



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

APPLICATION OVERVIEW

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

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

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

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

Call Opens: May 2, 2022

Call Closes: June 24, 2022, 3 pm

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

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

Other Notable items:

- **TIP Trainings:** To be eligible to submit an application, at least one person from your agency must have attended one of the two mandatory TIP training workshops ([February 10](#) and [February 16, 2022](#))
- **CDOT/RTD Concurrence:** If required, [CDOT and/or RTD concurrence](#) must be provided with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than May 13, 2022, with CDOT/RTD providing a response no later than June 10, 2022. Submit requests to the following: CDOT Region 1 – JoAnn Mattson, joann.mattson@state.co.us; CDOT Region 4 – Josie Hadley, josie.hadley@state.co.us; RTD – Chris Quinn, chris.quinn@rtd-denver.com
- **If a submitted application in Call #1 was not funded,** and you wish to resubmit the same application for this call, please contact DRCOG at tipapplications@drcog.org. In these cases, we can unlock the application, change the title, and save the applicant work in the resubmittal process.
- **Application Data:** To assist sponsors in filling out the application, DRCOG has developed a TIP Data Tool to streamline quantitative analyses requested in the application. A link to the TIP Data Tool and instructions on how to use it are available on the [TIP Data Hub](#). Additionally, sponsors may download datasets to run their own analyses from this same site. Requests for additional data or calculations from DRCOG staff should be submitted to tipapplications@drcog.org no later than June 3, 2022
- **Project Affirmation:** The application must be affirmed by either the applicant’s City or County Manager, Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency director or equivalent for other applicants
- **TIP Policy:** Further details on project eligibility, evaluation criteria, and the selection process are defined in the [Policies for TIP Program Development](#) document (a [quick-guide](#) is also available for reference)
- **Evaluation Process:** DRCOG staff will review submittals for eligibility and post to the DRCOG website (June 27-July 1). Applications and scoring sheets will then be provided to the individual subregional forums no later than July 1. The forums will then review, score, discuss, and rank the applications and provide a recommended funding list within the funding available by August 5. The forums’ recommendations will then be forwarded to the DRCOG committee process for incorporation into the adopted TIP
- If you have any questions or need assistance, reach out to us at tipapplications@drcog.org

APPLICATION FORMAT

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

Project Information

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

Evaluation Questions

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

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

Section A. Subregional Impact of Proposed Projects25%

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

| | |
|---|---|
| 5 | The project benefits will substantially address a major regional or subregional problem and benefit people and businesses in multiple subregions. |
| 4 | The project benefits will significantly address a major subregional problem primarily benefiting people and businesses in one subregion. |
| 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 Priorities60%

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 | 20-39.9% |
| 1 | 10.1-19.9% |
| 0 | 10% |

Section D. Project Readiness10%

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

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

Project Information

| | | | |
|--|---|---|-----------------------------------|
| 1. Project Title | Colorado Highway 119 Commuter Bikeway- N. 63rd St. to CO 52 (Segment 5) and CO 52 to Niwot Road (Segment 7) | | |
| 2. Project Location <i>Provide a map, as appropriate (see Page 1)</i> | Start point: N. 63rd St. End point: Niwot Road OR Geographic Area: See Attachment A- Project Location Map | | |
| 3. Project Sponsor <i>(entity that will be financially responsible for the project)</i> | Boulder County | | |
| 4. Project Contact Person: | | | |
| Name | Stacey Proctor | Title | 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? | | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable concurrence documentation</i> | |
| <input checked="" type="checkbox"/> DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) | | | |
| Provide MVRTP staging period, if applicable capital project: 2030-2039, but all components are non regionally significant for air quality purpose | | | |
| 6. What planning document(s) identifies this project? <i>Provide link to document(s) and referenced page number if possible, or provide documentation in the supplement</i> | <input checked="" type="checkbox"/> Local/Regional plan: | Planning Document Title: Northwest Area Mobility Study (NAMS); CO 119 Planning and Environmental Linkages Study (PEL); CDOT 10-Year Vision; Boulder County Transportation Master Plan (TMP); City of Boulder Transportation Master Plan (TMP); (see Supplemental Materials Exhibit A) Adopting agency (local agency Council, CDOT, RTD, etc.): RTD (NAMS and PEL); CDOT (10-Year Vision); Boulder County (TMP); City of Boulder (TMP); Provide date of adoption by council/board/commission, if applicable: NAMS- Aug. 2014; PEL- Sept. 2019; 10-Year Vision- May 2020; Boulder County TMP- February 2020; City of Boulder TMP- September 2019; | |
| Please describe public review/engagement to date: | | 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), the CDOT-led Conceptual Design, and the development of the Boulder County Transportation Master Plan. During the development of the PEL and the conceptual design for this project, 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. 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. | |

| | | |
|--|--------------------------|--|
| | | <p>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.</p> <p>We have begun additional public engagement as part of the preliminary and final design process. In 2021, the project team:</p> <ul style="list-style-type: none"> • 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 (https://www.bouldercounty.org/transportation/plans-and-projects/highway-119-bikeway-project/) as well as a project video (https://www.youtube.com/watch?v=adOaWAjFMkM) 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 <p>Additional public outreach is planned for summer 2022, when FIR level designs for the project will be available. 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.</p> |
| | Other pertinent details: | <p>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).</p> |

7. Identify the project’s key phases and the anticipated schedule of phase milestones.
 (phases and dates should correspond with the Funding Breakdown table below)

| Phases to be included: | Major phase milestones: | Anticipated completion date (based on 9/21/2022 DRCOG approval date): (MM/YYYY) |
|--|---|---|
| <u>FOR ALL PHASES</u> | Intergovernmental Agreement (IGA) executed (with CDOT/RTD; assumed process is 4-9 months) | 04/2023 |
| <input type="checkbox"/> Design | Design contract Notice to Proceed (NTP) issued (if using a consultant): | |
| | Design scoping meeting held with CDOT (if no consultant): | |
| <input type="checkbox"/> Environmental | Environmental contract Notice to Proceed (NTP) issued (if using a consultant): | |
| | Environmental scoping meeting held with CDOT (if no consultant): | |

| | | |
|---|--|---------|
| <input type="checkbox"/> Right-of-Way | Initial set of ROW plans submitted to CDOT: | |
| | ROW acquisition completed: Estimated number of parcels to acquire: | |
| <input checked="" type="checkbox"/> Construction | FIR (Field Inspection Review): | 06/2022 |
| | FOR (Final Office Review): | 04/2023 |
| | Required clearances: | 07/2023 |
| | Project publicly advertised: | 09/2023 |
| <input type="checkbox"/> Study | Kick-off meeting held after consultant NTP (or internal if no consultant): | |
| <input type="checkbox"/> Bus Service | Service begins: | |
| <input type="checkbox"/> Equipment Purchase (Procurement) | RFP/RFQ/RFB (bids) issued: | |
| <input type="checkbox"/> Other: | First invoice submitted to CDOT/RTD: | |

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

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

Grade Separation

- Roadway
- Railway
- Bicycle
- Pedestrian

Regional Transit¹

- Rapid Transit Capacity (2050 MVRTP)
- Mobility Hub(s)

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

- Transit Planning Corridors
- Transit Facilities/Service (Expansion/New)

Other, briefly describe:

Safety Improvements

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

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

The proposed project would fund construction of approximately 2-miles of a planned 9.12-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 from north of the N. 63rd St. intersection to south of the Colorado Highways 52 intersection (Segment 5) and from north of the Colorado Highway 52 intersection to south of the Niwot Road intersection (Segment 7). These segments will connect into planned underpasses at the N. 63rd St., CO 52, and Niwot Road intersections. The commuter bikeway will be 12-foot wide and will be a hard surface concrete facility that will be maintained for year-round use.

