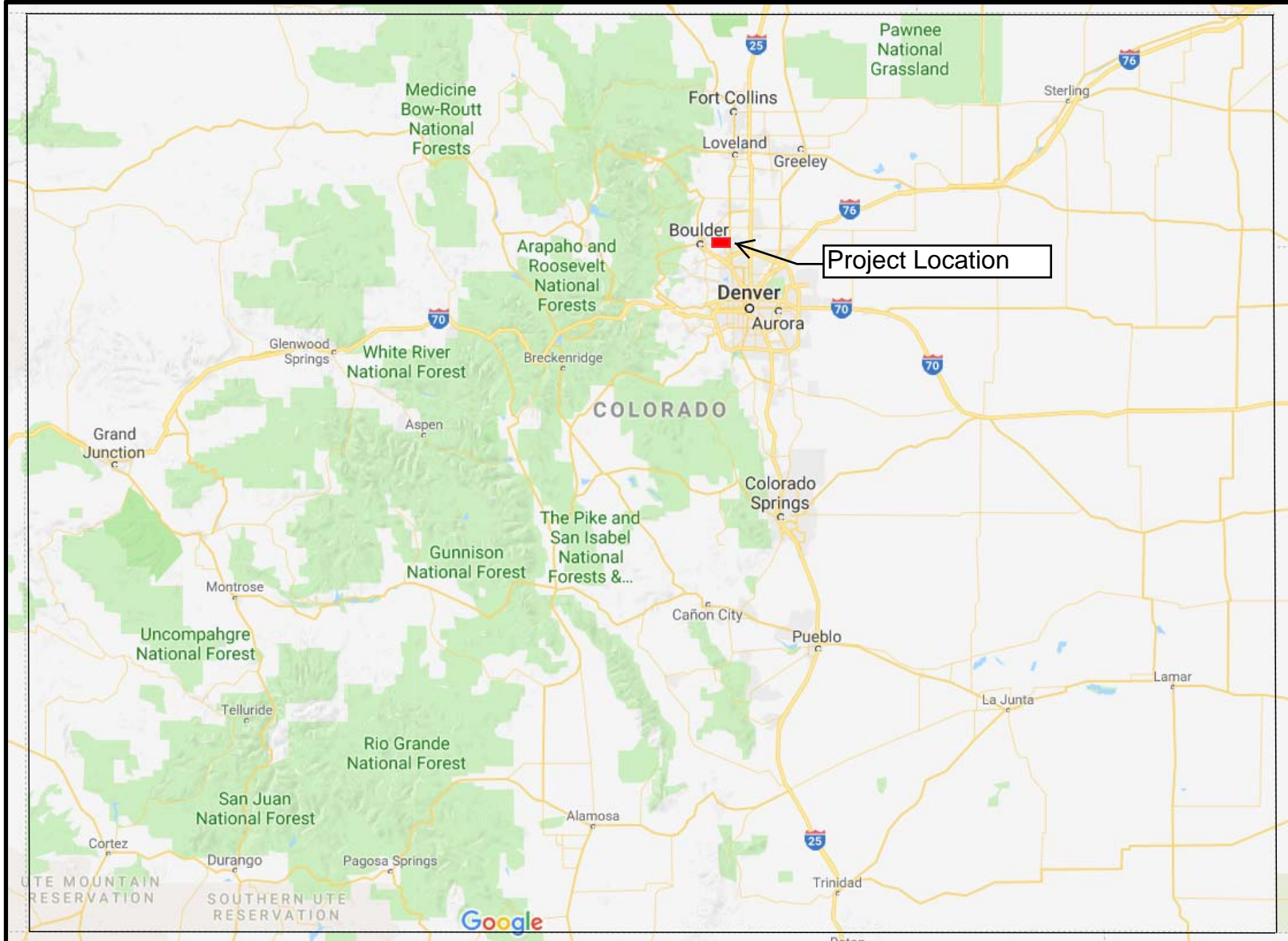
Even with the shifting of the alignment, approximately 0.05 acres of unavoidable wetlands impact will occur at low/moderate quality wetlands. The wetlands impacts will be mitigated by creating 0.05 acres of new wetlands and by restoring an additional 0.05 acres of wetlands. All temporarily disturbed areas along the path alignment will be re-vegetated using native grasses. Invasive species will be controlled. Fencing and signage will be utilized to keep path users along the designated path alignment. A comprehensive stormwater management plan is being developed as part of the final construction plans.

