DRCOG Transportation Improvement Program (TIP)

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

Surface Transportation Block Grant (STBG) Project Application

APPLICATION OVERVIEW

What: The Subregional Share Call for Projects for the FY 2024-2027 TIP (Call #4)
Funding Available: $10,750,000 for this subregion and this STBG Track. In the STBG Track, funding is split fairly evenly over all four years.
Major Project Eligibility Exceptions: Transit operations projects *(Note: these types of projects are only allowed to be submitted with the AQ/MM Track)*
Call Dates: November 28, 2022 until January 27, 2023, 3 pm
Application Submittals: submit the items below online through the submittal link on the TIP Data Hub

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

Other Notable items:

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

APPLICATION FORMAT

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

Project Information

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

Evaluation Questions

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

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

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

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

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

Section B. Metro Vision Regional Transportation Plan Priorities 60%

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

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

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

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

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

Section D. Project Readiness **10%**

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

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

Project Information

1. Project Title	**CO 119 Commuter Bikeway – Niwot Road to Airport Road**
2. Project Location *Provide a map, as appropriate (see Page 1)*	Start point: CO 119: North of Niwot Road Intersection End point: CO 119: South of Airport Road Intersection OR Geographic Area: See Attachment A for project map.
3. Project Sponsor *(entity that will be financially responsible for the project)*	Boulder County

4. Project Contact Person:

Name: Stacey Proctor	Title: Boulder County Community Planning & Permitting Project Manager
Phone: 303-441-1107	Email: sproctor@bouldercounty.org

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

6. What planning document(s) identifies this project? *Provide link to document(s) and referenced page number if possible, or provide documentation in the supplement*	If this project is listed in the DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP), provide the staging period: 2020-2029	
	Local/Regional/ Subregional plan:	Planning Document Title: Boulder County Transportation Master Plan; City of Boulder Transportation Master Plan; Envision Longmont; Northwest Area Mobility Plan; CDOT 10 Year Plan (links are provided in Supplemental Materials Exhibit A) Adopting agency (local agency Council, CDOT, RTD, etc.): Boulder County Commissioners; Boulder City Council; Longmont City Council; RTD Board of Directors; CDOT Transportation Commission Provide date of adoption by council/board/commission, if applicable: 2-18-20; 9-17-19; 6-28-16; 8-14-14; December 2019
	Please describe public review/engagement to date:	During the development of the PEL, 18% of the 475 comments from the public on the proposed vision for the corridor mentioned the need for a separated bikeway on the corridor. RTD also hosted pop-up events and conducted both an on-board (the BOLT and J) survey of existing transit riders and an online survey for the general public. During the planning phase for the bikeway, three rounds of in-person meetings were held in Boulder, Longmont, and Niwot between 2017 and 2019 using both the "open house" and "public hearing" formats. We have begun additional public engagement as part of the preliminary and final design process. In 2021, the project team: • Conducted a virtual public meeting with over 130 attendees with simultaneous Spanish interpretation • Issued a survey with over 1,100 respondents • Presented to 11 advocacy organizations, special events, and businesses

		• Developed an email list for the project with over 1,100 subscribers • Created a project website as well as a project video highlighting the multimodal corridor vision for CO 119 • Created a Community Advisory Committee and a Latinx Equity Advisory Committee to provide ongoing input on the project • Presented at the Commuting Solutions Membership Meetings Since 2021, Boulder County has gathered in-depth public input from two citizen advisory committees, met with bicycle advocacy organizations and a disability rights organization, held meetings with the transportation advisory boards of Boulder and Longmont. In the summer of 2022, the project team held a virtual public meeting which over 90 people attended. Throughout the project's development, the project partners have maintained a continued social media and online presence, including a solicitation for input at any time.
	Other pertinent details:	While Boulder County is the Project Sponsor for the grant application, if awarded funds, we will partner with CDOT to manage and construct the project. CDOT has provided a letter of support/concurrence for the project along with local community partners (see Attachment C and Attachment E).

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

Phases to be included:	**Major phase milestones**:	**Anticipated completion date (based on 8/16/2023 DRCOG approval date)**: (MM/YYYY)
	☐ Preconstruction (including studies) ☒ Construction ☐ Both	
REQUIRED FOR ALL PHASES	Intergovernmental Agreement (IGA) executed with CDOT/RTD (Assumed process is 4-9 months; any work performed before execution is NOT reimbursable)	09/2023
☐Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	Enter Date
	Design scoping meeting held with CDOT (if no consultant):	Enter Date
	FIR (Field Inspection Review):	Enter Date
	FOR (Final Office Review):	Enter Date
☐Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	Enter Date
	Environmental scoping meeting held with CDOT (if no consultant):	Enter Date
☐Right-of-Way	Initial set of ROW plans submitted to CDOT:	Enter Date
	Estimated number of parcels to acquire: Enter Number	
	ROW acquisition completed:	Enter Date
☒Construction	Required clearances:	01/2024
	Project publicly advertised:	01/2024

☐Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	Enter Date
☐Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	Enter Date
☐Other Phase not Listed Describe: Describe	First invoice submitted to CDOT/RTD:	Enter Date

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

CO 119 between Longmont and Boulder is the second most travelled corridor in Boulder County. This corridor is the primary connection between Boulder County's two largest municipalities, Boulder and Longmont, which together make up about two thirds of the total population of Boulder County. Daily travel volumes demonstrate the importance of the corridor: it has the second highest travel volumes in Boulder County, behind only US 36 connecting Boulder and Denver. However, this vital link has no safe, direct, comfortable, and appealing bicycle connection.

CO 119 has the second-highest number of severe bicycle and pedestrian traffic crashes of all corridors in unincorporated Boulder County, and survey data shows that the majority of the population finds the shoulders of CO 119 too stressful to consider cycling there. With only 9 miles separating Boulder and Longmont, the corridor has a lot of untapped potential for bicycle commuting, particularly as e-bikes become more popular. The CO 119 Commuter Bikeway will provide the infrastructure needed to make the average commuter feel safe biking between Boulder and Longmont and the communities in between.

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

Roadway

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

Grade Separation

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

Regional Transit[1]

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

☒ **Safety Improvements**

Active Transportation Improvements

- ☒Bicycle Facility
- ☒Pedestrian Facility

☒ **Air Quality Improvements**

☐ **Improvements Impacting Freight**

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

- ☒Complete Streets Improvements

☐ **Study**

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

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

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

The proposed project would fund construction of approximately 2.0 miles of a planned 9.1-mile commuter bikeway along Colorado Highway 119 (CO 119) between Boulder and Longmont in Boulder County. The segment includes construction of the separated bike facility starting immediately north of the planned Niwot Road BRT station to immediately south of the Airport Road intersection. The commuter bikeway will be 12-feet wide within the median of CO 119 and will be a hard surface concrete facility that will be maintained for year-round use.

Preliminary design plans for the CO 119 Commuter Bikeway are included in Supplemental Materials Exhibit B.

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 has been previously identified in multiple planning documents including the Boulder County Transportation Master Plan (2020 Update), CDOT 10 Year Plan, DRCOG 2050 MetroVision Regional Transportation Plan, and the RTD Northwest Area Mobility Study. RTD has completed a Planning & Environmental Linkages (PEL) Study for the corridor, CDOT completed a conceptual design for the commuter bikeway, and Boulder County is currently underway with final design for the CO 119 Commuter Bikeway between CO 157 (Foothills Parkway) and Hover Street, which includes the proposed scope for this project. Boulder County completed preliminary design in June 2022 and will complete final design in 2023 which will enable CDOT to be ready to begin construction in late 2023/ early 2024.

NOTE: CDOT is in the process of getting approval to construct this project using a Construction Management/General Contractor (CMGC) delivery method. If approved the advertisement for the project would be in the 2nd quarter of 2023. Construction phasing would be determined in coordination with the contractor, but it is anticipated that the initial construction package would begin in the 4th quarter of 2023.

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

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

Smaller DRCOG funding request: This project can be completed in phases and with a smaller allocation, a smaller segment could be completed rather than the full two miles. There are two options for smaller segments, Segment A and Segment B. Segment A would span between Niwot and 83rd Street, have a distance of 1.3 miles, and the DRCOG contribution would be $1,974,000. Segment B would span between 83rd Street and Airport Road, have a distance of 0.7 miles, and the DRCOG contribution would be $1,062,000.

Outline the differences between the scope outlined above and the reduced scope: The difference in scope is the length of bikeway that could be completed. The full request would complete 2 miles of bikeway. With a reduced scope, either 1.3 miles (Segment A) or 0.7 miles (Segment B) could be completed. No other scope elements would change under these alternative funding scenarios.

Project Financial Information and Funding Request (All funding amounts in $1,000s)

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

Total amount of Subregional Share Funding Request (in $1,000's) *(Not to exceed **80% of the total project cost**)*	**$3,036**	**79.89%** **of total project cost**
Match Funds (in $1,000's) List each funding source and contribution amount.	**Contribution Amount**	**% Contribution to Overall Project Total**
Boulder County	$232	6.1%
CDOT	$532	14.0%
Click or tap here to enter text.	$Match Amount	0.0%
Click or tap here to enter text.	$Match Amount	0.0%
Click or tap here to enter text.	$Match Amount	0.0%
Click or tap here to enter text.	$Match Amount	0.0%
Total Match *(private, local, state, regional, or federal)*	**$ 764**	**20.1%**
Project Total	**$3,800**	

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

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

	FY 2024	FY 2025	FY 2026	FY 2027	Total
DRCOG Requested Funds[2]	$3,036	$Enter Amount	$Enter Amount	$Enter Amount	**$3,036**
CDOT or RTD Supplied Funds[3]	$532	$Enter Amount	$Enter Amount	$Enter Amount	**$ 532**
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	$232	$Enter Amount	$Enter Amount	$Enter Amount	**$ 232**
Total Funding	$3,800	$ 0	$ 0	$ 0	**$3,800**
Phase to be Initiated	Construction	Select Phase	Select Phase	Select Phase	
Notes:	1. Fiscal years are October 1 through September 30 (e.g., FY 2024 is October 1, 2023 through September 30, 2024). The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using a recommended 3% inflation factor. 2. For the 2024-2027 Subregional Share STBG Call, 23% of DRCOG funding is available in FY 2024, 25% in FY 2025, 26% in FY 2026, and 27% in FY 2027 3. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source.				
Affirmation:	By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair/City or County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. ☒				

Evaluation Questions

A. Subregional Impact of Proposed Project

WEIGHT **25%**

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

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

CO 119 is a vital regional transportation corridor serving the economic health of Boulder County. This corridor is the primary connection between Boulder and Longmont, Boulder County's two largest municipalities, which together make up about two thirds of the total population of Boulder County. Nine of Boulder County's 11 DRCOG-designated urban centers lie directly on the CO 119 corridor, as does the University of Colorado-Boulder, the state's largest university. In 2020, there were 57,000 households and 136,000 jobs within a 0.5 mile buffer of the full CO 119 corridor.

The annual average daily traffic (AADT) on segments of CO 119 between Boulder and Longmont is currently 40,000 daily vehicles and is forecast to rise 15% to 56,000 daily vehicles by 2040, making this the second busiest regional corridor in Boulder County, behind only US 36 connecting Boulder and Denver (see Supplemental Materials Exhibit D). The RTD BOLT route which connects Boulder and Longmont is one of the busiest bus routes in Boulder County.