Conceptual designs with revisions based on survey and environmental information for the CO 119 Commuter Bikeway are included in the 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 Pkwy) and Hover St, which includes the proposed scope for this project. Boulder County expects to be done with preliminary design in June 2022, final design by April 2023, and ready to advertise for construction by September 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, one segment could be completed rather than the two proposed.

Option A: Complete bikeway Segment 5 between N. 63rd St. and CO 52
 DRCOG Allocation for Segment 5- \$2,256,000
 Distance of Segment 5- 5,500 feet

Option B: Complete bikeway Segment 7 between CO 52 and Niwot Road
 DRCOG Allocation for Segment 7- \$1,244,000
 Distance of Segment 7- 5,200 feet

Outline the differences between the scope outlined above and the reduced scope: The difference in the scope is the length of bikeway that could be completed. The full request would complete 2 miles of the bikeway. With a reduced scope, either 5,500 feet or 5,200 feet could be completed. No other scope elements would change under these alternate funding scenarios.

| Project Financial Information and Funding Request | | (All funding amounts in \$1,000s) | |
|---|--|--|--|
| Total amount of Subregional Share Funding Request (in \$1,000's) (No less than \$100,000 and not to exceed 90% of the total project cost) <input type="checkbox"/> Check box if requesting only state MMOF funds (requires minimum 50% local funds) ¹ | | \$3,500 | 89.74% of total project cost |
| Match Funds (in \$1,000's) List each funding source and contribution amount. | | Contribution Amount | % Contribution to Overall Project Total |
| <input type="checkbox"/> | | \$120 | 3% |
| <input type="checkbox"/> | | \$280 | 7% |
| <input type="checkbox"/> | | \$ | 0% |
| <input type="checkbox"/> | | \$ | 0% |
| <input type="checkbox"/> | | \$ | 0% |
| <input type="checkbox"/> | | \$ | 0% |
| Total Match (private, local, state, another subregion, or federal) | | \$400 | 10.26% |
| Project Total | | \$3,900 | |
| Notes: | 1. Per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge. The following jurisdictions are not required to provide a match on the MMOF funds: Federal Heights, Lakeside, Larkspur, Sheridan, and Ward. All sponsors will still be required to have 20% match on any added federal funds. | | |

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

| | FY 2023 | FY 2024 | FY 2025 | Total |
|--|--|--------------|-------------------------|---------|
| DRCOG Requested Funds | \$ <input type="text"/> | \$3,500 | \$ <input type="text"/> | \$3,500 |
| CDOT or RTD Supplied Funds² | \$ <input type="text"/> | \$280 | \$ <input type="text"/> | \$280 |
| Local Funds (Funding from sources other than DRCOG, CDOT, or RTD) | \$ <input type="text"/> | \$120 | \$ <input type="text"/> | \$120 |
| Total Funding | \$0 | \$3,900 | \$0 | \$3,900 |
| Phase to be Initiated | Choose an item | Construction | Choose an item | |
| Notes: | <ol style="list-style-type: none"> 1. Fiscal years are October 1 through September 30 (e.g., FY 2023 is October 1, 2022 through September 30, 2023). The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using a recommended 3% inflation factor. 2. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source. | | | |
| Affirmation: | By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair/City or County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. <input checked="" type="checkbox"/> | | | |

Evaluation Questions

A. Subregional Impact of Proposed Project

WEIGHT

25%

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

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

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 .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 bicycle 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 has been the number one short-term transportation priority for Boulder County since the Northwest Area Mobility Study was completed in 2014.

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 multi-use path in the median of the highway for bicyclists and pedestrians. The proposed project will complete about 20% of 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 two key segments 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-miles 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.

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, <http://www.northeastern.edu/peter.furth/research/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 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 project).

Overall, the safety improvements included in the project scope are estimated to result in a 4% reduction in overall 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 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 to 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. Recent 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 (\$280,000) and Boulder County (\$120,000). 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. Describe how the project will improve access and mobility for each of the applicable disproportionately impacted and environmental justice population groups identified in the table below. This data is available in the TIP Data Tool.

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

| | DI and EJ Population Groups | Number within ½ mile | % of Total | Regional % |
|--|---|----------------------|------------|------------|
| Use 2015-2019 American Community Survey Data | a. Total population | 6,245 | - | - |
| | b. Total households | 2,668 | - | - |
| | c. Individuals of color | 741 | 12% | 33% |
| | d. Low-Income households | 233 | 9% | 9% |
| | e. Individuals with limited English proficiency | 7 | 0% | 3% |

| | | | | |
|--|--|-------|-----|-----|
| (In the TIP Data Tool, use a 0.5 mile buffer) | f. Adults age 65 and over | 1,006 | 16% | 13% |
| | g. Children age 5-17 | 903 | 14% | 16% |
| | h. Individuals with a disability | 284 | 5% | 9% |
| | i. Households without a motor vehicle | 35 | 1% | 5% |
| | j. Households that are housing cost-burdened | 655 | 25% | 32% |

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

Describe how this project will improve access and mobility for each of the applicable groups, *including the required quantitative analysis*: The quantitative analysis shows that within the project area, 14% of residents are children ages 5-7, 16% of the residents are 65 or over, and 12% are individuals of color. In addition, while 9% of the households are low-income, 25% of the households are housing cost-burdened.

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 (<http://www.vtpi.org/tca/tca0501.pdf>) has estimated the cost of bicycle commuting at 5-15¢ per mile, or roughly six times cheaper than motor vehicle travel. However, these cheaper modes are of little use if they are not safe and reliable.

By constructing bikeway segments 5 and 7, this project will lay the groundwork for a 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 (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% 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 region toward achieving the shared [regional transportation outcomes](#) established in [Metro Vision](#)?
- Improve the diversity and livability of communities. 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.

- **Contain urban development in locations designated for urban growth and services.** Through the Boulder County Comprehensive Plan, Boulder County has intergovernmental agreements with the Cities of Boulder and Longmont to ensure development is focused in existing urbanized areas, preserving the rural character of unincorporated Boulder County (<https://assets.bouldercounty.org/wp-content/uploads/2019/10/iga-super-iga-map.pdf>). Channeling development, including housing and employment, into Boulder County's urbanized areas is contingent on creating strong transportation connections between these urban centers which serve as the arteries for economic activity. It is widely recognized that private dollars follow public investment. In its 2013 report, the Institute for Transportation Development Project found that of 21 transit corridors in North America evaluated, 14 leveraged more than \$1 of TOD investment per \$1 of transit investment, and five of these were BRT projects. (Source: Institute for Transportation & Development Policy, <https://www.itdp.org/2013/11/13/more-development-for-your-transit-dollar-an-analysis-of-21-north-american-transit-corridors/?/moredevelopment>). 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 including by providing alternate means of travel to single occupancy vehicles, whose numbers limit economic growth in the form of traffic congestion.
- **Increase housing and employment in urban centers.** 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 including by providing alternate means of travel to single occupancy vehicles, whose numbers limit economic growth in the form of traffic congestion.
- **Improve and expand the region's multimodal transportation system, services, and connections.** This project will complete two segments 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 stations at N. 63rd St, CO 52, and Niwot Road will see improved safety and comfort from the commuter bikeway.
- **Operate, manage, and maintain a safe and reliable transportation system.** This project would create a new Commuter Bikeway that will be maintained by Boulder County. The bikeway is an important addition to the multimodal transportation system in Boulder County. It will provide a safe alternative to riding a bike on the shoulder of CO 119. In addition, the Commuter Bikeway will be a reliable form of transportation. It will be plowed in the winter to allow year-round commuting. In addition, the 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.
- **Improve air quality and reduce greenhouse gas emissions.** 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.
- **Connect people to natural resource and recreational areas.** The segments identified for this project traverse and provides connections to City of Boulder and Boulder County Open Space properties and trails. Once complete, the bikeway will provide connections into local bike connections within the cities of Boulder and Longmont. Providing these key segments 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.
- **Reduce the risk of hazards and their impact.** 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 (<https://assets.bouldercounty.org/wp-content/uploads/2020/02/floodplain-management-transportation-system-resiliency-study-action-plan.pdf>) identified increasing “transit service in response to economic or natural disasters” as a top recommendation. The bikeway will provide access to the transit system, which is critical during disasters.