Portions of the proposed path alignment are located within the regulatory floodplain and floodway of Fourmile Canyon Creek and the regulatory floodplain of Boulder Creek as delineated on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM). Impacts were minimized by adjusting the alignment to minimize the length of path located within the floodplain, by matching existing ground elevations and minimizing the amount of fill required, and by designing the pedestrian bridge to span the low flow channel of Fourmile Canyon Creek and providing a minimum of 3.9 feet of freeboard above the 100-year water surface in the creek. The final hydraulic report and Floodplain permit application for the project documents the construction of the proposed trail improvements will cause no rise in the 100-year water surface elevations (WSEL) of Fourmile Canyon Creek floodway and will cause no rise in the 100-year water surface elevations on Boulder Creek.

The proposed path alignment lies within 200 feet of Fourmile Canyon Creek. Ben Swigle, the CPW aquatic biologist was contacted as required in the environmental checklist. Upon discussion with Ben, it was determined that there were no concerns with the crossing as there were no direct impacts to the creek or the banks as the bridge spans the creek and the structure is located 3.9 ft above the 100-year water surface elevation.

ATTACHMENT 1 – STATEWIDE VICINITY MAP

ANDRUS ROAD TO AIRPORT ROAD MULTI-USE PATH PROJECT
2018 COLORADO THE BEAUTIFUL GRANT APPLICATION



ATTACHMENT 2 - LOCAL VICINITY MAP

ANDRUS ROAD TO AIRPORT ROAD MULTI-USE PATH PROJECT

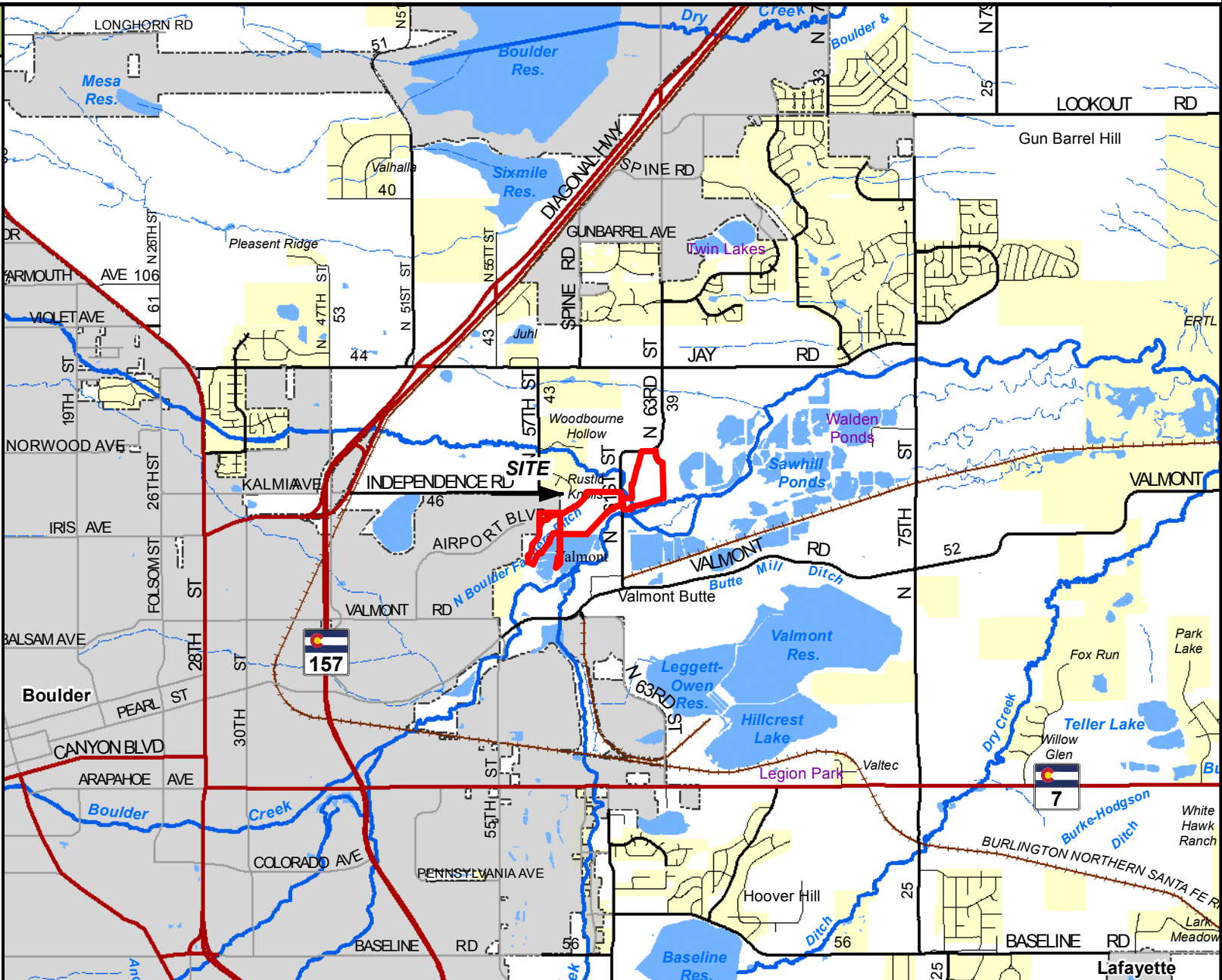
2018 COLORADO THE BEAUTIFUL GRANT APPLICATION