Currently, the corridor has a significant barrier to the growth of active transportation modes; Boulder and Longmont are only 9 miles apart, but to many prospective bicycle commuters it appears as daunting as 999 miles due to the adjacent vehicle traffic traveling at 65+ miles per hour. This section of CO 119 has the second highest number of serious injury and fatal bike and pedestrian crashes of any corridor in unincorporated Boulder County. The CO 119 Commuter Bikeway will provide this infrastructure to encourage active transportation along the corridor and will link to local bike networks in Longmont, Boulder, and Niwot.

The municipalities of the Northwest metro area, Boulder County, CDOT, and RTD have long recognized the need for change on this corridor and have developed a vision for Bus Rapid Transit and associated operational and safety improvements, including a commuter bikeway. This corridor is the number one short-term transportation priority for Boulder County.

CDOT, RTD, Boulder County, the City of Boulder, the City of Longmont and other stakeholders have now come together to fulfill this vision. CDOT is leading the design for the "CO 119 Safety and Mobility Project," which includes roadway, bus rapid transit and safety improvements. Boulder County is leading the design for the CO 119 Commuter Bikeway, which will provide a separated multiuse path in the median of the highway for bicyclists and pedestrians. This proposed project will help complete the commuter bikeway component of the corridor vision.

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 CO 119 Commuter Bikeway will improve safety on the CO 119 corridor for people using the corridor to bike or walk. This project will complete a key segment of the commuter bikeway. The commuter bikeway will provide a safe replacement for bicycling on the existing shoulders of CO 119. The project will improve transportation safety by creating a facility that will greatly reduce the number of bicycle and pedestrian crashes on the CO 119 corridor by removing the conflicts between cyclists and motor vehicles. Physically separating the bikeway from the highway will remove the primary reason people cite for not bike commuting: fear of interacting with much faster moving motor vehicle traffic. The project will also improve transportation security by creating a facility that feels safe, comfortable, and inviting.

The bikeway will be 12-feet wide, paved, maintained year-round, and designed for all user types. The facility will also allow e-bikes, which will make biking the 9-mile distance between Longmont and Boulder feasible for more users. Recent survey results indicate that there are many people who do not currently bike CO 119, who would be likely to bike if a separated bike facility were available. For example, of the 521 respondents who currently commute along the CO 119 corridor but do not currently bike, 62% said that they would be likely or very likely to commute by bike once a bikeway facility was built.

Niwot Road to Airport Road is the most important bikeway segment of the three CO 119 bikeway segment applications submitted by Boulder County. The bikeway is currently funded between Jay Road and Niwot Road. Without this segment, the utility of the entire bikeway will be limited. While the two end segments are important for achieving the whole vision, completing the segment between Niwot Road and Airport Road will complete the connection between the two cities: to Longmont via Airport Road or the LoBo Trail and to the City of Boulder via the lower-stress routes of the buffered shoulders on Jay Road and the LoBo Trail or 47th Street.

Improving safety on the CO 119 corridor is critical to achieving Boulder County's, DRCOG's and CDOT's safety and vision zero goals. Boulder County's Traffic Crash Analysis identified this corridor as having the highest number of serious injury and fatal crashes in unincorporated Boulder County, and the second highest number of bicycle and pedestrian injury and fatal crashes in unincorporated Boulder County (see Supplemental Materials Exhibit E). CO 119 represents 12% of all Major Injury bicycle crashes (5 of 42 total) in unincorporated Boulder County from 2009 to 2018, as well as 15% of all the Minor Injury bicycle crashes (16 of 108 total). The lack of separation between cyclists and vehicular traffic, as well as high vehicular traffic volumes and speeds, creates a high-stress route for both commuter and recreational cyclists.

Improving perceived safety and comfort on the CO 119 corridor is also critical to inducing more people to walk and bike to transit stations on the corridor, and to travel by bicycle between Boulder, Niwot, and Longmont.

When people decide whether or not to travel by foot or bike, most people do not consult a crash history, but rather decide based on how a route feels. Indeed, a recent DRCOG Active Transportation Plan survey found that 70% of respondents said they would ride more if they felt safer from traffic while bicycling (Source, DRCOG, https://drcog.org/sites/default/files/resources/DRCOG_ATP.pdf).

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

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

Source: Northeastern University, https://peterfurth.sites.northeastern.edu/2014/05/21/criteria-for-level-of-traffic-stress/

With traffic volumes ranging from 30,000 to 60,000, the shoulders on CO 119 fall clearly in the LTS 4 category, meaning that only about 1% of the population is willing to ride on them. The planned commuter bikeway would provide a facility with an LTS 1 for this important corridor.

The proposed project will address both the crash history and patterns on the corridor, as well as the perception of safety by incorporating a separated bikeway, which is a proven safety countermeasure to mitigate crashes involving bicyclists or pedestrians.

Boulder County's Traffic Crash analysis identified the most common types of bicycle crashes in unincorporated Boulder County as: "Hit From Behind" (rear end), "Passing Bike," and "Right Turn Into Bike"- all crash types that can occur with bicyclists using the shoulders of CO 119. While not all of these bicycle crash types are present within the proposed project extents, a safe systems approach dictates that given the high risk for these crash types, they should be proactively mitigated instead of waiting for a crash history to materialize. A separated bikeway virtually eliminates the possibility of "Hit From Behind" and "Passing Bike" crashes. While crashes involving turning vehicles can still occur with a separated bikeway, they can be greatly reduced through the use of underpasses, which are included at major intersections along the corridor (though not included in the scope of this application).

Overall, the safety improvements included in the project scope are estimated to result in a 58% reduction in bicycle crashes within the project scope area.

Addressing the perception of safety, a separated bikeway would achieve an LTS 1 rating, and would appeal to approximately 60% of the population, a 60x increase in potential riders over the existing shoulders. Additionally, hard-surface bicycle and pedestrian facilities can be plowed and would provide users assurances that their commute will remain unimpacted by winter weather. This is particularly important to providing a year-round option as Boulder County's snowiest months (Feb-April) coincide with the second-highest season for cycling (as measured on the comparable US 36 Bikeway).

A recent community survey indicates that there are many people who do not currently bike CO 119, who would be likely to bike if a separated bike facility were available. For example, of the 521 respondents who currently commute along the CO 119 corridor but do not currently bike, 62% said that they would be likely or very likely to commute by bike once a bikeway facility was built. In addition, 25% of survey respondents anticipate using the CO 119 Bikeway at least a few times per week, with an additional 37% saying they will use the bikeway a few times per month. Finally, 23% of respondents said that they anticipate using an e-bike on the CO 119 Bikeway (see Supplemental Materials Exhibit F).

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

The proposed project will benefit multiple communities in Boulder County, including, the City of Boulder, the unincorporated and incorporated portions of Gunbarrel, the City of Longmont, and the unincorporated community of Niwot. CO 119 between Longmont and Boulder is the second most travelled corridor in Boulder County and serves residents, employees, and visitors from all across the county and beyond. However, no direct, reliable, safe, year-round bicycle facility connects these two cities, which account for two-thirds of Boulder County's population. The Commuter Bikeway will provide an option for residents and employees in these communities with a facility that encourages active transportation. Both the City of Longmont and the City of Boulder have developed multi-use paths and bike lanes connecting important destinations with the municipalities. The CO 119 Commuter Bikeway closes the gap and provides an important connection to the extensive bicycle facilities within the cities of Longmont and Boulder (see Supplemental Materials Exhibit G). Once complete, bicyclists will easily be able to go from downtown Longmont to downtown Boulder on low-stress bicycle facilities.

Geographically the CO 119 Bikeway will cross the City of Longmont, Boulder County, and the City of Boulder jurisdictions. 2019 StreetLight (a "big data" company that uses cell phone data to develop travel metrics) data analysis by Boulder County shows that the City of Longmont is the largest source of "in-commuters" to the City of Boulder (people who work in the City of Boulder but live somewhere else).

In keeping with the multi-agency benefits this project will deliver, the project's local match is being provided by CDOT ($532,000) and Boulder County ($232,000). It should also be noted that this project represents another increment towards a larger vision for the entire CO 119 corridor, with significant funding commitments from CDOT, RTD, the City of Boulder, City of Longmont, and Boulder County.

4. Disproportionately Impacted and Environmental Justice Communities

This data is available in the TIP Data Tool. *Completing the below table and referencing relevant quantitative data in your response is required.*

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

	DI & EJ Population Groups	Number within ½ mile	% of Total	Regional %
Use 2015-2019 American Community Survey Data (***In the TIP Data Tool, use a 0.5 mile buffer***)	a. Total population	6609	-	-
	b. Total households	2533	-	-
	c. Individuals of color	700	11%	33%
	d. Low-income households	90	4%	9%
	e. Individuals with limited English proficiency	13	0%	3%
	f. Adults age 65 and over	1043	16%	13%
	g. Children age 5-17	1392	21%	16%
	h. Individuals with a disability	180	3%	9%
	i. Households without a motor vehicle	12	0%	5%
	j. Households that are housing cost-burdened	469	19%	32%

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

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

The quantitative analysis shows that within the project area, 21% of residents are children ages 5-7, 16% of the residents are 65 or over, and 11% are individuals of color. In addition, while 4% of the households are low-income, 19% of the households are housing cost-burdened. As shown above, this segment has a higher proportion of adults age 65 and older and children 5-17 than the region overall. These are populations that have a higher likelihood to have mobility challenges, and the bikeway will provide an alternative to driving that is accessible for people of all ages and abilities.

After housing, transportation often accounts for the second largest share of household spending and travelling via private vehicle is an expensive way to travel. Providing mobility options will reduce the cost-of-living for residents in Boulder County, which may allow some of the project area's housing cost-burdened residents to remain in Boulder County even as housing costs continue to rise.

Using the DRCOG region average of 25.5 miles per day per person (Source: DRCOG, https://metrovision.drcog.org), and the IRS mileage rate of 59¢ per mile, individual annual transportation costs for private vehicle travel come to $4,200- $5,200 per year. By contrast, 12 months of an RTD regional monthly pass costs $2,400 per year, and the Victoria Transport Policy Institute has estimated the cost of bicycle commuting at 5-15¢ per mile, or roughly six times cheaper than motor vehicle travel. However, these cheaper modes are of little use if they are not safe and reliable.

By constructing this bikeway segment, the project will be complete between Jay Road and Airport Road, with just the two end segments remaining to complete the fully separated bikeway on the CO 119 corridor. This facility will open up bicycle travel to those who are physically capable but unwilling to bicycle on the shoulders of the existing highway unprotected from 60-70 mph vehicle traffic. A primary design goal for the CO 119 Commuter Bikeway is to design a facility that is accessible to all users, including children, people with disabilities, and older adults. By greatly improving the viability of much cheaper modes of travel, this project will support low-income households, households that are housing cost-burdened, and households without a motor vehicle by significantly reducing their annual transportation costs.

For children who are too young to drive, older adults who can no longer drive, and individuals with disabilities that prevent them from driving, this project will improve their personal mobility and provide newfound independence by making bicycling a viable option and improving access to transit.