- **Increase access to amenities that support healthy, active choices.** The project traverses and provides connections to City of Boulder and Boulder County Open Space properties and trails. Providing these key segments 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.
- **Improve transportation connections to health care facilities and service providers.** This project 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.
- **Diversify the region’s housing stock.** 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.
- **Improve access to opportunity.** 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.
- **Improve the region’s competitive position.** While the connection between increased walking and bicycling and improved health is more intuitive, research indicates that transit riders are also healthier than those who commute via private vehicle (Source: <https://www.bmj.com/content/349/bmj.g4887>), mainly because most transit trips also include a walking or biking trip to get to or from a transit stop. By inducing travel via walking, bicycling, and transit, this project will improve the overall health of Boulder County residents and employees, and the CDC outlines a number of ways in which healthier employees are more productive and save employers money (Source: <https://www.cdc.gov/workplacehealthpromotion/model/control-costs/benefits/productivity.html>). Bicycling provides additional economic benefits to both the individuals who ride and to society at large. The economic impact of bicycling to the City of Boulder alone in 2011 was estimated to exceed \$52 million annually, supporting 330 jobs (Source, Bike League: <https://bikeleague.org/sites/default/files/ABsept-oct2012-final.pdf>). By reducing reliance on personal vehicles, bicycling and transit can allow cities and developers to construct less parking, making cities and neighborhoods more compact, more walkable and more efficient. (Source, People for Bikes: https://bikeleague.org/sites/default/files/Bicycling_and_the_Economy-Econ_Impact_Studies_web.pdf). The CO 119 Commuter Bikeway will help the county to remain globally competitive. Countries that have been at the forefront of encouraging bicycling as a transportation method for decades such as Denmark, Norway, the Netherlands, and Germany have begun to design and build bicycle “highways” between communities. The CO 119 bikeway will be similar to the European-style bicycle “highways” as it will connect Boulder County’s two largest municipalities as well as create safe and convenient connections to employment centers including manufacturing job sites that currently are not safely or directly accessible by bike.



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

- Is there a DRCOG designated urban center within ½ mile of the project limits?*
- Yes No If yes, please provide the name:
- Does the project connect two or more urban centers?*
- Yes No If yes, please provide the names:
- Is there a transit stop or station within ½ mile of the project limits?*
- Bus stop: Yes No If yes, how many? 11
- Rail station: Yes No If yes, how many?
- Is the project in a locally-defined priority growth and development area?
- Yes No
- If yes, provide a link to the relevant planning document: Boulder Valley Comprehensive Plan: <https://bouldercolorado.gov/media/3350/download?inline>, Gunbarrel Community Center Plan (not available online, but available upon request)
- If yes, provide how the area is defined in the relevant planning document: Gunbarrel Town Center, within the Gunbarrel Subcommunity
- Is the project in an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?
- Yes No If yes, please provide the zoning district designation(s): Community Business, Mixed Use Business, Transitional Business, Mixed Use Industrial, High Density Residential, Medium Density Residential

| Provide households and employment data* | 2020 | 2050 |
|--|--------|--------|
| Households within ½ mile | 2,668 | 4,036 |
| Jobs within ½ mile | 15,680 | 21,754 |
| Household density (per acre) within ½ mile | 0.75 | 1.77 |
| Job density (per acre) within ½ mile | 7.01 | 9.34 |

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

The full CO 119/ US 287 corridor connects 9 of Boulder County’s 11 DRCOG urban centers, including the Gunbarrel Activity Center which directly connects to the proposed project at CO 119 & N 63rd St.

The Gunbarrel Activity Center is an area identified by the City of Boulder for development and increased density. The adopted subcommunity plan for this area, the Gunbarrel Community Center Plan, “provides a blueprint for transitioning the Gunbarrel commercial area from mostly light industrial uses to a viable and vibrant, pedestrian-oriented commercial center,” including by “expanding the amount of retail and allowing more density... adding new residential and some office uses” and promoting “more pedestrian-scale architecture and outdoor spaces.” It is anticipated that Gunbarrel will continue to grow and densify in the future reflected in the significant growth of both households (38%) and jobs (34%) forecast between 2020 and 2050. Note that the job and housing density in the Gunbarrel core immediately adjacent to the project area is actually much higher than what is shown in the table above, due to the TAZs within a .5 mile buffer including both the high density Gunbarrel core, and open space and preserved farmland which has very low densities, but serves to funnel development into previously urbanized areas.

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. BVRC and the Twin Peaks Activity Center.

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

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, or trying to bike along the corridor. This project will improve access and connectivity providing a safe biking facility and improved access to transit. Both the City of Longmont and the City of Boulder have developed multi-use paths and bike lanes connecting to important destinations with the municipalities. The CO 119 Commuter Bikeway closes the gap and provides an important connection to the extensive bicycles 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.

Segment 5 of this project provides a direct connection to Gunbarrel (N. 63rd St.). Several large employers are located in Gunbarrel including, Celestial Seasonings, Covidien, and SpectraLogic. Segment 5 and 7 both connect to several employment centers near CO 52 including the IBM campus and the Niwot Tech Center, which hosts a number of employers including Crocs, Inc. and several manufacturing businesses. Segment 7 also connects to Niwot, a small community with a variety of businesses, restaurants, and shops. Niwot hosts several popular cultural events including a weekly concert event in the summer called Rock & Rails and several holiday parades. 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. Boulder County's largest shopping districts- 29th Street Mall in Boulder and Village at the Peaks in Longmont, will benefit from this project.

The CO 119 Commuter Bikeway will provide access to City of Boulder and Boulder County Open Space properties and trails. The N. 63rd St. connection provides access to N. 63rd St. north of Gunbarrel, part of a popular road cycling route that features 5' shoulders for cycling and also connects to an extensive system of gravel roads in rural north Boulder County that are used for gravel road cycling.

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 respectively.

B. MVRTP Priorities

WEIGHT

60%

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

Multimodal Mobility

Provide improved travel options for all modes.

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

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

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

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

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

The 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 (<https://assets.bouldercounty.org/wp-content/uploads/2020/02/floodplain-management-transportation-system-resiliency-study-action-plan.pdf>) identified increasing "transit service in response to economic or natural disasters" as a top recommendation. 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 MVRTD priorities](#); [state greenhouse gas rulemaking](#); [federal congestion & emissions reduction performance measures](#); [Metro Vision objectives 2, 3, & 6a](#))

Examples of Project Elements: active transportation, transit, or TDM elements; vehicle operational improvements; electric vehicle supportive infrastructure; etc.

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

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

| Emissions Reduced (kg/day) | CO | NOx | VOCs | PM 10 |
|-------------------------------|------|------|------|-------|
| | 7.35 | 0.49 | 0.47 | 0.07 |

Use the [FHWA CMAQ Calculators](#) or a similar reasonable methodology to determine emissions reduced. Base your calculations on the year of opening. Please attach a screenshot of your work (such as the FHWA calculator showing the inputs and outputs) as part of your submittal packet.

Note: if not using the FHWA Calculators, please note your methodology in your narrative below.

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

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 region’s transit network.

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

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

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

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

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

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

The 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. 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 segments for this project will connect to bike and pedestrian infrastructure at these intersections along 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 BVRC, Downtown Boulder, and University Hill, and improves transit service within the Gunbarrel Activity Center Urban Center.