Legend

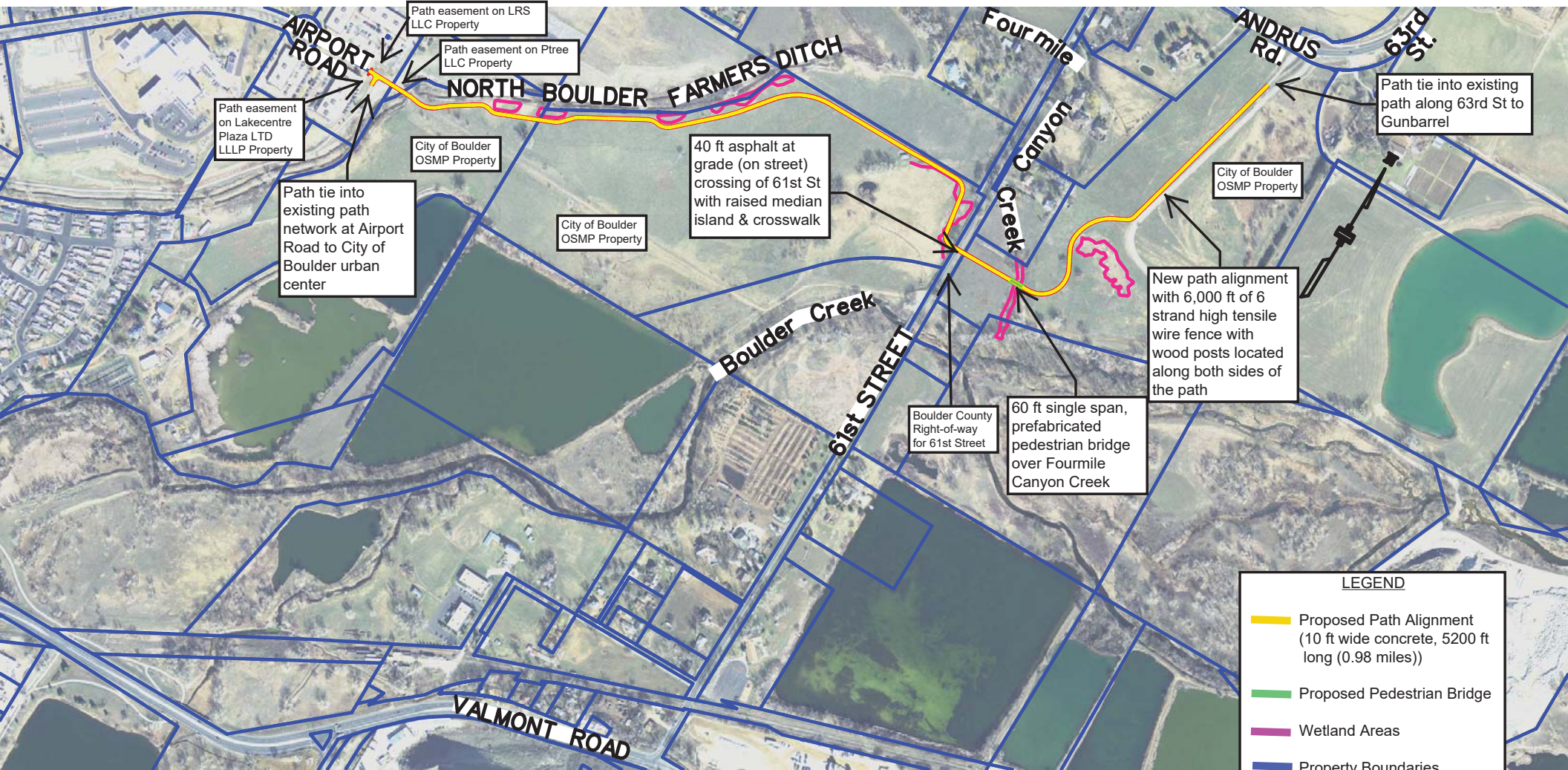
- Subject Property
- ~ Intermittent Stream
- ~ Perennial Stream
- Municipalities
- Subdivisions