This project will promote equity within Boulder County, a county that is becoming increasingly diverse. Latinos are the largest minority population in the county and currently have lower levels of education and are more likely to live in poverty than the population as a whole (Source: 2017-2019 Community Foundation Boulder County Trends Report- https://www.commfound.org/files/trends/TRENDS-2017-2019.pdf). According to the 2015 American Community Survey estimates, 27% of Longmont residents identify as Latino, as compared to 21% for the entire State of Colorado. Investing in this vital corridor will help connect individuals of all backgrounds with meaningful employment and higher educational opportunities allowing them to increase their ability to realize economic mobility.

5. How will this project move the subregion toward achieving the shared regional transportation outcomes established in Metro Vision in terms of…
    - Land Use, community, urban development, housing, employment? *(Improve the diversity and livability of communities. Contain urban development in locations designated for urban growth and services. Increase housing and employment in urban centers. Diversify the region's housing stock. Improve the region's competitive position.)*
        - The commuter bikeway will improve the diversity and livability of Boulder County by making it more feasible for residents without cars to live and work in Boulder, Longmont, and the communities in between. In addition to providing a safe option for active transportation along the corridor, the bikeway will connect to future BRT along the corridor. Access to transportation as well as recreational opportunities are important components of a community's livability.
        - This project additionally improves connections to numerous healthcare facilities, including Longmont United Hospital and Boulder Community Hospital. Enabling people to reach healthcare opportunities via bicycle will reduce transportation costs and allow households to re-allocate their financial resources to other needs.
        - Multimodal projects increase equity by providing mobility options for the many residents and employees of our region that cannot drive a personal car for health or financial reasons. This project improves connections to the two largest education centers in Boulder County: CU- Boulder and the Longmont campus of Front Range Community College. The CO 119 corridor is home to some of the county's largest employers including, IBM, Crocs, Inc., Intrado, and Digital Globe. The CO 119 corridor also includes a number of manufacturing facilities including Celestial Seasonings, Dynamic Design Manufacturing, and Claremont Foods. Improved multimodal connections to these employers provides employment opportunities for residents who may not have a vehicle or are unable to drive.
        - The urban centers that are connected by this project are zoned for increased job and housing density, and this project will ensure their ability to thrive by providing alternate means of travel to single occupancy vehicles, whose numbers limit economic growth in the form of traffic congestion.

    - Multimodal transportation, safety, reliability, air quality? *(Improve and expand the region's multimodal transportation system, services, and connections. Operate, manage, and maintain a safe and reliable transportation system. Improve air quality and reduce greenhouse gas emissions. Reduce the risk of hazards and their impact.)*
        - This project will complete one segment of the CO 119 Commuter Bikeway, which is a key component of the CO 119 multimodal corridor vision. Pedestrians and bicyclists travelling along the corridor and accessing the transit station at Niwot Road will see improved safety and comfort from the commuter bikeway.
        - This project will improve air quality and reduce greenhouse gas emissions by converting single occupant vehicle trips into walking, biking, and transit trips by providing safe and comfortable facilities for bicycling along the corridor or accessing transit stops.

    - Connection/accessibility to particular locations supporting healthy and active choices? *(Connect people to natural resource and recreational areas. Increase access to amenities that support healthy, active choices. Improve transportation connections to health care facilities and service providers. Improve access to opportunity.)*
        - The segment identified for this project traverses and provides connections to the City of Longmont and Boulder County open space properties and trails. Once complete, the bikeway will provide connections into local bike routes within the cities of Boulder and Longmont as well as key connections along the corridor. Providing this key segment of the bikeway along the CO 119 corridor will entice more people to travel via bicycle

between Boulder and Longmont and complete a major missing link in the DRCOG Active Transportation network.

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

- Is there a DRCOG designated urban center within ½ mile of the project limits?*
  ☐ Yes ☒ No If yes, please provide the name: Click or tap here to enter text.
- Does the project connect two or more urban centers?*
  ☒ Yes ☐ No If yes, please provide the names: 29th St. Boulder Valley Regional Center and the Twin Peaks Activity Center
- Is there a transit stop or station within ½ mile of the project limits?*
  Bus stop: ☒ Yes ☐ No If yes, how many:4
  Rail station: ☐ Yes ☒ No If yes, how many: Click or tap here to enter text.
- Is the project in a locally-defined priority growth and development area and/or an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?
  ☒ Yes ☐ No
  If yes, provide a link to the relevant planning document:
  If yes, provide how the area is defined in the relevant planning document:

Provide households and employment data*	2020	2050
Households within ½ mile	2533	3369
Jobs within ½ mile	4226	6009
Household density (per acre) within ½ mile	0.51	0.67
Job density (per acre) within ½ mile	0.77	1.11

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

The full CO 119/ US 287 corridor connects 9 of Boulder County's 11 DRCOG urban centers, although no Urban Centers are located directly along this segment.

While this project is only a portion of the full vision, once complete, the proposed CO 119 Commuter Bikeway will fill an important gap in the active transportation network between Boulder and Longmont. The bikeway will allow users to access urban centers within Longmont and Boulder by bike especially the 29th St. Boulder Valley Regional Center and the Twin Peaks Activity Center.

If awarded funding for this segment, the bikeway will be fully funded between Jay Road and Airport Road. While there are two other segments to complete the full vision of the bikeway, funding this application would allow users to go between Boulder and Longmont on low-stress/lower stress facilities. From Jay Road, users could get to the existing multiuse path system in Boulder by using the buffered shoulders on Jay Road and either the Cottonwood Trail or 47th Street. Users would also be able to access the Longmont bicycle facilities by using the Airport Road multiuse path or the LoBo Trail.

Additionally, Boulder County has Land Use-specific IGAs with the Cities of Boulder and Longmont, which channel development into urbanized areas and thereby encouraging development in support of alternative travel modes.

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

CO 119 in its existing state poses numerous barriers to access and connections between key regional destinations in Boulder and Longmont. In the peak periods, travel times are highly variable and significantly longer than during off-peak periods, and it is the highest crash corridor in unincorporated Boulder County, which greatly limits the demand for trying to access transit on the corridor via walking or biking. The fully completed bikeway project will improve access and connectivity by providing a safe biking facility with direct access to planned transit stations at 63rd Street, CO 52 and Niwot Road.

Both the City of Longmont and the City of Boulder have developed multi-use paths and bike lanes connecting to important destinations within the municipalities. The CO 119 Commuter Bikeway closes the gap and provides an important connection to the extensive bicycle facilities within the cities of Longmont and Boulder (see Supplemental Materials Exhibit G). Once complete, bicyclists will easily be able to go from downtown Longmont to downtown Boulder on low-stress bicycle facilities.

This project provides a direct connection to the City of Longmont. Several large employers are located in Longmont including Kaiser Permanente, Oracle, and GE, with IBM and the Boulder Tech Center being located directly along the corridor. The CO 119 corridor provides direct access to the four highest density employment and housing locations in Boulder County: downtown Boulder, downtown Longmont, Boulder Junction, and the University of Colorado- Boulder, the latter of which is also the largest university in the state. The corridor also provides access to the Longmont campus of Front Range Community College, which is half a mile from the northern terminus of the planned CO 119 Commuter Bikeway. CO 119 transit service also provides connections to Boulder High School, Longmont High School, and Silver Creek High School (Longmont), and will help transport high school students to and from class.

Boulder is a major hub for medical services in Boulder County and the Northwest Metro Area and Boulder County's largest shopping districts- 29th Street Mall in Boulder and Village at the Peaks in Longmont will all benefit from this project.

By improving access to downtown Boulder, CU-Boulder, and downtown Longmont, the project will improve access to the three largest cultural hubs in Boulder County, anchored by the Boulder Theater, Macky Auditorium, and the Longmont Theater Company.

B. MVRTP Priorities	WEIGHT	60%

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

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

- What modes will project improvements directly address?
  ☒Walking ☒ Bicycling ☒ Transit ☐ SOV ☐ Freight ☐ Other: Click or tap here to enter text.
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, new general purpose or managed lanes, etc.): Multiuse path with connections to transit stops
- Will the completed project be a complete street as described in the Regional Complete Streets Toolkit? This data is available in the TIP Data Tool.
  ☒ Yes ☐ No If yes, describe how it implements the Toolkit's strategies in your response.
- Does this project improve travel time reliability?
  ☒ Yes ☐ No
- Does this project improve asset management of roadway infrastructure, active transportation facilities, and/or transit facilities or vehicle fleets?
  ☒ Yes ☐ No
- Does this project implement resilient infrastructure that helps the subregion mitigate natural and/or human-made hazards?
  ☒ Yes ☐ No

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

The fully completed CO 119 Commuter Bikeway will provide a safe and accessible bike and pedestrian facility between Boulder and Longmont and the communities in between. The CO 119 Commuter Bikeway will also provide access to the three transit platforms and two Park-n-Ride facilities along the corridor.

DRCOG identifies this section of CO 119 as a Regional Connector Street, which primarily functions to "facilitate long distance trips for transit and driving." For this street typology, the Complete Streets Toolkit places high emphasis on sidewalks and pedestrian lighting, travel lanes and transit lanes and stops, with a medium emphasis on bicycle facilities. This project will provide the "bicycle facility" element outlined in the toolkit for Regional Connector roads. Other elements of the complete street will be completed as part of the CDOT and RTD Safety and Mobility project (i.e. transit signal priority, transit lanes, transit stops, medians, etc.)

Users of the bikeway will have consistent travel times throughout the day and the year. The bikeway will not be impacted by traffic congestion and will be plowed in the winter for year-round use. As e-bikes become more popular, commuters will be able to easily travel the distance between Longmont and Boulder along the bikeway.

In addition, the bikeway will provide connections to the Bus Rapid Transit system along the corridor, which will include improvements for transit travel time reliability such as Transit Signal Priority and Queue Bypass Lanes for buses.

This project will also improve asset management of active transportation facilities by replacing the existing high-stress, high-crash bicycle route (the shoulders of CO 119) with a low-stress, separated facility that meets current AASHTO and NACTO guidelines given the characteristics of CO 119. The existing shoulders provide no separation from high-speed vehicle traffic, and at intersections requires bicyclists and right turning vehicles to merge across each others' paths. Once complete, the Commuter Bikeway will address these issues.

The CO 119 Commuter Bikeway is being designed to be resilient from flooding, including designing creek crossings to pass the 100-year flood as well as installing pump systems at underpasses to ensure adequate drainage allowing for year-round use. Providing multiple options for travel is a key component to Boulder County's transportation resilience. The CO 119 Bikeway will provide an alternative transportation option during a natural or human-made disaster. In addition, the bikeway will provide access to the transit system. As in the case of many recent Boulder County disasters (2013 floods, 2016 Cold Springs Fire, and 2021 Marshall Fire), people often either lose their vehicle in a disaster, or have significant rebuilding costs that diminish their ability to afford operating and maintaining their vehicle. By providing viable alternatives to driving, this project addresses both cases. The 2019 Floodplain and Transportation Resilience Study and Action Plan identified increasing "transit service in response to economic or natural disasters" as a top recommendation to improving resilience in Boulder County. The bikeway will provide access to the transit system, which is critical during disasters.

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

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

Emissions Reduced *(kg/day)*	CO	NOx	VOCs	PM 10	CO_2e
	0.715	0.043	0.028	0.009	76.251

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

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

Providing a safe, year-round bike facility will increase the number of bicycle and pedestrian trips along the CO 119 corridor. The methodology for determining the number of new bicycle trips, and the automobile trips they would be replacing (100 trips per day), is described within the Active Transportation Section of this application. By shifting SOV trips to bicycling and walking, the proposed project will reduce VMT and SOV travel and will therefore reduce the emissions association with transportation on this corridor.