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

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

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

| | | |
|--|------|---|
| Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* (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 reduction factors (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology). |
| Fatal crashes | 0 | |
| Serious Injury crashes | 6 | |
| Other Injury crashes | 92 | |
| Property Damage Only crashes | 162 | |
| Estimated reduction in crashes applicable to the project scope (per the five-year period used above) | | Provide the methodology below: |
| Fatal crashes reduced | 0.00 | See below for methodology description |
| Serious Injury crashes reduced | 0.00 | |
| Other Injury crashes reduced | 2.75 | |
| Property Damage Only crashes reduced | 3.75 | |

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

Methodology
 Between 2015 and 2019, there were 437 crashes within the project area. The DRCOG data tool does not indicate which of these crashes were bike or pedestrian crashes. However, Boulder County’s data indicates that there were 3 “Other Injury” bike or pedestrian crashes within the project area. Boulder County does not track Property Damage Only bicycle and pedestrian crashes, so this number was estimated based on the “Other Injury” crash percentages, with an estimated total of 5 “Property Damage Only” bicycle crashes. FHWA estimates that bicycle lanes reduce crashes between 30%-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 reduce 75% of the bike and pedestrian crashes in the project area. The separated facility will be completely separated from motor vehicle conflicts, with the exception of at-grade crossing at Monarch Rd. This will be a raised crossing and may include medians as well to encourage slowing by vehicles and ensure safe crossing for bicyclists.

Note, due to the large median of CO 119, the .02 buffer did not capture all crashes within the project area. For this reason, the drawing tool was used to ensure all crashes were include (see Supplemental Materials Exhibit H for more details).

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, <http://www.northeastern.edu/peter.furth/research/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 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 bicyclist 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 project).

Overall, the safety improvements included in the project scope are estimated to result in a 4% reduction in overall 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).

Freight

Maintain efficient movement of goods within and beyond the region.

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

Examples of Project Elements: roadway operational improvements, etc.

How does this project improve the efficient movement of goods, specifically improvements identified in the [Regional Multimodal Freight Plan](#)? Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#). Items marked with an asterisk (*) below are available in the TIP Data Tool.

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

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

The proposed project is located on the Tier 2 Regional Highway Freight Vision Network within the Northwest Metro Freight Focus Area. 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. <small>(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.</small> |
|------------------------------|--|

How does this project help expand the active transportation network, close gaps, improve comfort, and/or improve connections to key destinations, particularly improvements in line with the recommendations in the [Denver Regional Active Transportation Plan](#)? Items marked with an asterisk (*) below are available in the TIP Data Tool.

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

Bicycle Use

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

| | | |
|--|------------------------|------------------------------|
| 1. Current Average Single Weekday Bicyclists: | 250 | |
| 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. <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i> | 125 | 200 |
| 4. = Initial number of new bicycle trips from project (#2 – #3) | 125 | 200 |
| 1. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i> | 25.00 | 40.00 |
| 5. = Number of SOV trips reduced per day (#4 - #5) | 100.00 | 160.00 |
| 6. Enter the value of {#6 x 2 miles} . (= the VMT reduced per day) <i>(Values other than 2 miles must be justified by sponsor on line 10 below)</i> | 200.00 | 320.00 |
| 7. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.) | 190.00 | 304.00 |
| 8. If values would be distinctly greater for weekends, describe the magnitude of difference: | | |
| 9. 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

| | | |
|---|------------------------|------------------------------|
| 2. 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 |
| 3. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed | 20 | 50 |
| 4. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i> | 10 | 25 |
| 5. = Number of new trips from project (#2 – #3) | 10 | 25 |

| | | |
|--|------|-------|
| 6. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). (Example: {#4 X 30%} or other percent, if justified on line 10 below) | 3.00 | 7.50 |
| 7. = Number of SOV trips reduced per day (#4 - #5) | 7.00 | 17.50 |
| 8. 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) | 2.80 | 7.00 |
| 9. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.) | 2.66 | 6.65 |
| 10. If values would be distinctly greater for weekends, describe the magnitude of difference: | | |
| 11. If different values other than the suggested are used, please explain here: All suggested values were used. | | |

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

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.”

(<https://www.codot.gov/programs/bikeped/high-demand-bicycle-corridors>). Currently CO 119 is a gap in the regional active transportation network. Gunbarrel is only 4 miles from Boulder and 6 miles from Longmont, 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 key segments 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, we estimate there are 250 daily bicyclists using CO 119. Bicycle counts for CO 119 were not available, but this number was estimated by looking at bicycle count data for adjacent county roads, US 36 north of Boulder and US 36 Bikeway (where CDOT does have bicycle counters) and Strava data. We are estimating that the construction of this project will initially 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.

Segment 5 of the project is immediately adjacent to the Gunbarrel Short Trip Opportunity Zone, and will help connect the Gunbarrel community to both the BRT station and transit service, as well as Boulder and Longmont via the bikeway. Currently there are very few pedestrians walking along CO 119. The US 36 bikeway has some pedestrians either using the bikeway for accessing transit or for recreational and transportation purposes. We estimate that once complete, there will be 20 new daily pedestrian trips on opening day.

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

Segment 7 of the project is adjacent to several employment centers including the IBM campus and Niwot Tech Center. Segment 7 of the project also connects to the Town of Niwot, which has popular businesses, shops, and restaurants. The CO 119 Commuter Bikeway will provide a way to use active transportation to access these facilities.

| | | |
|------------------------------|---------------|-----------|
| C. Project Leveraging | WEIGHT | 5% |
|------------------------------|---------------|-----------|

| | | | | | | | | | | | | | | |
|--|---------------|--|------------------------------------|-------|----------------|-------|----------------|-------|----------------|-------|------------------|------|-----------|-------|
| <p>What percent of outside funding sources (non-Subregional Share funding) does this project have? <i>(number will automatically calculate based on values entered in the Funding Request table)</i></p> | 10.26% | <table style="width: 100%; border-collapse: collapse;"> <tr><td>60%+ outside funding sources</td><td style="text-align: right;">5 pts</td></tr> <tr><td>50-59.9%</td><td style="text-align: right;">4 pts</td></tr> <tr><td>40-49.9%</td><td style="text-align: right;">3 pts</td></tr> <tr><td>20-39.9%</td><td style="text-align: right;">2 pts</td></tr> <tr><td>10.1-19.9%</td><td style="text-align: right;">1 pt</td></tr> <tr><td>10%</td><td style="text-align: right;">0 pts</td></tr> </table> | 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 |
| 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 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. There are some prairie dog colonies that may require mitigation. This will be determined during preliminary and final design.
- **Other:** Floodplain Permitting- Segment 5 crosses the Dry Creek Floodplain. It is anticipated that the crossing will NOT require a CLOMR/LOMR. The project design team has held initial consultation meetings with the appropriate floodplain administrators/reviewers and we do not expect a long lead time for permitting for this crossing.

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

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

If this project is for construction, please note the NEPA status: [In Progress](#)

c. Has all required ROW been identified? Yes No N/A
Has all required ROW already been acquired and cleared by CDOT? Yes No N/A

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

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 I).

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).
Design of the project is not yet complete, but FIR is anticipated for June 2022, FOR in April 2023, required clearances in July 2023, and the project will be ready for advertisement in September 2023.

Section 2. Local Match

a. Is all the local match identified in your application currently available, and if a partnering agency is also committing match, do you have a commitment letter?
 Yes No
Please describe:
CDOT is committing \$280,000 in local match for this project (please see Attachment C: Concurrence Response Letter)
Boulder County is committing \$120,000 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 has identified \$40M for CO 119 in Years 1-4 of the current 10 Year Plan; their \$280,000 local match will come from these funds.
Boulder County is committing \$120,000 in local match for this project, and has identified these funds in our 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- <https://assets.bouldercounty.org/wp-content/uploads/2022/01/cpp-co-119-bikeway-project-public-input-2021.pdf>) and we are working to incorporate this feedback into the design of the project. Additional public outreach is planned for summer 2022, when FIR level designs for the project will be available. 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 meeting in 2021 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.