Area of Detail Date: 8/4/2016

The user agrees to all Terms of Use set forth by Boulder County. For Terms of Use, please visit: www.bouldercounty.org/mapdisclaimer



ATTACHMENT 3 - PROJECT SITE MAP
ANDRUS ROAD TO AIRPORT ROAD MULTI-USE PATH PROJECT
2018 COLORADO THE BEAUTIFUL GRANT APPLICATION



Path easement on Lakecentre Plaza LTD LLLP Property

Path easement on LRS LLC Property

Path easement on Ptree LLC Property

Path tie into existing path network at Airport Road to City of Boulder urban center

City of Boulder OSMP Property

City of Boulder OSMP Property

40 ft asphalt at grade (on street) crossing of 61st St with raised median island & crosswalk

Boulder County Right-of-way for 61st Street

60 ft single span, prefabricated pedestrian bridge over Fourmile Canyon Creek

New path alignment with 6,000 ft of 6 strand high tensile wire fence with wood posts located along both sides of the path

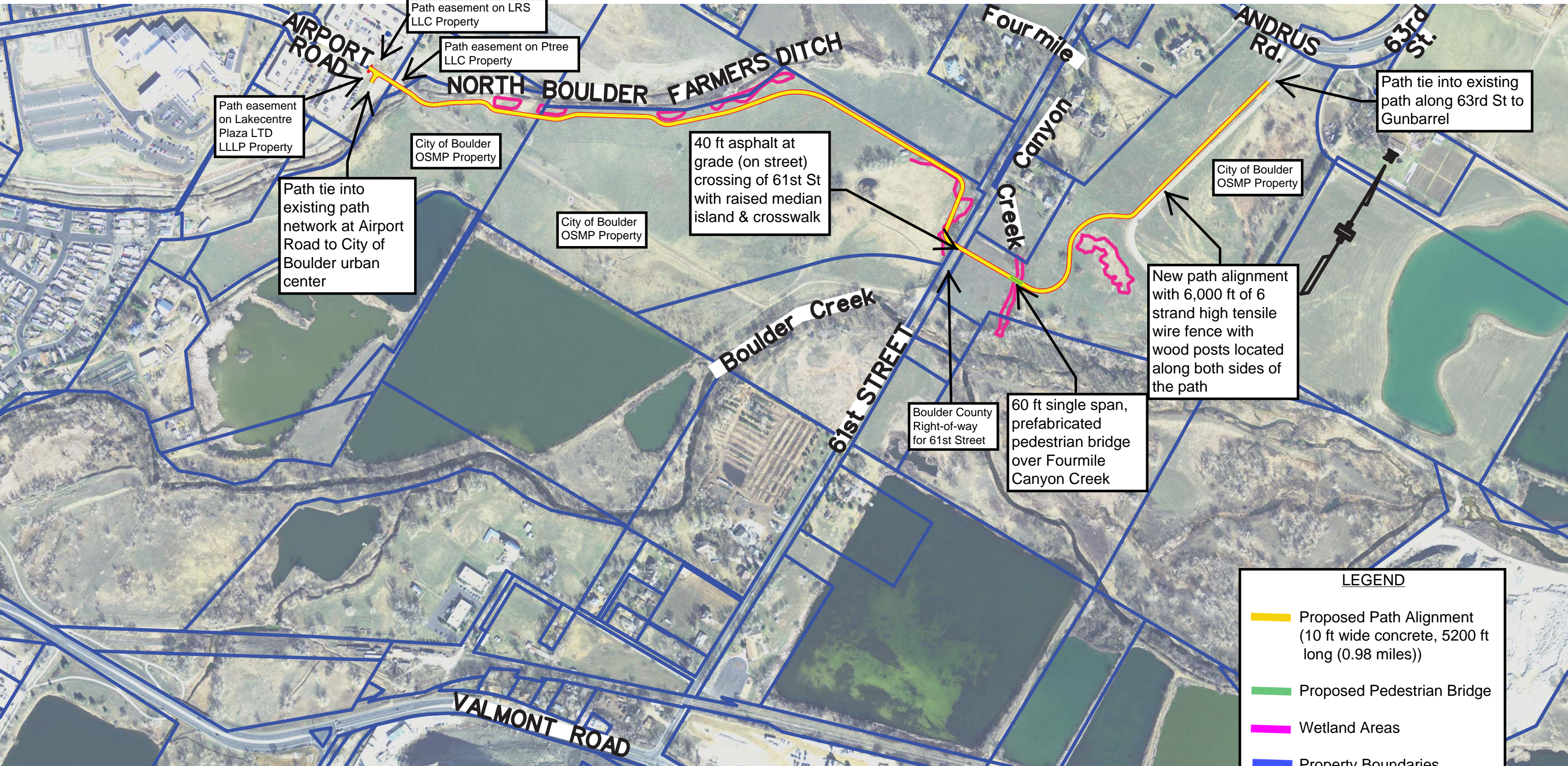
City of Boulder OSMP Property

Path tie into existing path along 63rd St to Gunbarrel

LEGEND

- Proposed Path Alignment (10 ft wide concrete, 5200 ft long (0.98 miles))
- Proposed Pedestrian Bridge
- Wetland Areas
- Property Boundaries

ATTACHMENT 3 - PROJECT SITE MAP
ANDRUS ROAD TO AIRPORT ROAD MULTI-USE PATH PROJECT
2018 COLORADO THE BEAUTIFUL GRANT APPLICATION



Path easement on Lakecentre Plaza LTD LLLP Property

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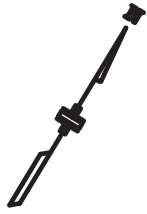
New path alignment with 6,000 ft of 6 strand high tensile wire fence with wood posts located along both sides of the path

City of Boulder OSMP Property

Path tie into existing path along 63rd St to Gunbarrel

LEGEND

- Proposed Path Alignment (10 ft wide concrete, 5200 ft long (0.98 miles))
- Proposed Pedestrian Bridge
- Wetland Areas
- Property Boundaries