See Attachment D for the backup calculations for the above data.

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

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

- Does this project implement a portion of the regional bus rapid transit (BRT) network (as defined in the 2050 MVRTP)?*
  ☐ Yes ☒ No If yes, which specific corridor will this project focus on: Click or tap here to enter text.
- Does this project involve a regional transit planning corridor (as defined in the 2050 MVRTP)?*
  ☐ Yes ☒ No If yes, which specific corridor will this project focus on: Click or tap here to enter text.
- 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.
- Does this project add and/or improve transit access to or within a DRCOG-defined urban center?*
  ☐ Yes ☒ No

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

The CO 119 Commuter Bikeway will provide a connection to the planned Bus Rapid Transit (BRT) stations at N. 63rd St., CO 52, and Niwot Road. This segment specifically will connect to the Park-n-Ride and transit stop at Niwot Road. Similar to the US 36 Bikeway, some users may ride the entire corridor, others may use the bikeway as a way to connect to the closest transit stop. The proposed segment for this project will connect to bike and pedestrian infrastructure at the north end of the corridor and through the connection to the transit system, will also provide access to the following DRCOG-defined urban centers: Twin Peaks Activity Center, Ken Pratt Extension, CBD of Longmont, North Main Street AC, SH66 Mixed Use Corridor, 28th/30th Streets Boulder Valley Regional Center, Downtown Boulder, and University Hill. Additionally, this segment directly connects to the transit station at Niwot Road.

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

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

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

Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* *(using the 2015-2019 period – **in the TIP Data Tool, use a 0.02 mile buffer of your project**)* *NOTE: if constructing a new facility, report crashes along closest existing alternative route*		Sponsor must use industry accepted crash modification factors (CMF) or crash reduction factor (CRF) practices *(e.g., CMF Clearinghouse, NCHRP Report 617, or DiExSys methodology).*
Fatal crashes	0	
Serious Injury crashes	4	
Other Injury crashes	59	
Property Damage Only crashes	111	
Estimated reduction in crashes applicable to the project scope *(per the five-year period used above)*		Provide the methodology below:
Fatal crashes reduced	0	See below for methodology description.
Serious Injury crashes reduced	0.75	
Other Injury crashes reduced	0	
Property Damage Only crashes reduced	0	

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

Improving safety on the CO 119 corridor is critical to achieving Boulder County's, DRCOG's and CDOT's safety and vision zero goals. Boulder County's Traffic Crash Analysis identified the CO 119 corridor as a high crash corridor through multiple analyses: the highest number of serious injury and fatal crashes in unincorporated Boulder County, and the second highest number of bicycle and pedestrian injury and fatal crashes in unincorporated Boulder County (see Supplemental Materials Exhibit E). CO 119 represents 12% of all Serious Injury bicycle crashes (5 of 42 total) in unincorporated Boulder County from 2009 to 2018, as well as 15% of all the Other Injury bicycle crashes (16 of 108 total).

Improving perceived safety and comfort on the CO 119 corridor is also critical to inducing more people to walk and bike to transit stations on the corridor, and to travel by bicycle between Boulder, Niwot, and Longmont. When people decide whether or not to travel by foot or bike, most people do not consult a crash history, but rather decide based on a how a route feels. Indeed, a recent DRCOG Active Transportation Plan survey found that 70% of respondents said they would ride more if they felt safer from traffic while bicycling
(Source, DRCOG, https://drcog.org/sites/default/files/resources/DRCOG_ATP.pdf)

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

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

Source: Northeastern University, https://peterfurth.sites.northeastern.edu/2014/05/21/criteria-for-level-of-traffic-stress/

With traffic volumes ranging from 30,000 to 60,000, the shoulders on SH 119 fall clearly in the LTS 4 category, meaning that only about 1% of the population is willing to ride on them.

Addressing the perception of safety, a separated bikeway would achieve an LTS 1 rating, and would appeal to approximately 60% of the population, a substantial increase in potential riders over the existing shoulders. Additionally, hard-surface bicycle and pedestrian facilities can be plowed and would provide users assurances that their commute will remain unimpacted by winter weather. This is particularly important to providing a year-round option as Boulder County's snowiest months (Feb-April) coincide with the second-highest season for cycling (as measured on the comparable US 36 Bikeway).

Boulder County's Traffic Crash analysis identified the most common types of bicycle crashes in unincorporated Boulder County as: "Hit From Behind" (rear end), "Passing Bike," and "Right Turn Into Bike"- all crash types that can occur with bicyclists using the shoulders of CO 119 or while riding along adjacent routes. A separated bikeway virtually eliminates the possibility of "Hit From Behind" and "Passing Bike" crashes. While crashes involving turning vehicles can still occur with a separated bikeway, they can be greatly reduced through the use of underpasses and enhanced crossings along the bikeway corridor. Although not within the time-frame of the official crash data, it is important to note that a bicycle fatality occurred in this segment of the corridor in October 2021.

There were 123 crashes along CO 119 within the project area according to the DRCOG TIP Data Tool. A review of the 2015 – 2019 crash data from the DRCOG Regional Data Catalog indicated that this included 1 "Serious Injury" bicycle crash and no pedestrian crashes. FHWA estimates that bicycle lanes reduce crashes between 30% and 49% and that separate facilities can reduce crashes even further (https://safety.fhwa.dot.gov/provencountermeasures/bike-lanes.cfm). We estimated that the project will result in a 75% reduction in bicycle crashes in the project area.

However, crashes involving pedestrians or bicycles represent less than 1% of crashes within DRCOG in areas outside of any city limits, and even when overrepresented along a corridor are statistically unlikely events. While the proposed project extents represent only a portion of the overall CO 119 Bikeway project, a safe-systems approach dictates proactive mitigation given the high risk of vulnerable users rather than waiting for crashes to occur along specific sections of the CO 119 Bikeway. Under the premise that the completed bikeway will have a greater systemic benefit than the sum of its component project segments, we also evaluated this project in terms of its proportional contribution to the completed bikeway project. According to the DRCOG crash data (2015 – 2019) there were 22 bicycle crashes along the CO 119 corridor or along adjacent routes within 1-mile of CO 119 that would be impacted or mitigated by the CO 119 Bikeway project. Of the 22 bicycle crashes 1 was a fatal crash, 6 resulted in serious injuries, 14 in minor injuries, and 1 was reported as property damage only.

- There were 7 crashes along CO 119 that would be directly addressed by the bikeway project: the bikeway is expected to reduce these crashes by as much as 95%.
- There were 4 crashes involving cyclists crossing CO 119 towards the median: the intersection improvements associated with these projects are expected to reduce these crashes by 15%.
- There were 11 bicycle crashes along parallel or adjacent routes within 1-mile of CO 119: utilizing the bikeway in lieu of surface street routes is expected to reduce exposure to conflicting traffic by as much as 50% with a commensurate reduction in crashes.

The bikeway could reduce bicycle crashes along CO 119 and parallel routes by as much as 58%. As shown in the table below, the proposed project represents approximately 22% of the completed bikeway project by length and contributes to the reduction in serious injury and fatal collisions as part of the systemic improvement.

	Bicycle Crashes (Full CO 119 Bikeway)	Bicycle Crash Reduction (Full CO 119 Bikeway)	Niwot Road to Airport Road (22% Proportion)
Fatal crashes	1	0.50	0.11
Serious Injury crashes	6	4.80	1.06
Other Injury crashes	14	6.95	1.53
Property Damage Only crashes	1	0.50	0.11

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

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

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

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

The proposed project is located on the Tier 2 Regional Highway Freight Vision Network. The Regional Multimodal Freight Plan identified several "Needs and Issues" for the Northwest Metro Freight Focus Area, including the safety of local truck movements and residential delivery demand and multimodal and nonmotorized traveler safety. The CO 119 Commuter Bikeway will address non-motorized traveler safety by relocating bicyclists from the existing shoulder of CO 119 to a separated and protected facility.

Currently, trucks turning right off of or onto CO 119 must merge across and weave with bicyclists on the shoulder to access the right turn lanes or merge from the acceleration lanes into the general purpose lanes. This existing configuration is highly stressful for truck drivers, who have limited visibility of smaller and vulnerable roadway users and is dangerous for bicyclists. The provision of a separated facility will reduce stress and improve safety by providing these disparate modes with separate operating space within the right-of-way.

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

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

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

Bicycle Use

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

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

1.	Current Average Single Weekday Bicyclists:		201
	Bicycle Use Calculations	**Year of Opening**	**2050 Weekday Estimate**
2.	Enter estimated additional average weekday one-way bicycle trips on the facility after project is completed.	250	400
3.	Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. (Example: **{#2 X 50%}** *or other percent, if justified on line 10 below)*	125	200
4.	= Initial number of new bicycle trips from project (#2 – #3)	125	200
5.	Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, walking, etc.). (Example: **{#4 X 30%}** *(or other percent, if justified on line 10 below)*	25	40
6.	= Number of SOV trips reduced per day (#4 - #5)	100.00	160.00
7.	Enter the value of **{#6 x 2 miles}**. (= the VMT reduced per day) *(Values other than 2 miles must be justified by sponsor on line 10 below)*	200	320
8.	= Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	190.00	304.00

9. If values would be distinctly greater for weekends, describe the magnitude of difference:

N/A

10. If different values other than the suggested are used, please explain here:

For item #5 we are estimating to only pull 20% of these trips from other non-SOV modes due to the regional nature of this facility. Since SOVs are the dominant mode on CO 119, we expect that the vast majority of new bicycle trips would be pulled from SOV travel, instead of other non-SOV modes.

All of the other values were suggested values.

Pedestrian Use

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

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

1.	Current Average Single Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):		1
	Pedestrian Use Calculations	**Year of Opening**	**2050 Weekday Estimate**
2.	Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	20	50
3.	Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route (Example: **{#2 X 50%}** *or other percent, if justified on line 10 below)*	10	25
4.	= Number of new trips from project (#2 – #3)	10	25
5.	Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). (Example: **{#4 X 30%}** *or other percent, if justified on line 10 below)*	3	7.5

6.	= Number of SOV trips reduced per day (#4 - #5)	7.00	17.50
7.	Enter the value of **{#6 x .4 miles}**. (= the VMT reduced per day) *(Values other than .4 miles must be justified by sponsor on line 10 below)*	2.8	7
8.	= Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	2.66	6.65
9.	If values would be distinctly greater for weekends, describe the magnitude of difference: N/A		
10.	If different values other than the suggested are used, please explain here: All suggested values were used.		

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

The Denver Regional Active Transportation Plan identifies the CO 119 corridor between Boulder and Longmont as a "Future Regional Active Transportation Corridor." In addition, CDOT has identified the CO 119 corridor as a Tier 1 "High Demand Bicycle Corridor," which was "selected based on bicycle levels of use, connectivity to the transportation network, crash rates, and bicycle level of stress."

Currently CO 119 is a gap in the regional active transportation network. Boulder and Longmont are only 9 miles apart, but for those desiring to travel by bike (or foot), it is isolated from each due to the lack of a direct, safe, year-round bicycle and pedestrian facility. Currently, users can choose between the shoulders of CO 119 (the second-highest bicycle/pedestrian crash corridor in unincorporated Boulder County) and a longer, non-contiguous soft-surface route, which cannot be maintained in winter and is usually covered in ice for several months.