At CO 119 & Jay Rd, the largest adjacent land owner is the City of Boulder Open Space & Mountain Parks (OSMP) Department. The project team has been working with OSMP staff to address their concerns, which will be primarily satisfied by keeping the entire project scope within the CDOT right-of-way. At N. 63rd St. and CO 52 one of the largest adjacent private property owners is IBM; throughout the planning and design process Boulder County has met with IBM representatives to share project concepts and transit operations alternatives. The

largest adjacent private property owner is the BNSF Railroad, which borders the CO 119 corridor the southeast, but as this project will remain within CDOT right-of-way, there will be no impacts to the railroad. Residents who live along the corridor, most of whom live in Gunbarrel 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.

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

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

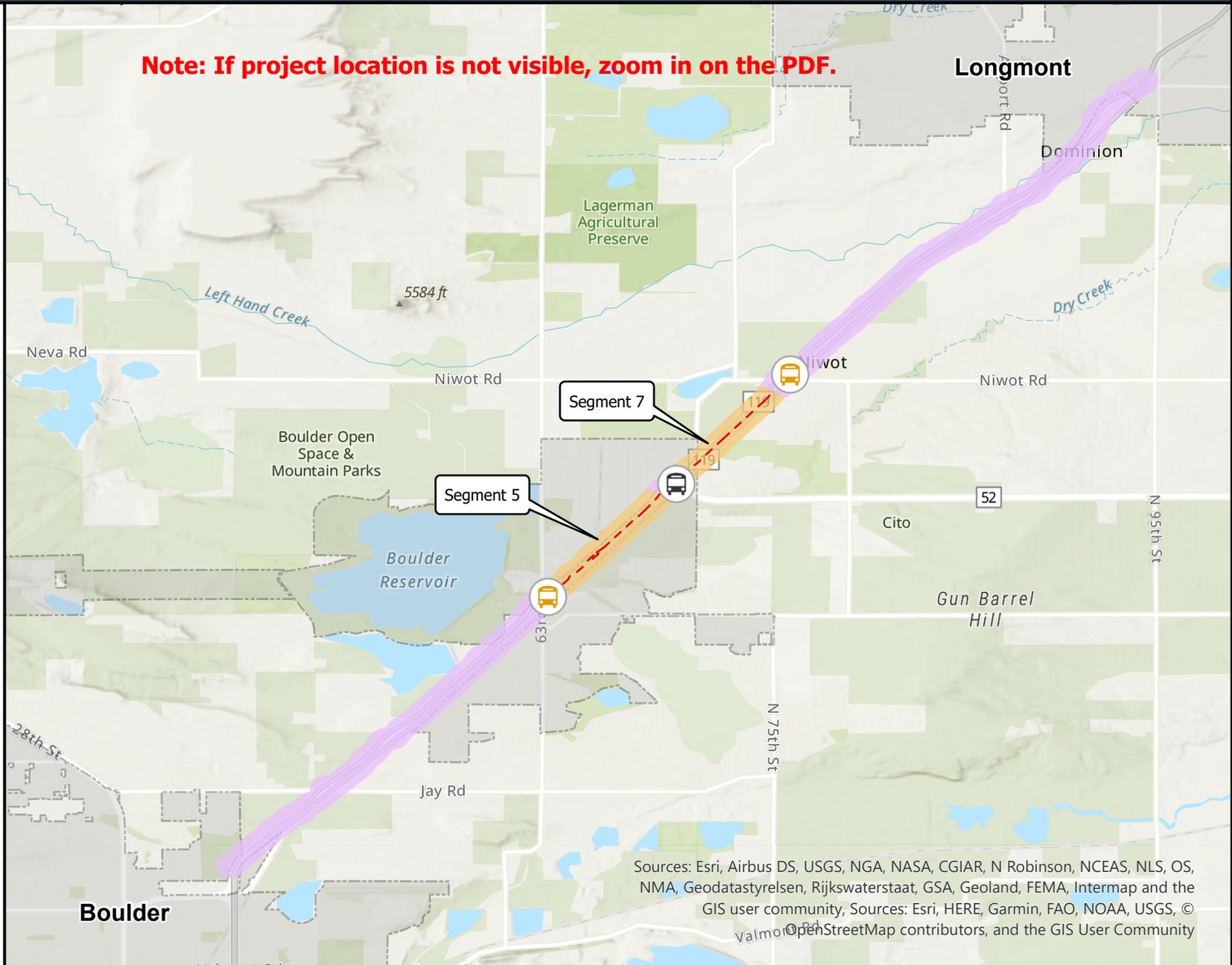
2045 13th Street, Boulder, CO 80302 303-441-3930 www.bouldercounty.org

CO 119 Bikeway Project Overview

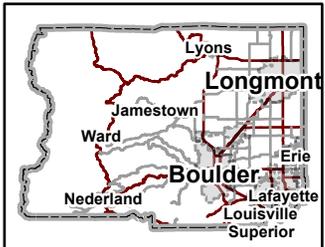
Legend

- BRT P&R and Transit Stop
- BRT Transit Stop
- Bikeway Segments
- Municipalities

Note: If project location is not visible, zoom in on the PDF.



Area of Detail Date: 5/17/2022



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

Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community, Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Key:
Auto-Populated Data Provided in Input Form
Model Estimate Auto-populated from Pricing Database Uploads
Region Estimate Region Input
Region Overwrite Overwritten by Region

Model Version 4 Rev 01
 Last Update: 5-Feb-19

Model Estimate Region Estimate

PCPT - MODEL & REGION ESTIMATE FORM

PROJECT PROFILE

Project Name: SH 119 Bike Path
 Project Number: 22455
 Sub-Account Number: 0
 Project Description: SH 119 Bike Path Between 63rd and SH 52
 Project Work Type: OTHER
 Estimator: KRC Date: 1/19/2022

PROJECT LOCATION & CHARACTERISTICS

Route: 119B Begin MP: 48.0 End MP: 50.0 Length: 2.0
 CDOT Region: 4 City: NONE County: Boulder Co
 FIPS City: 00000 FIPS County: 013
 Segment Mid-point RefPt: 49.000 Latitude: 40.0826 Longitude: -105.1971 [GOOGLE MAP LINK](#)
 Functional Classification: 2 Principal Arterial - Fw Urban-Rural Class: 3 Urbanized Terrain: 2
 AADT: 44,000 Truck ADT: 700 Tier Class: Tier 2 Primary Surface: 1 Asphalt
 Design Maturity: 0 - Conceptual NEPA Action: Cat/Ex NEPA Status: Not Started
 Project Delivery Method: Design-Bid-Build Construction Start (MMM-YY): Mar-24 Construction Duration (mo): 9.0