LOOKING EAST



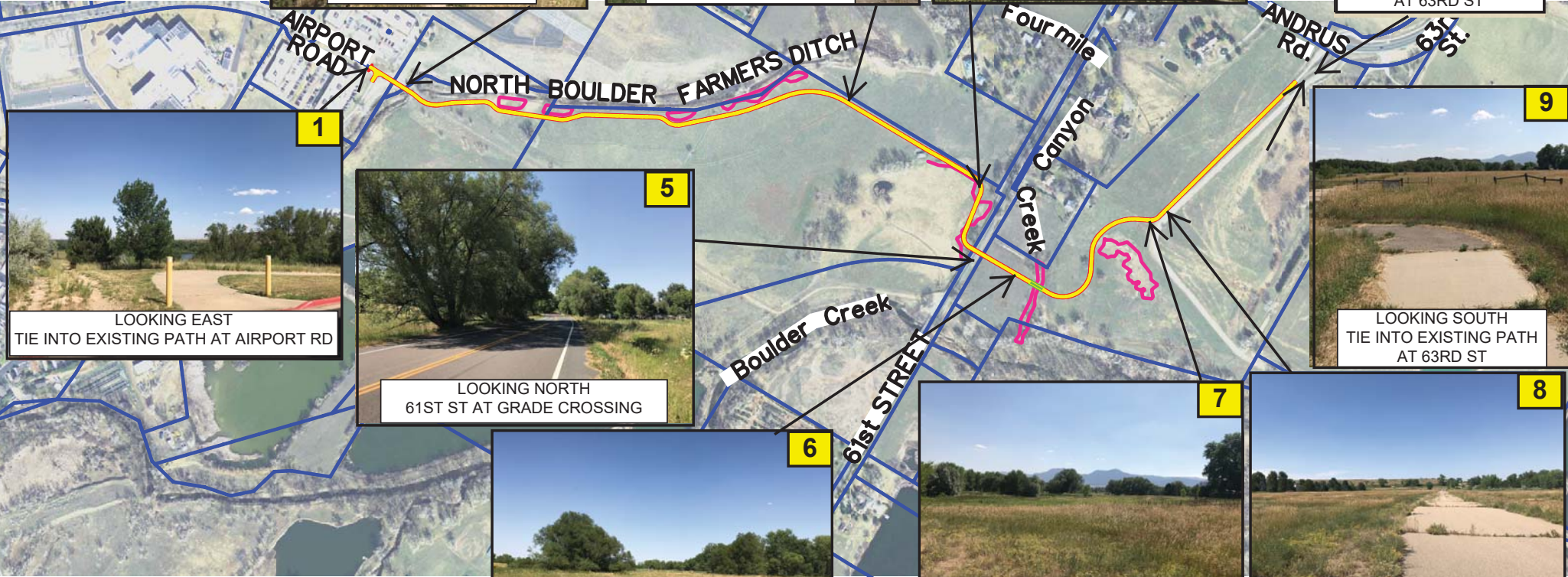
LOOKING WEST



LOOKING SOUTH



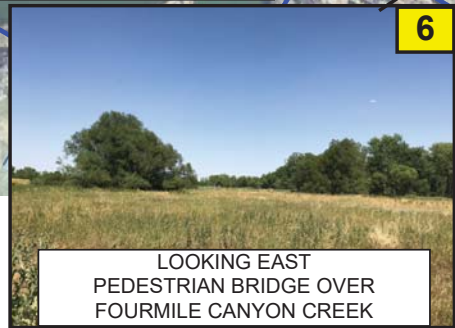
LOOKING NORTH
TIE INTO EXISTING PATH
AT 63RD ST



LOOKING EAST
TIE INTO EXISTING PATH AT AIRPORT RD



LOOKING NORTH
61ST ST AT GRADE CROSSING



LOOKING EAST
PEDESTRIAN BRIDGE OVER
FOURMILE CANYON CREEK



LOOKING SOUTH







LOOKING NORTH



LOOKING SOUTH
TIE INTO EXISTING PATH
AT 63RD ST

ATTACHMENT 4 - SITE PHOTOS
ANDRUS ROAD TO AIRPORT ROAD MULTI-USE PATH PROJECT
2018 COLORADO THE BEAUTIFUL GRANT APPLICATION