The proposed project would create and extend an active transportation facility on the CO 119 corridor and begin to close this regional gap. This project will provide a key segment of a high-comfort, low-stress, fully separated facility for bicyclists and pedestrians, and will provide a direct, safe, high comfort, year-round active transportation connection between Boulder and Longmont, the two largest economic, cultural, and essential services hubs in Boulder County.

Currently, there are an average of 201 daily bicyclists using CO 119. We are estimating that the construction of this project will initially more than double bicycle use on the CO 119 corridor due to a protected facility offering a much safer and attractive route as compared to the existing shoulders.

C. Project Leveraging		WEIGHT	5%
What percent of outside funding sources (non-Subregional Share funding) does this project have? *(number will automatically calculate based on values entered in the Funding Request table. If this has not updated, select the box to the right and click F9)*	**20.1%**	60%+ outside funding sources ..... 5 pts 50-59.9% ..... 4 pts 40-49.9% ..... 3 pts 20-39.9% ..... 2 pts 10.1-19.9% ..... 1 pt 10% ..... 0 pts	

D. Project Readiness	WEIGHT	10%

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

Section 1. Avoiding Pitfalls and Roadblocks

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

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

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

Karl Buchholz, CO PE #27643

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

- Utilities: The project design team has completed a Quality Level C and D review of the subsurface utilities for the entire CO 119 corridor. This information is now allowing us to identify any potential conflicts or relocations that will be required for the proposed project and will give us ample time to coordinate with the appropriate utility companies and ensure that the utilities will be cleared for construction.
- Railroad: As the proposed project would occur within the existing ROW and not impact a railroad crossing, no impacts to railroads are anticipated.
- Right-of-Way: The proposed project would occur within the existing CDOT ROW.
- Environmental/Historic: The project design team is going to build off the historic review previously completed by RTD during their PEL and we are in the process of reviewing and updating that information. The project design team has completed the data collection for wetlands and other resources within the corridor and is in the process of consultation with the US Army Corps of Engineers. Wetlands have been identified and the project team will attempt to avoid them wherever possible. If for some reason they cannot be avoided, then work would be done to mitigate. We have an online GIS database of all environmental resource info that has been collected.
- Other: The north end of the bikeway near Airport Road encroaches into the Left Hand Creek floodplain, however, the proposed bikeway improvements are not expected to trigger a CLOMR based on preliminary modeling results of the floodplain.

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

☒ Yes ☐ No

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

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

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

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

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

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

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

e. Have other stakeholders in your project been identified and involved in project development?
☒ Yes ☐ No ☐ N/A
If yes, who are the stakeholders?
The proposed project is being designed as part of a larger project for the entire CO 119 corridor connecting Boulder and Longmont, with CDOT leading the design of the roadway improvements, and Boulder County leading the design for the bikeway improvements.

Stakeholders for this project include CDOT, RTD, Boulder County, City of Boulder, City of Longmont, FHWA, HPTE, and Commuting Solutions. For this project, a leadership structure has been developed with an Executive Committee of elected officials and director level staff providing executive oversight, a Project Leadership Team of policy-level staff providing policy oversight, and a Project Management Team comprised of technical staff working through the design and technical decisions (see Supplemental Materials Exhibit H).
Please provide any additional details on any of the items in Section 1, if applicable.
While Boulder County is the Project Sponsor for the grant application, if awarded funds, we will partner with CDOT to manage and construct the project improvements. CDOT has provided a letter of support/concurrence for the project along with local community partners (see Attachment C and Attachment E).

Section 2. Local Match Availability

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

☒ Yes ☐ No

Please describe:
CDOT is committing $532,000 in local match for this project (please see Attachment C: Concurrence Response Letter)
Boulder County is committing $232,000 in local match for this project, and funding is currently available.

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

☒ Yes ☐ No

Please describe:
CDOT's local match of $532,000 will come from CO 119's identified funds in their current 10 Year Plan.
Boulder County is committing $232,000 in local match for this project, and has identified these funds in the Transportation Sales Tax Budget.

Section 3. Public Support

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

☒ Yes ☐ No

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

☒ Yes ☐ No

Please describe:

The public has provided input on the CO 119 Commuter Bikeway during all of the planning phases, including as part of the Northwest Area Mobility Study, the CO 119 Planning and Environmental Linkages Study (PEL), and the development of the Boulder County Transportation Master Plan. During the planning phase for this project, RTD was the lead agency for the roadway improvements, including the transit queue bypass lanes, and CDOT was the lead agency for the commuter bikeway elements. During this phase, three rounds of in-person meetings were held in Boulder, Longmont, and Niwot between 2017 and 2019. These meetings were a combination of both "open house" and "public hearing" formats. Also, during this time, RTD conducted an on-board (the BOLT and J) survey of existing transit riders, an online survey for the general public, community events, and several rider "pop up" events, with materials available in English and Spanish. Together, over 1,000 people were reached.

During the PEL study for the CO 119 corridor, 18% of the 475 comments from the public on the proposed vision for the corridor mentioned the need for a separated bikeway on the corridor.

Additional public engagement has begun as part of the preliminary and final design process. In 2021, the project team:

- Conducted a virtual public meeting with over 130 attendees with simultaneous Spanish interpretation
- Issued a survey with over 1,100 respondents
- Presented to 11 advocacy organizations, special events, and businesses
- Developed a listserv for the project with over 1,100 subscribers
- Created a project website as well as a project video highlighting the multimodal corridor vision for CO 119
- Created a Community Advisory Committee and a Latinx Equity Advisory Committee to provide ongoing input on the project
- Presented at the Commuting Solutions Membership Meetings

We heard that safety, comfort, accessibility, and directness of the bikeway are priorities for the community (see Summary of Public Input) and we are working to incorporate this feedback into the design of the project. Additional public outreach occurred in summer 2022, when FIR level designs for the project became available, including a virtual public meeting, online comment period, and presentations to local governments and community organizations. Throughout the project's development, the project partners have maintained a continued social media and online presence, including a solicitation for input at any time.

Key project materials have been translated into Spanish, including public meeting presentation materials and press releases/emails about the project. In addition, the public meetings in 2021 and 2022 included Spanish interpretation. Moving forward, key materials will continue to be translated into Spanish and Spanish interpretation will be provided at public meetings.

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

☒ Yes ☐ No ☐ N/A

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

Residents who live along the corridor, most of whom live in Longmont and Niwot, have been provided project concepts and opportunities for feedback at the multiple rounds of public meetings described above. We have also reached out to businesses along the corridor to talk about the project concept and get their input. In addition, the project is currently going through Boulder County's 1041 review process. As part of this process, postcards with details about the project and opportunities to provide input have been sent to approximately 2,000 addresses within 1,500 feet of the corridor.

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

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

Required Attachments:

Attachment A- Project Location Map
Attachment B- Cost Estimate
Attachment C- Concurrence Response
Attachment D- Air Quality CMAQ Calculation
Attachment E- Letters of Support

Community Planning & Permitting

2045 13th Street, Boulder, CO 80302 303-441-3930 www.bouldercounty.org

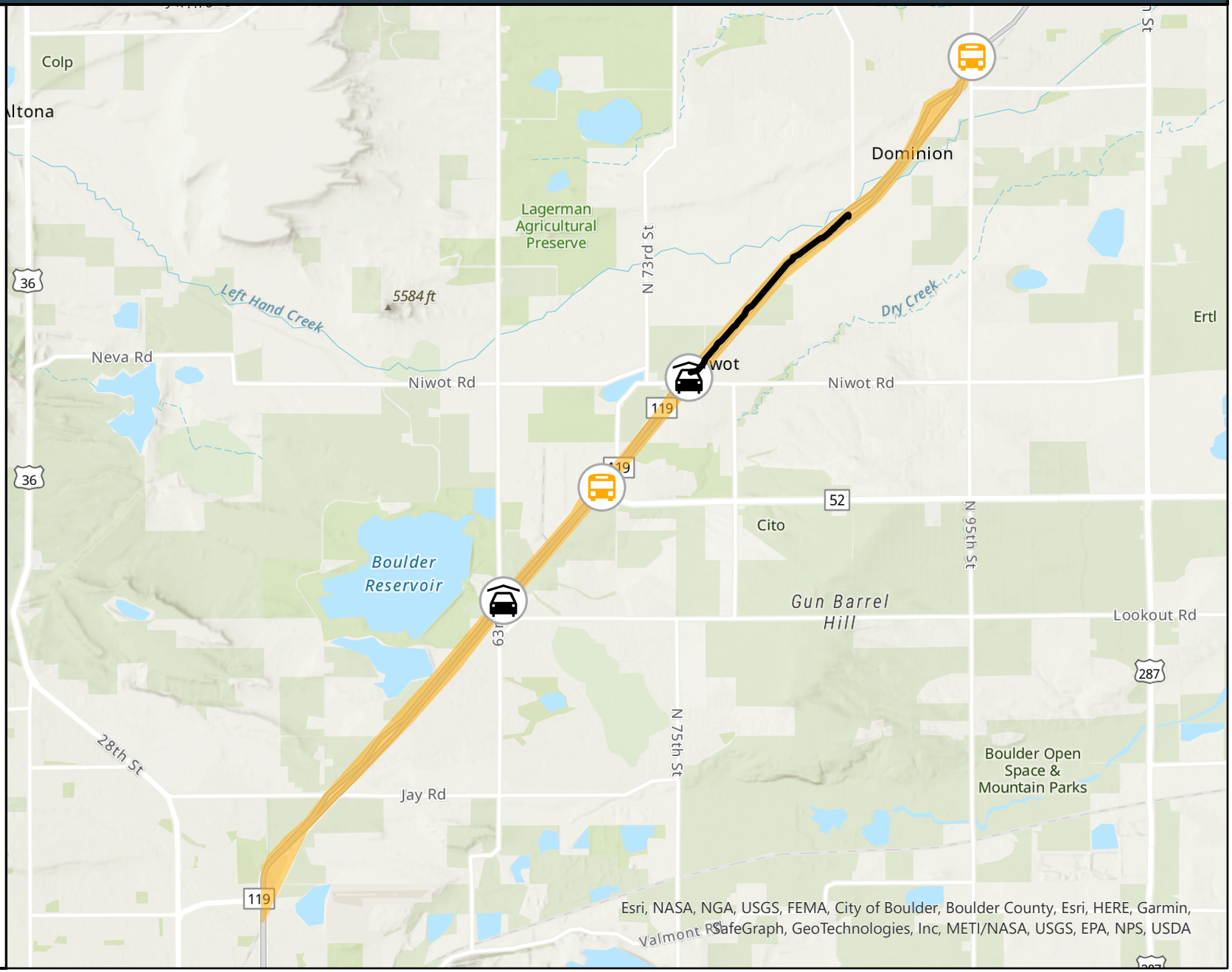
CO-119 Segment 9

Segment 9

BRT Station

BRT Park-N-Ride

CO 119 Bikeway Project

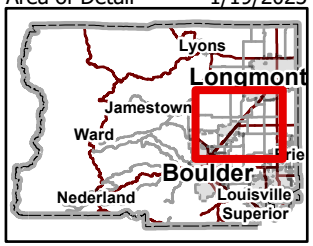


0 1.5 3

Miles

North

Area of Detail 1/19/2023



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BOULDER COUNTY PROJECT NO. 102541
BOULDER COUNTY
CO 119 BIKEWAY - SEGMENT 9 (NIWOT RD TO AIRPORT RD)
FIR-LEVEL ENGINEERS OPINION OF PROBABLE CONSTRUCTION COST