A - MAJOR CONSTRUCTION ITEMS

| | | | | Model Estimate | | Region Estimate | | | | | | |
|------------------|---|---------------------|-----------------|------------------------|--------------------------|------------------|------------------|-----------------------|--------------------|------------------|--------------------|-------------|
| A-01 | EARTHWORK | Unit | Qty | Unit Cost | Cost | Unit Cost | Cost | | | | | |
| A-01 | 203-00060 - Embankment Material (Complete In Place) | CY | 10,000 | \$16.4 | \$163,538 | \$16.5 | \$165,000 | | | | | |
| A-01 | 206-00000 - Structure Excavation | CY | 1,890 | \$25.9 | \$48,941 | \$26.0 | \$49,140 | | | | | |
| A-01 | 206-00100 - Structure Backfill (Class 1) | CY | 1,080 | \$49.6 | \$53,533 | \$49.6 | \$53,533 | | | | | |
| A-01 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | | | | | |
| A-01 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | | | | | |
| A-01 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | | | | | |
| A-01 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | | | | | |
| A-01 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | | | | | |
| A-01 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | | | | | |
| A-01 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | | | | | |
| | | | | A-01 Cost: | 27.5% | \$266,000 | 26.7% | \$268,000 | | | | |
| A-02 | PAVEMENT & BASES | Unit | Qty | Unit Cost | Cost | Unit Cost | Cost | | | | | |
| A-02 | 304-06007 - Aggregate Base Course (Class 6) | CY | 1,570 | \$40.3 | \$63,318 | \$35.0 | \$54,950 | | | | | |
| A-02 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | | | | | |
| A-02 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | | | | | |
| A-02 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | | | | | |
| A-02 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | | | | | |
| A-02 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | | | | | |
| A-02 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | | | | | |
| A-02 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | | | | | |
| A-02 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | | | | | |
| A-02 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | | | | | |
| | | | | A-02 Cost: | 6.5% | \$63,000 | 5.5% | \$55,000 | | | | |
| A-03 | MAJOR STRUCTURES (CAT 300 ITEMS) | | | | | | | | | | | |
| A-03_repl | BRIDGE REPLACEMENT | BRIDGE TYPE | STR ID | ROUTE CARRIED | FEATURE INTERSECT | L (ft) | W (ft) | Deck Area (SF) | Unit Cost | Cost | Unit Cost | Cost |
| A-03_repl | | 0 | 0 | 0 | 0 | - | - | - | #N/A | \$0 | #N/A | \$0 |
| A-03_repl | | 0 | 0 | 0 | 0 | - | - | - | #N/A | \$0 | #N/A | \$0 |
| A-03_repl | | 0 | 0 | 0 | 0 | - | - | - | #N/A | \$0 | #N/A | \$0 |
| A-03_repl | | 0 | 0 | 0 | 0 | - | - | - | #N/A | \$0 | #N/A | \$0 |
| A-03_repl | | 0 | 0 | 0 | 0 | - | - | - | #N/A | \$0 | #N/A | \$0 |
| A-03_repl | | 0 | 0 | 0 | 0 | - | - | - | #N/A | \$0 | #N/A | \$0 |
| A-03_repl | | 0 | 0 | 0 | 0 | - | - | - | #N/A | \$0 | #N/A | \$0 |
| A-03_repl | | 0 | 0 | 0 | 0 | - | - | - | #N/A | \$0 | #N/A | \$0 |
| A-03_repl | | 0 | 0 | 0 | 0 | - | - | - | #N/A | \$0 | #N/A | \$0 |
| | | | | A-03_REPL Cost: | 0.0% | \$0 | 0.0% | \$0 | | | | |
| A-03_repa | BRIDGE REPAIR | STRUCTURE ID | YR BUILT | ROUTE CARRIED | FEATURE INTERSECT | ADT | TYPE | Deck Area (SF) | LS Estimate | Cost | LS Estimate | Cost |
| A-03_repa | | 0 | #N/A | #N/A | #N/A | #N/A | #N/A | - | \$0.0 | \$0 | \$0.0 | \$0 |
| A-03_repa | | 0 | #N/A | #N/A | #N/A | #N/A | #N/A | - | \$0.0 | \$0 | \$0.0 | \$0 |
| A-03_repa | | 0 | #N/A | #N/A | #N/A | #N/A | #N/A | - | \$0.0 | \$0 | \$0.0 | \$0 |
| A-03_repa | | 0 | #N/A | #N/A | #N/A | #N/A | #N/A | - | \$0.0 | \$0 | \$0.0 | \$0 |
| A-03_repa | | 0 | #N/A | #N/A | #N/A | #N/A | #N/A | - | \$0.0 | \$0 | \$0.0 | \$0 |
| A-03_repa | | 0 | #N/A | #N/A | #N/A | #N/A | #N/A | - | \$0.0 | \$0 | \$0.0 | \$0 |
| A-03_repa | | 0 | #N/A | #N/A | #N/A | #N/A | #N/A | - | \$0.0 | \$0 | \$0.0 | \$0 |
| A-03_repa | | 0 | #N/A | #N/A | #N/A | #N/A | #N/A | - | \$0.0 | \$0 | \$0.0 | \$0 |
| A-03_repa | | 0 | #N/A | #N/A | #N/A | #N/A | #N/A | - | \$0.0 | \$0 | \$0.0 | \$0 |
| | | | | A-03_REPA Cost: | 0.0% | \$0 | 0.0% | \$0 | | | | |
| A-03_wall | WALLS | WALL TYPE | L (ft) | H (ft) | W (in) | Vol (CY) | Area (SF) | Unit Cost | Cost | Unit Cost | Cost | |
| A-03_wall | | 0 | - | - | N/A | N/A | 0 | #N/A | \$0 | #N/A | \$0 | |
| A-03_wall | | 0 | - | - | N/A | N/A | 0 | #N/A | \$0 | #N/A | \$0 | |
| A-03_wall | | 0 | - | - | N/A | N/A | 0 | #N/A | \$0 | #N/A | \$0 | |
| A-03_wall | | 0 | - | - | N/A | N/A | 0 | #N/A | \$0 | #N/A | \$0 | |
| A-03_wall | | 0 | - | - | N/A | N/A | 0 | #N/A | \$0 | #N/A | \$0 | |

| | | | | | | | | | | | |
|-----------|---|---|---|-----|-----|---|-----------------|------|------|------|-----|
| A-03 wall | 0 | - | - | N/A | N/A | 0 | #N/A | \$0 | #N/A | 0 | |
| A-03 wall | 0 | - | - | N/A | N/A | 0 | #N/A | \$0 | #N/A | 0 | |
| A-03 wall | 0 | - | - | N/A | N/A | 0 | #N/A | \$0 | #N/A | 0 | |
| A-03 wall | 0 | - | - | N/A | N/A | 0 | #N/A | \$0 | #N/A | 0 | |
| A-03 wall | 0 | - | - | N/A | N/A | 0 | #N/A | \$0 | #N/A | 0 | |
| | | | | | | | A-03_WALL Cost: | 0.0% | \$0 | 0.0% | \$0 |

| A-03 culv | | MAJOR CULVERTS | | | | R4 | | Unit Cost | Cost | Unit Cost | Cost |
|-----------|---|----------------|-------------------|------|-----|-----------|-----------------|-----------|----------|-----------|----------|
| | | # BOX CELLS | CELL SIZE (S x R) | Unit | Qty | Unit Cost | Cost | Unit Cost | Cost | Unit Cost | Cost |
| A-03 culv | 0 | Single | 12 x 8 | LF | 30 | \$2,313.8 | \$69,414 | \$2,300.0 | \$69,000 | \$2,300.0 | \$69,000 |
| A-03 culv | 0 | 0 | 0 | LF | 0 | \$0.0 | \$0 | \$0.0 | \$0 | \$0.0 | \$0 |
| A-03 culv | 0 | 0 | 0 | LF | 0 | \$0.0 | \$0 | \$0.0 | \$0 | \$0.0 | \$0 |
| A-03 culv | 0 | 0 | 0 | LF | 0 | \$0.0 | \$0 | \$0.0 | \$0 | \$0.0 | \$0 |
| A-03 culv | 0 | 0 | 0 | LF | 0 | \$0.0 | \$0 | \$0.0 | \$0 | \$0.0 | \$0 |
| A-03 culv | 0 | 0 | 0 | LF | 0 | \$0.0 | \$0 | \$0.0 | \$0 | \$0.0 | \$0 |
| A-03 culv | 0 | 0 | 0 | LF | 0 | \$0.0 | \$0 | \$0.0 | \$0 | \$0.0 | \$0 |
| A-03 culv | 0 | 0 | 0 | LF | 0 | \$0.0 | \$0 | \$0.0 | \$0 | \$0.0 | \$0 |
| A-03 culv | 0 | 0 | 0 | LF | 0 | \$0.0 | \$0 | \$0.0 | \$0 | \$0.0 | \$0 |
| A-03 culv | 0 | 0 | 0 | LF | 0 | \$0.0 | \$0 | \$0.0 | \$0 | \$0.0 | \$0 |
| A-03 culv | 0 | 0 | 0 | LF | 0 | \$0.0 | \$0 | \$0.0 | \$0 | \$0.0 | \$0 |
| | | | | | | | A-03_CULV Cost: | 7.1% | \$69,000 | 6.9% | \$69,000 |