LEGEND

-  Proposed Path Alignment
-  Proposed Pedestrian Bridge
-  Wetland Areas
-  Property Boundaries



July 23, 2018

Gerrit Slatter, PE
Principal Transportation Projects Engineer
Public Works Department - City of Boulder
1101 Arapahoe Avenue, 3rd Floor
Boulder, CO 80302

RE: 2018 Colorado the Beautiful Grant Application
Airport to Andrus Multi-Use Path

Dear Mr. Slatter,

The Shared Paths Boulder organization wholeheartedly supports your grant application to the Colorado the Beautiful Grant Program for funding to construct a multi-use path from Airport Boulder to Andrus Road. As you know, this important path connection has been an important missing link in the community and has been in planning for many years. Knowing that the implementation of this path will provide greater connectivity between the central portion of the city and the Gunbarrel neighborhood as well as improve access to nature and recreational opportunities make this a great project.

The improvements to overall safety for pedestrians and bike riders cannot be overstated. We have a very active walking and cycling community that relies upon dedicated infrastructure to provide transportation choices and mobility. Many walkers and bikers in this area of the city are not well served by the existing infrastructure and this project will go a long way toward changing that condition.

Shared Paths Boulder is an organization committed to the improvement, maintenance and expansion of Boulder's multi-use path (MUP) system. These paths are intended to be used and shared by cyclists, walkers and runners, for the overall well-being and health of the community.

Sincerely,

Joseph A. Lanzoni
Gunbarrel Steward, Shared Paths Boulder



2805 WILDERNESS PLACE
SUITE 1000
BOULDER, CO 80301

COMMUNITYCYCLES.ORG

July 19, 2018

**Subject: 2018 Colorado the Beautiful Grant Application
Airport to Andrus Multi-Use Path**

Dear Mr. Slatter,

On behalf of Community Cycles, Boulder's non-profit bike shop and advocacy organization, I am sending this letter to express support for the City of Boulder proposal to construct a multi-use path on property owned by the City between Airport Boulevard and Andrus Road. This project would greatly improve safety and mobility in the northwest part of the city, providing improved off-street travel mobility for residents and travelers as well as enhanced recreational and scenic opportunities. Residents in and around the City will directly benefit from the completion of this project.

Community Cycles is confident that these improvements will better accommodate and enhance travel for residents and commuters walking and bicycling today and into the future. We are delighted to support this proposal and encourage you to fully fund it. Thank you for your consideration.

Sincerely,

Alexey Davies
Community Cycles



2590 Walnut St., Suite 77 • Denver, CO 80205 • walk2connect.com

July 24, 2018

Gerrit Slatter
City of Boulder, Colorado
Public Works Department
1101 Arapahoe Ave, 3rd Floor
Boulder, CO 80306

Dear Mr. Slatter:

As the Walk2Connect Boulder Program Director, I am happy to write in support of your Colorado the Beautiful grant application to fund development of the Andrus Road to Airport Road Multi-Use Path. This almost one-mile path segment will create a much-needed connection to paths in the Gunbarrel area and make it possible for walkers and bicyclists to more safely and conveniently access amenities in Northeast Boulder. Thank you for your great work in securing the necessary partnerships to make this long-anticipated project happen.

Besides connecting existing paths, this new multi-use path segment will also create great opportunities for residents of the communities along Airport Road to access open space, enjoy the beauty of our city's lands, develop healthy habits around walking and bicycling, and actively reach vital transportation corridors. We at Walk2Connect look forward to facilitating walks along the path and connecting neighbors to each other and the Open Space and Mountain Parks land the path traverses.

I strongly encourage the granting agency to fully fund this project, for the benefit of all.

Sincerely,

A handwritten signature in blue ink that reads "Darcy V. Kitching".

Darcy Kitching
Collaborative Storyteller
Boulder Program Director
Walk2Connect Cooperative