PREPARED BY
MULLER ENGINEERING COMPANY, INC.
October 10, 2022

			PROJECT TOTALS		
ITEM NUMBER	ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	COST
201-00000	CLEARING AND GRUBBING	L S	1	$8,000.00	$8,000.00
202-00010	REMOVAL OF TREE	EACH	15	$600.00	$9,000.00
202-00033	REMOVAL OF PIPE	EACH	1	$1,750.00	$1,750.00
202-00037	REMOVAL OF END SECTION	EACH	2	$450.00	$900.00
202-00200	REMOVAL OF SIDEWALK	SY	314	$25.00	$7,850.00
202-00206	REMOVAL OF CONCRETE CURB RAMP	SY	13	$35.00	$455.00
202-00210	REMOVAL OF CONCRETE PAVEMENT	SY	61	$30.00	$1,830.00
202-00250	REMOVAL OF PAVEMENT MARKING	SF	50	$5.00	$250.00
203-00010	UNCLASSIFIED EXCAVATION (COMPLETE IN PLACE)	CY	628	$35.00	$21,980.00
206-00510	FILTER MATERIAL (CLASS A)	CY	11	$100.00	$1,100.00
208-00000	EROSION CONTROL	LS	1	$48,000.00	$48,000.00
210-00750	RESET LIGHT STANDARD	EACH	4	$1,750.00	$7,000.00
210-04010	ADJUST MANHOLE	EACH	1	$1,200.00	$1,200.00
210-04060	ADJUST WATER METER	EACH	1	$1,200.00	$1,200.00
240-00000	WILDLIFE BIOLOGIST	HOUR	16	$11.20	$179.20
240-00010	REMOVAL OF NESTS	HOUR	40	$9.60	$384.00
240-00020	NETTING	SY	100	$1.60	$160.00
304-06000	AGGREGATE BASE COURSE (CLASS 6)	TON	4,445	$40.00	$177,800.00
304-09014	AGGREGATE BASE COURSE (SPECIAL)	TON	3,543	$25.00	$88,575.00
506-00209	RIPRAP (9 INCH)	CY	30	$125.00	$3,750.00
601-01000	CONCRETE CLASS B	CY	1	$1,100.00	$1,100.00
602-00000	REINFORCING STEEL	LB	60	$1.50	$90.00
603-01185	18 INCH REINFORCED CONCRETE PIPE (COMPLETE IN PLACE)	LF	308	$100.00	$30,800.00
603-01245	24 INCH REINFORCED CONCRETE PIPE (COMPLETE IN PLACE)	LF	280	$150.00	$42,000.00
603-05018	18 INCH REINFORCED CONCRETE END SECTION	EACH	15	$2,000.00	$30,000.00
603-05024	24 INCH REINFORCED CONCRETE END SECTION	EACH	11	$1,500.00	$16,500.00
603-10180	18 INCH CORRUGATED STEEL PIPE	LF	45	$150.00	$6,750.00
603-50015	15 INCH PLASTIC PIPE	LF	235	$100.00	$23,500.00
604-00305	INLET TYPE C (5 FOOT)	EACH	2	$5,000.00	$10,000.00
604-13005	INLET TYPE 13 (5 FOOT)	EACH	4	$5,000.00	$20,000.00
607-11525	FENCE (PLASTIC)	LF	38	$5.00	$190.00
608-00010	CONCRETE CURB RAMP	SY	15	$215.00	$3,225.00
608-00026	CONCRETE BIKEWAY (6 INCH)	SY	14,145	$80.00	$1,131,600.00
613-00125	1-1/4 INCH ELECTRICAL CONDUIT	LF	274	$25.00	$6,850.00
613-01125	1-1/4 INCH ELECTRICAL CONDUIT (PLASTIC)	LF	20	$25.00	$500.00
613-01200	2 INCH ELECTRICAL CONDUIT (PLASTIC)	LF	429	$20.00	$8,580.00
613-01300	3 INCH ELECTRICAL CONDUIT (PLASTIC)	LF	93	$20.00	$1,860.00
613-07001	TYPE ONE PULL BOX	EACH	3	$1,000.00	$3,000.00
613-07002	TYPE TWO PULL BOX	EACH	1	$1,100.00	$1,100.00
613-10000	WIRING	L S	1	$12,500.00	$12,500.00
613-13002	LUMINAIRE (LED) (2,000 LUMENS)	EACH	2	$1,500.00	$3,000.00
613-13004	LUMINAIRE (LED) (4,000 LUMENS)	EACH	2	$1,500.00	$3,000.00
613-13006	LUMINAIRE (LED) (6,000 LUMENS)	EACH	22	$2,500.00	$55,000.00
613-30005	LIGHT STANDARD AND LUMINAIRE (PEDESTRIAN)	EACH	1	$5,000.00	$5,000.00
613-32300	LIGHT STANDARD STEEL (30 FOOT)	EACH	4	$4,000.00	$16,000.00
613-40000	CONCRETE FOUNDATION PAD	EACH	2	$3,500.00	$7,000.00
613-40010	LIGHT STANDARD FOUNDATION	EACH	3	$1,500.00	$4,500.00
613-50100	LIGHTING CONTROL CENTER	EACH	2	$8,500.00	$17,000.00
613-50210	TEMPORARY LIGHTING	L S	1	$833.33	$833.33
614-00011	SIGN PANEL (CLASS I)	SF	130	$25.00	$3,250.00
614-00214	STEEL SIGNPOST (1.75X1.75 INCH TUBING)	LF	194	$20.00	$3,880.00
620-00002	FIELD OFFICE (CLASS 2)	EACH	1	$2,800.00	$2,800.00
620-00012	FIELD LABORATORY (CLASS 2)	EACH	1	$2,400.00	$2,400.00
620-00020	SANITARY FACILITY	EACH	1	$280.00	$280.00

ITEM NUMBER	ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	COST
625-00000	CONSTRUCTION SURVEYING	L S	1	$4,800.00	$4,800.00
626-00000	MOBILIZATION	L S	1	$160,000.00	$160,000.00
626-0111X	PUBLIC INFORMATION MANAGEMENT (TIER TBD)	DAY	260	$32.00	$8,320.00
627-00008	MODIFIED EPOXY PAVEMENT MARKING	GAL	14	$500.00	$7,000.00
627-30405	PREFORMED THERMOPLASTIC PAVEMENT MARKING (WORD- SYMBOL)	SF	186	$20.00	$3,720.00
627-30410	PREFORMED THERMOPLASTIC PAVEMENT MARKING (XWALK-STOP LINE)	SF	187	$20.00	$3,740.00
630-0000X	CONSTRUCTION TRAFFIC CONTROL	LS	1	$120,000.00	$120,000.00
700-70010	F/A MINOR CONTRACT REVISIONS	F A	1	$80,000.00	$80,000.00
700-70016	F/A FUEL COST ADJUSTMENT	F A	1	$1,200.00	$1,200.00
700-70019	F/A ASPHALT CEMENT COST ADJUSTMENT	F A	1	$800.00	$800.00
700-70082	F/A FURNISH & INSTALL ELECTRICAL SERVICE	F A	1	$4,000.00	$4,000.00
700-70100	F/A RELOCATE UTILTIES	F A	1	$10,000.00	$10,000.00
700-70380	F/A EROSION CONTROL	F A	1	$2,000.00	$2,000.00
700-70589	F/A ENVIRONMENTAL HEALTH & SAFETY MANAGEMENT	F A	1	$160.00	$160.00
SUBTOTAL (A)					**$2,261,192**

Subtotal A: Total Construction Items	**$2,261,191.53**
Subtotal B: Utility Relocation Cost [1]	**$0.00**
Subtotal C: Inflation [2]	**$355,007.07**
Subtotal D: Contingency (15% of Subtotal A and Subtotal B)	**$339,178.73**
Subtotal E: CE/Indirect Costs (26% of Subtotals A-D)	**$768,398.11**
Subtotal F: ROW Costs	**TBD**
TOTAL CONSTRUCTION COST	**$3,723,775**
TOTAL CONSTRUCTION COST (ROUNDED)	**$3,800,000**

Notes:
1. Utility relocation costs were estimated based on a preliminary estimate of relocation length for known utilities at proposed underpasses and ditches.
2. Inflation calculated at 5% per year between July 2022 and June 2025 (approximate midpoint of construction)

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

December 20, 2022

Stacey Proctor
Project Manager
Boulder County
PO Box 471
Boulder, CO 80306

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

Dear Stacey Proctor:

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

- CO 119 Commuter Bikeway Segment 9 Project (CDOT Funding Request $532,000)
- CO 119 Commuter Bikeway Segment 1 Project (CDOT Funding Request $1,050,000)
- CO 119 Commuter Bikeway Segment 11 Project (CDOT Funding Request $1,260,000)

Based on CDOT's existing priorities and limited funds, CDOT Region 4 is able to provide $2,842,000 of the $2,842,000 requested, in the event this project is selected by DRCOG. This determination applies to the FY24-27 TIP Subregional Call. If DRCOG funds the project at a lower amount than requested, then CDOT's funding contribution will need to be reaffirmed. These CDOT funds are available during State FY23-26, however only a portion of CDOT match funds is available in each fiscal year, to be provided to local agencies on a first come, first serve basis. CDOT staff recommends that local agencies proactively work to budget funds early in the fiscal year in which your project is ready to move forward. If the DRCOG Board rescinds their funding for a project due to project delays, then this CDOT contribution may be rescinded as well.

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

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

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

http://www.coloradodot.info/business/designsupport/bulletins_manuals

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

Sincerely,

Heather Paddock
CDOT Region 4 Transportation Director

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

REQUEST FOR CDOT / RTD SUPPORT OF DRCOG PROJECT

Select **one** of the following:

- **Non-MPO MMOF Call** ☐
- **FY22-25 TIP Regional Call** ☐
- **FY24-27 TIP Regional Call** ☐
- **FY22-25 TIP Subregional Call** ☐
- **FY24-27 TIP Subregional Call** ☑

Select the agency from which support is being requested. Complete a separate form for each.

Colorado Department of Transportation ☑ **Regional Transportation District** ☐

APPLICANT INFORMATION

1.SUBREGION / AGENCY REQUESTING SUPPORT:
Boulder County

2. SPONSOR AGENCY:	3. SUPPORTING AGENCIES:		
Boulder County	City of Longmont, City of Boulder		
4. CONTACT PERSON	TITLE:	EMAIL:	
Stacey Proctor	Project Manager	sproctor@bouldercounty.org	
5. AGENCY MAILING ADDRESS:	CITY:	STATE:	ZIP:
PO Box 471	Boulder	CO	80306

PROJECT DESCRIPTION

6. PROJECT NAME:
CO 119 Commuter Bikeway Segment 9

7. PROJECT LOCATION/ADDRESS:	8. PROJECT LIMITS: (mileposts, intersecting roads, rivers, etc...)
CO 119	North of Niwot Road to Airport Road

9. COUNTY:	10. MUNICIPALITY:	11. PROJECT LENGTH:
Boulder	Boulder County, unincorporated	2 miles

12. BRIEF DESCRIPTION OF PROJECT:
Segment 9 of the separated hard-surface Commuter Bikeway in the median of CO 119. Segment 9 will go from north of Niwot Road to south of Airport Road.