| A-03_misc | | MISCELLANEOUS STRUCTURES | | | | Unit Cost | Cost | Unit Cost | Cost | | |
|-----------|---|--------------------------|-----|-----------|------|-----------|-------------------|-------------|-----------------|-------------|-----------------|
| | | Unit | Qty | Unit Cost | Cost | Unit Cost | Cost | Unit Cost | Cost | | |
| A-03_misc | 0 | SF | 0 | \$0.0 | \$0 | \$0.0 | \$0 | \$0.0 | \$0 | | |
| A-03_misc | 0 | UNIT | 0 | \$0.0 | \$0 | \$0.0 | \$0 | \$0.0 | \$0 | | |
| A-03_misc | 0 | UNIT | 0 | \$0.0 | \$0 | \$0.0 | \$0 | \$0.0 | \$0 | | |
| A-03_misc | 0 | UNIT | 0 | \$0.0 | \$0 | \$0.0 | \$0 | \$0.0 | \$0 | | |
| A-03_misc | 0 | UNIT | 0 | \$0.0 | \$0 | \$0.0 | \$0 | \$0.0 | \$0 | | |
| A-03_misc | 0 | UNIT | 0 | \$0.0 | \$0 | \$0.0 | \$0 | \$0.0 | \$0 | | |
| A-03_misc | 0 | UNIT | 0 | \$0.0 | \$0 | \$0.0 | \$0 | \$0.0 | \$0 | | |
| A-03_misc | 0 | UNIT | 0 | \$0.0 | \$0 | \$0.0 | \$0 | \$0.0 | \$0 | | |
| A-03_misc | 0 | UNIT | 0 | \$0.0 | \$0 | \$0.0 | \$0 | \$0.0 | \$0 | | |
| A-03_misc | 0 | UNIT | 0 | \$0.0 | \$0 | \$0.0 | \$0 | \$0.0 | \$0 | | |
| A-03_misc | 0 | UNIT | 0 | \$0.0 | \$0 | \$0.0 | \$0 | \$0.0 | \$0 | | |
| | | | | | | | A-03_MISC Cost: | 0.0% | \$0 | 0.0% | \$0 |
| | | | | | | | A-03 Cost: | 7.1% | \$69,000 | 6.9% | \$69,000 |

| A-04 | | TRAFFIC/ITS | | | | Unit Cost | Cost | Unit Cost | Cost | | |
|------|---|-------------|-----|-----------|------|-----------|------------|-----------|------|------|-----|
| | | Unit | Qty | Unit Cost | Cost | Unit Cost | Cost | Unit Cost | Cost | | |
| A-04 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | #N/A | \$0 | | |
| A-04 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | #N/A | \$0 | | |
| A-04 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | #N/A | \$0 | | |
| A-04 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | #N/A | \$0 | | |
| A-04 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | #N/A | \$0 | | |
| A-05 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | #N/A | \$0 | | |
| A-06 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | #N/A | \$0 | | |
| A-07 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | #N/A | \$0 | | |
| A-08 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | #N/A | \$0 | | |
| A-09 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | #N/A | \$0 | | |
| | | | | | | | A-04 Cost: | 0.0% | \$0 | 0.0% | \$0 |

| A-05 | | OTHER CATEGORY | | | | OTHER MAJOR ITEMS | | Unit Cost | Cost | Unit Cost | Cost | |
|-----------------------------------|---------------------------------|------------------------------------|------|-----------|-----------|-------------------|---------------------|-----------------|---------------|------------------|---------------|--------------------|
| | | Unit | Qty | Unit Cost | Cost | Unit Cost | Cost | Unit Cost | Cost | Unit Cost | Cost | |
| A-05 | 608 - Sidewalks and Bikeways | 608-00026 - Conc Bikeway (6 In) | SY | 9,410 | \$55.0 | \$517,550 | \$60.0 | \$564,600 | | | | |
| A-05 | 207 - Topsoil | 207-00205 - Topsoil | CY | 520 | \$10.5 | \$5,440 | \$12.0 | \$6,240 | | | | |
| A-05 | 606 - Guardrail and Bridge Rail | 606-00301 - Gdrrail Ty 3 (6-3) | LF | 925 | \$37.9 | \$35,073 | \$35.0 | \$32,375 | | | | |
| A-05 | 606 - Guardrail and Bridge Rail | 606-01340 - End Anchor Ty 3D | EACH | 2 | \$1,226.0 | \$2,452 | \$1,200.0 | \$2,400 | | | | |
| A-05 | 606 - Guardrail and Bridge Rail | 606-02003 - End Anchor (Nonflared) | EACH | 2 | \$3,596.7 | \$7,193 | \$3,500.0 | \$7,000 | | | | |
| A-06 | 0 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | | | | |
| A-07 | 0 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | | | | |
| A-08 | 0 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | | | | |
| A-09 | 0 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | | | | |
| A-10 | 0 | 0 | #N/A | 0 | #N/A | \$0 | #N/A | \$0 | | | | |
| | | | | | | | A-05 Cost: | 58.8% | \$568,000 | 61.0% | \$613,000 | |
| A MAJOR CONSTRUCTION ITEMS | | | | | | | SUBTOTAL (A) | (% of A) | 100.0% | \$966,000 | 100.0% | \$1,005,000 |

| B - MINOR CONSTRUCTION ITEMS | | | | | | | | | | | | |
|-----------------------------------|---------------------------------------|------------|--------|--------|-------------|-----------|-------------------------|-----------------|----------------|--------------------|----------------|--------------------|
| | | Work Type: | | | OTHER | | | | | | | |
| | | MIN % | MEAN % | MAX % | EFFORT | | % of (A) | Cost | % of (A) | Cost | | |
| B-01 | Removals / Resets | 0.0% | 21.1% | 95.5% | 3 - Average | Adjusted→ | 21.09% | \$203,729 | 5.00% | \$50,250 | | |
| B-02 | Environmental | 0.0% | 8.4% | 65.4% | 3 - Average | Adjusted→ | 8.36% | \$80,758 | 8.36% | \$84,018 | | |
| B-03 | Structural | 0.0% | 1.4% | 100.0% | 3 - Average | Adjusted→ | 1.41% | \$13,621 | 3.00% | \$30,150 | | |
| B-04 | Drainage / Utilities | 0.0% | 2.4% | 100.0% | 3 - Average | Adjusted→ | 2.41% | \$23,281 | 6.00% | \$60,300 | | |
| B-05 | Roadway Appurtenances | 0.0% | 0.9% | 100.0% | 3 - Average | Adjusted→ | 0.93% | \$8,989 | 1.00% | \$10,050 | | |
| B-06 | Mobilization | 0.0% | 25.6% | 100.0% | 3 - Average | Adjusted→ | 25.59% | \$247,199 | 12.00% | \$120,600 | | |
| B-07 | Construction Traffic Control / Detour | 0.0% | 33.0% | 100.0% | 3 - Average | Adjusted→ | 33.04% | \$319,166 | 8.00% | \$80,400 | | |
| B-08 | Lighting & Electrical | 0.0% | 0.0% | 27.1% | 3 - Average | Adjusted→ | 0.00% | \$0 | 0.00% | \$0 | | |
| B-09 | Permanent Signing & Striping | 0.0% | 4.1% | 18.0% | 3 - Average | Adjusted→ | 4.06% | \$39,220 | 2.00% | \$20,100 | | |
| B-10 | Traffic Signalization & ITS | 0.0% | 0.0% | 0.0% | 3 - Average | Adjusted→ | 0.00% | \$0 | 0.00% | \$0 | | |
| B-11 | Miscellaneous | 0.0% | 0.4% | 100.0% | 3 - Average | Adjusted→ | 0.36% | \$3,448 | 1.00% | \$10,050 | | |
| B MINOR CONSTRUCTION ITEMS | | | | | | | SUBTOTAL (B) | (% of A) | 97.25% | \$939,000 | 46.36% | \$466,000 |
| CBI CONSTRUCTION BID ITEMS | | | | | | | SUBTOTAL (A + B) | (% of A) | 197.25% | \$1,905,000 | 146.36% | \$1,471,000 |