13. PRIOR WORK / PHASES COMPLETED IN THIS LOCATION:
Northwest Area Mobility Study, SH 119 BRT Study & PEL, CO 119 Safety & Mobility Project design in progress, CO 119 Bikeway design in progress

14. PRIORITY RANKING WITHIN SUBREGION:
N/A

15. IS THIS PROJECT ON THE STATE HIGHWAY SYSTEM?
Yes

16. WILL THIS PROJECT IMPACT ADJACENT PROPERTIES, INCLUDING ROW OR EASEMENTS?
No

17. WILL THIS PROJECT REQUIRE COORDINATION WITH ONE OR MORE RAILROADS?
No

SUPPORT REQUEST

18. TYPE OF SUPPORT REQUESTED

PLEASE NOTE: CDOT AND RTD HAVE VERY LIMITED FUNDS, AND MAY NOT BE ABLE TO PROVIDE MATCHING FUNDS TO A PROJECT. IF CDOT/RTD DETERMINES THAT IT WILL PROVIDE MATCH TO SUPPORT A PROJECT, THIS SUPPORT IS LIMITED TO THE PROJECT SELECTED WITHIN THIS SUBREGIONAL CALL FOR PROJECTS, BASED ON THE FUNDS AVAILABLE WHEN THE CALL IS OPENED. ANY SUBSEQUENT CALL FOR PROJECTS OR ADDITION OF FUNDS WILL REQUIRE A SEPARATE REQUEST FORM AND WILL BE EVALUATED INDEPENDENTLY OF THIS CALL FOR PROJECTS.

REQUESTING CDOT / RTD CONCURRENCE: ✓

REQUESTING CDOT FUNDING CONTRIBUTION: ✓

AMOUNT SPONSOR IS REQUESTING FROM CDOT FOR THIS PROJECT: $532,000

19. PROVIDE FINANCIAL PACKAGE FOR THIS PROJECT BY SOURCE, INCLUDING ANY FUNDS REQUESTED ABOVE:

Total Project Budget- $3,800,000
Federal Request- $3,036,000
Local Match CDOT- $532,000
Local Match Boulder County- $232,000

20. IF THIS IS A BIKE / PEDISTRIAN CONNECTION OR A TRAIL PROJECT, HOW AND BY WHOM WILL ELEMENTS OF THIS PROJECT BE MAINTAINED?

Boulder County will maintain the CO 119 Commuter Bikeway.

Send completed form to:

CDOT Region 1 - JoAnn Mattson at JoAnn.Mattson@state.co.us
CDOT Region 4 - Josie Hadley at Josie.Hadley@state.co.us
RTD - Chris Quinn at Chris.Quinn@rtd-denver.com

REQUEST FOR CDOT / RTD SUPPORT OF DRCOG PROJECT

Select **one** of the following:

- **Non-MPO MMOF Call** ☐
- **FY22-25 TIP Regional Call** ☐
- **FY24-27 TIP Regional Call** ☐
- **FY22-25 TIP Subregional Call** ☐
- **FY24-27 TIP Subregional Call** ☑

Select the agency from which support is being requested. Complete a separate form for each.

Colorado Department of Transportation ☑ **Regional Transportation District** ☐

APPLICANT INFORMATION

1.SUBREGION / AGENCY REQUESTING SUPPORT:
Boulder County

2. SPONSOR AGENCY:	3. SUPPORTING AGENCIES:		
Boulder County	City of Longmont, City of Boulder		
4. CONTACT PERSON	TITLE:	EMAIL:	
Stacey Proctor	Project Manager	sproctor@bouldercounty.org	
5. AGENCY MAILING ADDRESS:	CITY:	STATE:	ZIP:
PO Box 471	Boulder	CO	80306

PROJECT DESCRIPTION

6. PROJECT NAME:
CO 119 Commuter Bikeway Segment 1

7. PROJECT LOCATION/ADDRESS:	8. PROJECT LIMITS: (mileposts, intersecting roads, rivers, etc...)
CO 119	Foothills Pkwy/Pleasant View Fields to south of Jay Road

9. COUNTY:	10. MUNICIPALITY:	11. PROJECT LENGTH:
Boulder County Unincorporated	City of Boulder	4,500 feet

12. BRIEF DESCRIPTION OF PROJECT:

This project is to complete Segment 1 of the separated hard-surface Commuter Bikeway. Segment 1 will begin near the Pleasant View Fields in Boulder, connect to the Fourmile Canyon Creek trail, cross Fourmile Canyon Creek via a bridge, and then cross under the south-bound lanes of CO 119 to enter the median. This segment will end just south of Jay Road. This is the southern terminus of the CO 119 Bikeway that will connect into the existing multiuse path system within the City of Boulder.

13. PRIOR WORK / PHASES COMPLETED IN THIS LOCATION:

Northwest Area Mobility Study, SH 119 BRT Study & PEL, CO 119 Safety & Mobility Project design in progress, CO 119 Bikeway design in progress

14. PRIORITY RANKING WITHIN SUBREGION:

N/A

15. IS THIS PROJECT ON THE STATE HIGHWAY SYSTEM?

Yes

16. WILL THIS PROJECT IMPACT ADJACENT PROPERTIES, INCLUDING ROW OR EASEMENTS?

There are two small portion of this segment that will go outside of the CDOT ROW. One area where the project connects into the City of Boulder; and one area where grading will be needed outside of the ROW.

17. WILL THIS PROJECT REQUIRE COORDINATION WITH ONE OR MORE RAILROADS?

No

SUPPORT REQUEST

18. TYPE OF SUPPORT REQUESTED

PLEASE NOTE: CDOT AND RTD HAVE VERY LIMITED FUNDS, AND MAY NOT BE ABLE TO PROVIDE MATCHING FUNDS TO A PROJECT. IF CDOT/RTD DETERMINES THAT IT WILL PROVIDE MATCH TO SUPPORT A PROJECT, THIS SUPPORT IS LIMITED TO THE PROJECT SELECTED WITHIN THIS SUBREGIONAL CALL FOR PROJECTS, BASED ON THE FUNDS AVAILABLE WHEN THE CALL IS OPENED. ANY SUBSEQUENT CALL FOR PROJECTS OR ADDITION OF FUNDS WILL REQUIRE A SEPARATE REQUEST FORM AND WILL BE EVALUATED INDEPENDENTLY OF THIS CALL FOR PROJECTS.

REQUESTING CDOT / RTD CONCURRENCE: ✓

REQUESTING CDOT FUNDING CONTRIBUTION: ✓

AMOUNT SPONSOR IS REQUESTING FROM CDOT FOR THIS PROJECT: $1,050,000

19. PROVIDE FINANCIAL PACKAGE FOR THIS PROJECT BY SOURCE, INCLUDING ANY FUNDS REQUESTED ABOVE:

Total Project Budget- $7,500,000
Federal Request- $5,992,000
Local Match CDOT- $1,050,000
Local Match Boulder County- $458,000

20. IF THIS IS A BIKE / PEDISTRIAN CONNECTION OR A TRAIL PROJECT, HOW AND BY WHOM WILL ELEMENTS OF THIS PROJECT BE MAINTAINED?

Boulder County will maintain the CO 119 Commuter Bikeway.

Send completed form to:

CDOT Region 1 - JoAnn Mattson at JoAnn.Mattson@state.co.us
CDOT Region 4 - Josie Hadley at Josie.Hadley@state.co.us
RTD - Chris Quinn at Chris.Quinn@rtd-denver.com

REQUEST FOR CDOT / RTD SUPPORT OF DRCOG PROJECT

Select **one** of the following:

- **Non-MPO MMOF Call** ☐
- **FY22-25 TIP Regional Call** ☐
- **FY24-27 TIP Regional Call** ☐
- **FY22-25 TIP Subregional Call** ☐
- **FY24-27 TIP Subregional Call** ☑

Select the agency from which support is being requested. Complete a separate form for each.

Colorado Department of Transportation ☑ **Regional Transportation District** ☐

APPLICANT INFORMATION

1.SUBREGION / AGENCY REQUESTING SUPPORT:
Boulder County

2. SPONSOR AGENCY:	3. SUPPORTING AGENCIES:		
Boulder County	City of Longmont, City of Boulder		
4. CONTACT PERSON	TITLE:	EMAIL:	
Stacey Proctor	Project Manager	sproctor@bouldercounty.org	
5. AGENCY MAILING ADDRESS:	CITY:	STATE:	ZIP:
PO Box 471	Boulder	CO	80306

PROJECT DESCRIPTION

6. PROJECT NAME:
CO 119 Commuter Bikeway Segment 11

7. PROJECT LOCATION/ADDRESS:	8. PROJECT LIMITS: (mileposts, intersecting roads, rivers, etc...)
CO 119	North of Niwot Road to Airport Road

9. COUNTY:	10. MUNICIPALITY:	11. PROJECT LENGTH:
Boulder County, unincorporated	City of Longmont	1.4 miles

12. BRIEF DESCRIPTION OF PROJECT:

Segment 11 of the separated hard-surface Commuter Bikeway in the median of CO 119. Segment 11 will go from north of Airport Road to the bikeway terminus in Longmont, south of Hover St. This segment includes a bridge over Left Hand Creek and an underpass under the south-bound lanes of CO 119 to allow the Commuter Bikeway to connect into the multi-use path system in Longmont.

13. PRIOR WORK / PHASES COMPLETED IN THIS LOCATION:

Northwest Area Mobility Study, SH 119 BRT Study & PEL, CO 119 Safety & Mobility Project design in progress, CO 119 Bikeway design in progress

14. PRIORITY RANKING WITHIN SUBREGION:

N/A

15. IS THIS PROJECT ON THE STATE HIGHWAY SYSTEM?

Yes

16. WILL THIS PROJECT IMPACT ADJACENT PROPERTIES, INCLUDING ROW OR EASEMENTS?

There is a small portion of the project in this segment that will go outside of the Right-of-Way where the project is outside of the median and connects into the Longmont multiuse path system. We are working through the CDOT process to obtain the appropriate approvals.

17. WILL THIS PROJECT REQUIRE COORDINATION WITH ONE OR MORE RAILROADS?

No

SUPPORT REQUEST

18. TYPE OF SUPPORT REQUESTED

PLEASE NOTE: CDOT AND RTD HAVE VERY LIMITED FUNDS, AND MAY NOT BE ABLE TO PROVIDE MATCHING FUNDS TO A PROJECT. IF CDOT/RTD DETERMINES THAT IT WILL PROVIDE MATCH TO SUPPORT A PROJECT, THIS SUPPORT IS LIMITED TO THE PROJECT SELECTED WITHIN THIS SUBREGIONAL CALL FOR PROJECTS, BASED ON THE FUNDS AVAILABLE WHEN THE CALL IS OPENED. ANY SUBSEQUENT CALL FOR PROJECTS OR ADDITION OF FUNDS WILL REQUIRE A SEPARATE REQUEST FORM AND WILL BE EVALUATED INDEPENDENTLY OF THIS CALL FOR PROJECTS.

REQUESTING CDOT / RTD CONCURRENCE: ✓

REQUESTING CDOT FUNDING CONTRIBUTION: ✓

AMOUNT SPONSOR IS REQUESTING FROM CDOT FOR THIS PROJECT: $1,260,000

19. PROVIDE FINANCIAL PACKAGE FOR THIS PROJECT BY SOURCE, INCLUDING ANY FUNDS REQUESTED ABOVE:

Total Project Budget- $9,000,000
Federal Request- $7,191,000
Local Match CDOT- $1,260,000
Local Match Boulder County- $549,000

20. IF THIS IS A BIKE / PEDISTRIAN CONNECTION OR A TRAIL PROJECT, HOW AND BY WHOM WILL ELEMENTS OF THIS PROJECT BE MAINTAINED?

Boulder County will maintain the CO 119 Commuter Bikeway.

Send completed form to:

CDOT Region 1 - JoAnn Mattson at JoAnn.Mattson@state.co.us
CDOT Region 4 - Josie Hadley at Josie.Hadley@state.co.us
RTD - Chris Quinn at Chris.Quinn@rtd-denver.com

Attachment D- Air Quality CMAQ Calculation

Navigator

Bicycle and Pedestrian Improvements

INPUT

User Guide

Reset Interface

(1) What is your project evaluation yea 2023

(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
40000	39900	100

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

Trip Distance Source
Average

<- Fill National Values

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

Typical Trip Distance (miles
2

Distribution of Trip Distances (daily fraction per mileage					
x < 1	1 ≤ x < 2	2 ≤ x < 3	3 ≤ x < 4	4 ≤ x ≤ 5	Sum

OUTPUT

Calculate Output

EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	0.715
Particulate Matter <2.5 μm ($PM_{2.5}$)	0.002
Particulate Matter <10 μm (PM_{10})	0.009
Nitrogen Oxide (NOx)	0.043
Volatile Organic Compounds (VOC)	0.028

Carbon Dioxide (CO_2)	75.821
Carbon Dioxide Equivalent (CO_2e)	76.251
Total Energy Consumption (MMBTU/day)	1.024

*Units in kg/day unless otherwise noted

FY2022-2027 TIP PROCESS: REQUEST FOR PEER AGENCY SUPPORT

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

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

APPLICANT INFORMATION		
1. Who is requesting support? Subregional Forum:	Local Agency: Boulder County	
2. Project Sponsor: Boulder County	3. Current Supporting Agency(ies):	
4. Contact Person: Stacey Proctor Email: sproctor@bouldercounty.org	Title: Project Manager Phone: 303-441-1107	
PROJECT DESCRIPTION		
5. Project Title: CO 119 Bikeway- Niwot Road to Airport Road		Total Project Cost: $3.8 million
Project Location: CO 119		Project Limits: (mileposts, intersecting roads, rivers, etc.) North of Niwot Road to South of Airport Road
County: Boulder	Municipality(ies): Unincorporated Boulder County	Project Length: 2 miles
Brief Description of Project: Segment 9 of the separated hard-surface Commuter Bikeway in the median of CO 119. Segment 9 will go from north of Niwot Road to south of Airport Road.		
SUPPORT REQUEST		
6. Based on who is requesting support (see #1), from whom are you are requesting support? *If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each*. ☐ Subregional Forum, Specify: ☒ Local Agency, Specify: City of Longmont		
7. Type of Support Requested: ☒ Support Only ☐ Financial Pledge: ☐ Subregional Funds: Amount: ☐ Local (non-DRCOG) Funds: Amount:		
8. Please type your name and date below which certifies the above information is accurate and complete: Name: Stacey Proctor	Date: 12/13/22	

RESPONSE (to be completed by agency/subregion from whom support is requested)		
9. The forum/agency in #1 above has requested for you to support their project. Who are you? Subregional Forum: Boulder County	Local Agency: City of Longmont	
10. Contact person at supporting forum/agency: Phil Greenwald Title: Transportation Planning Manager	Email: phil.greenwald@longmontcolorado.gov	Phone: 303-651-8335
11. Does your subregion/agency support this project? ☒ Yes ☐ No		
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: Phil Greenwald Date: 01/23/2023

FY2022-2027 TIP PROCESS: REQUEST FOR PEER AGENCY SUPPORT

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

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

APPLICANT INFORMATION		
1. Who is requesting support? Subregional Forum:	Local Agency: Boulder County	
2. Project Sponsor: Boulder County	3. Current Supporting Agency(ies):	
4. Contact Person: Stacey Proctor Email: sproctor@bouldercounty.org	Title: Project Manager Phone: 303-441-1107	
PROJECT DESCRIPTION		
5. Project Title: CO 119 Bikeway- Niwot Road to Airport Road		Total Project Cost: $3.8 million
Project Location: CO 119		Project Limits: (mileposts, intersecting roads, rivers, etc.) North of Niwot Road to South of Airport Road
County: Boulder	Municipality(ies): Unincorporated Boulder County	Project Length: 2 miles
Brief Description of Project: Segment 9 of the separated hard-surface Commuter Bikeway in the median of CO 119. Segment 9 will go from north of Niwot Road to south of Airport Road.		
SUPPORT REQUEST		
6. Based on who is requesting support (see #1), from whom are you are requesting support? *If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each*. ☐ Subregional Forum, Specify: ☒ Local Agency, Specify: City of Boulder		
7. Type of Support Requested: ☒ Support Only ☐ Financial Pledge: ☐ Subregional Funds: Amount: ☐ Local (non-DRCOG) Funds: Amount:		
8. Please type your name and date below which certifies the above information is accurate and complete: Name: Stacey Proctor	Date: 12/13/22	

RESPONSE (to be completed by agency/subregion from whom support is requested)
9. The forum/agency in #1 above has requested for you to support their project. Who are you? Subregional Forum: Local Agency: City of Boulder
10. Contact person at supporting forum/agency: Jean Sanson Title: Principal Planner Email: sansonj@bouldercolorado.gov Phone: 303.870.5227
11. Does your subregion/agency support this project? ☒ Yes ☐ No 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: Jean Sanson Date: 1/2/23

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

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

SUBJECT:
Boulder County TIP Funding Applications

January 23, 2023

Dear Mr. Cottrell:

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

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

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

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

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

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

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

Sincerely,

John Tayer, President & CEO, Boulder Chamber

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

Jonathan Singer, Senior Director of Policy Programs, Boulder Chamber

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

10 January, 2023

Mr. Cottrell:

Cyclists 4 Community 501(c)(3) is pleased to provide this letter of support of the Boulder County's Subregional TIP application for CO 119 Commuter Bikeway: Niwot Road to Airport Road for the DRCOG FY 2024-2027 Share (Call #4) Surface Transportation Block Grant (STBG) track.

The proposed project would fund construction of approximately 2.0 miles of a planned 9-mile commuter bikeway along Colorado Highway 119 (CO 119) between Boulder and Longmont in Boulder County. The segment includes construction of the separated bike facility starting immediately north of the planned Niwot Road BRT station to immediately west of the Airport Road intersection. The commuter bikeway will be 12-feet wide within the median of CO 119 and will be a hard surface concrete facility that will be maintained for year-round use.

CO 119 between Longmont and Boulder is the second most travelled corridor in Boulder County. This corridor is the primary connection between Boulder County's two largest municipalities, which together make up about two thirds of the total population of Boulder County. Daily travel volumes demonstrate the importance of the corridor: it has the second highest travel volumes in Boulder County. However, this vital link has no safe, direct, comfortable, and appealing bicycle connection.

CO 119 has the second-highest number of severe bicycle and pedestrian traffic crashes of all corridors in unincorporated Boulder County, and survey data shows that the majority of the population finds the shoulders of CO 119 too stressful to consider cycling there.

With only 9 miles separating Boulder and Longmont, the corridor has a lot of untapped potential for bicycle commuting, particularly as e-bikes become more popular.

The project is consistent with the Boulder County Transportation Master Plan, City of Boulder Transportation Master Plan, Envision Longmont, Northwest Area Mobility Plan, and the CDOT 10 Year Plan.

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

Sincerely,

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

COMMUNITY CYCLES
Creating a culture of cycling

2601 SPRUCE ST, UNIT B
BOULDER, CO 80302

COMMUNITYCYCLES.ORG

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

Community Cycles Letter of Support for the **CO 119 Bikeway: Niwot - Airport Road** TIP Application FY 2024-2027 (Call #4)

Increasing numbers of people want to travel by bicycle between Boulder and Longmont and inbetween for work, for school, and for recreation, including e-bikes which are becoming more popular. But because Highway 119 is nearly a super-highway, and has a very large volume of automobiles, moving at high speeds, most cyclists do not even consider using it for travel between Longmont, Niwot, and Boulder. CO 119 has the second-highest number of severe bicycle and pedestrian traffic crashes of all corridors in unincorporated Boulder County.

It is called “The Diagonal” for good reason. No other route connects these communities so effectively. We are happy and proud that our local and state governments have prioritized the addition of a separated and thus protected route for bicycling and pedestrian travel in the corridor that will be maintained for year-round use. Good plans have been developed!

Specifically, this project’s proposal of a separated bike facility leaving Niwot BRT and the infrastructure required to safely and directly travel from Niwot to Airport Road. This will provide great multimodal connections to and from the Niwot Road BRT station.

Community Cycles supports the funding of the CO 119 Commuter Bikeway: Niwot - Airport Road to Hover Street. Thank you for your consideration of Boulder County’s application for this important project.

Sincerely
Community Cycles Advocacy Committee

Commuting Solutions

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

Denver Regional Council of Governments

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

1/12/2023

Mr. Cottrell:

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

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

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

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

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

Sincerely,

Audrey DeBarros

Audrey DeBarros
Executive Director

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

January 17, 2023

Mr. Cottrell:

Bicycle Colorado is pleased to provide this letter of support of the Boulder County's Subregional TIP application for **CO 119 Commuter Bikeway: Niwot Road to Airport Road** for the DRCOG FY 2024-2027 Share (Call #4) Surface Transportation Block Grant (STBG) track.

The proposed project would fund construction of approximately 2.0 miles of a planned 9-mile commuter bikeway along Colorado Highway 119 (CO 119) between Boulder and Longmont in Boulder County. The segment includes construction of the separated bike facility starting immediately north of the planned Niwot Road BRT station to immediately west of the Airport Road intersection. The commuter bikeway will be 12-feet wide within the median of CO 119 and will be a hard surface concrete facility that will be maintained for year-round use.

CO 119 between Longmont and Boulder is the second most traveled corridor in Boulder County. This corridor is the primary connection between Boulder County's two largest municipalities, which together make up about two thirds of the total population of Boulder County. Daily travel volumes demonstrate the importance of the corridor: it has the second highest travel volumes in Boulder County. However, this vital link has no safe, direct, comfortable, and appealing bicycle connection.

CO 119 has the second-highest number of severe bicycle and pedestrian traffic crashes of all corridors in unincorporated Boulder County, and survey data shows that the majority of the population finds the shoulders of CO 119 too stressful to consider cycling there.

With only 9 miles separating Boulder and Longmont, the corridor has a lot of untapped potential for bicycle commuting, particularly as e-bikes become more popular.

The project is consistent with the Boulder County Transportation Master Plan, City of Boulder Transportation Master Plan, Envision Longmont, Northwest Area Mobility Plan, and the CDOT 10 Year Plan.

For all these reasons we support funding the CO 119 Commuter Bikeway: Niwot Road to Airport Road. Thank you for your consideration of Boulder County's application for this important project.

Sincerely,

Rachel Hultin
Sustainable Transportation Director
Bicycle Colorado