| C - FORCE ACCOUNTS & TSM&O | | | | | | | | | | | | |
|--------------------------------|---|----------|-----------|----------|----------|--|-----------------------------|-------------------|----------------|--------------------|----------------|--------------------|
| | | | | | | | | | | | | |
| | | % of CBI | Cost | % of CBI | Cost | | | | | | | |
| C-01 | F/A - General | 6.00% | \$114,300 | 6.00% | \$88,260 | | | | | | | |
| C-02 | F/A - Minor Contract Revisions (MCR's) | 3.00% | \$57,150 | 3.00% | \$44,130 | | | | | | | |
| C-03 | F/A - Project Communications | 0.11% | \$2,145 | 1.00% | \$14,710 | | | | | | | |
| C-04 | TSM&O Traffic & Operations (for Reconstruction/Resurfacing projects only) | 0.00% | \$0 | 0.00% | \$0 | | | | | | | |
| C F/A's & TSM&O | | | | | | | SUBTOTAL (C) | (% of CBI) | 9.11% | \$174,000 | 10.00% | \$147,000 |
| CI CONSTRUCTION ITEMS | | | | | | | SUBTOTAL (A + B + C) | (% of A) | 215.22% | \$2,079,000 | 161.00% | \$1,618,000 |

| D - CONSTRUCTION ENGINEERING & INDIRECTS | | | | | | | | | | | |
|--|--------------------------|---------|-----------|---------|-----------|--|--|--|--|--|--|
| | | | | | | | | | | | |
| | | % of CI | Cost | % of CI | Cost | | | | | | |
| D-01 | Construction Engineering | 10.95% | \$227,651 | 12.50% | \$202,250 | | | | | | |
| D-02 | Construction Indirects | 9.50% | \$197,505 | 13.50% | \$218,430 | | | | | | |

Key: Auto-Populated

Model Version 4 Rev 01
Last Update: 5-Feb-19

PCPT - EXECUTIVE SUMMARY SHEET

PROJECT PROFILE

Model Version 4 Rev 01
Last Update: 5-Feb-19

Project Name: **CO 119 Bikeway - Segment 7**
 Project Number: **21015**
 Sub-Account Number: **0**
 Project Description: **Segment 7 - North of CO 52 to South of Niwot Road**

Project Work Type: **OTHER**

Estimator: **DKH** Date: **3/1/2022**

PROJECT LOCATION & CHARACTERISTICS

Route: **119B** Begin MP: **49.5** End MP: **50.5** Length: **1.0**
 CDOT Region: **4** FIPS City: **NONE** FIPS County: **Boulder Co**
 FIPS City: **00000** FIPS County: **013**

Segment Mid-point RefPt: **50.000** Latitude: **40.0936** Longitude: **-105.1850** [GOOGLE MAP LINK](#)

Functional Classification: **Pal Arterial - Fwys and** Urban-Rural Class: **3 Urbanized** Terrain: **2 Rolling**

AADT: **38,000** Truck ADT: **680** Tier Class: **Tier 2** Primary Surface: **1 Asphalt**

Design Maturity: **0 - Conceptual** NEPA Action: **Cat/Ex** NEPA Status: **Not Started**

Project Delivery Method: **Design-Bid-Build** Construction Start (MMM-YY): **Mar-24** Construction Duration (mo): **9.0**

REGION'S ESTIMATE

PROJECT CONSTRUCTION COSTS:

A MAJOR CONSTRUCTION ITEMS

| PCPT CAT | ITEM DESCRIPTION | QTY | UNIT | PERCENTAGE | COST |
|--------------|--------------------------|--------|----------------|------------|-----------|
| A-01 | Earthwork | 2,000 | CY | 6.0% | \$33,000 |
| A-02 | Pavement & Bases | 15,000 | SY | 85.7% | \$475,000 |
| A-03_repl | Bridge Replacement | 0 | DECK AREA (SF) | 0.0% | \$0 |
| A-03_repa | Bridge Repair | 0 | DECK AREA (SF) | 0.0% | \$0 |
| A-03_wall | Walls | 0 | SF | 0.0% | \$0 |
| A-03_culv | Major Culverts | 20 | LF | 8.3% | \$46,000 |
| A-03_misc | Miscellaneous Structures | 0 | LS | 0.0% | \$0 |
| A-04 | Traffic / ITS | N/A | N/A | 0.0% | \$0 |
| A-05 | Other Major Items | N/A | N/A | 0.0% | \$0 |
| SUBTOTAL (A) | | | | 100.0% | \$554,000 |

B MINOR CONSTRUCTION ITEMS

| PCPT CAT | ITEM DESCRIPTION | EFFORT | UNIT | PERCENTAGE | COST |
|--------------|---------------------------------------|-------------|--------|------------|-----------|
| B-01 | Removals / Resets | 3 - Average | % OF A | 5.0% | \$27,700 |
| B-02 | Environmental | 3 - Average | % OF A | 8.4% | \$46,314 |
| B-03 | Structural | 3 - Average | % OF A | 3.0% | \$16,620 |
| B-04 | Drainage / Utilities | 3 - Average | % OF A | 6.0% | \$33,240 |
| B-05 | Roadway Appurtenances | 3 - Average | % OF A | 1.0% | \$5,540 |
| B-06 | Mobilization | 3 - Average | % OF A | 12.0% | \$66,480 |
| B-07 | Construction Traffic Control / Detour | 3 - Average | % OF A | 8.0% | \$44,320 |
| B-08 | Lighting & Electrical | 3 - Average | % OF A | 0.0% | \$0 |
| B-09 | Permanent Signing & Striping | 3 - Average | % OF A | 2.0% | \$11,080 |
| B-10 | Traffic Signalization & ITS | 3 - Average | % OF A | 0.0% | \$0 |
| B-11 | Miscellaneous | 3 - Average | % OF A | 1.0% | \$5,540 |
| SUBTOTAL (B) | | | | 46.4% | \$257,000 |

CONSTRUCTION BID ITEMS (A + B) CBI % OF A 146.4% \$811,000

C FORCE ACCOUNTS & TSM&O

| PCPT CAT | ITEM DESCRIPTION | UNIT | PERCENTAGE | COST | |
|--------------|--|----------|------------|----------|----------|
| C-01 | F/A - General | % OF CBI | 6.0% | \$48,660 | |
| C-02 | F/A - Minor Contract Revisions (MCR's) | % OF CBI | 3.0% | \$24,330 | |
| C-03 | F/A - Project Communications | % OF CBI | 1.0% | \$8,110 | |
| C-04 | TSM&O Traffic & Operations | % OF CBI | 0.0% | \$0 | |
| SUBTOTAL (C) | | | | 10.0% | \$81,000 |

CONSTRUCTION ITEMS (A + B + C) CI % OF A 161.0% \$892,000

D CONSTRUCTION ENGINEERING & INDIRECTS

| PCPT CAT | ITEM DESCRIPTION | UNIT | PERCENTAGE | COST | |
|--------------|--------------------------|---------|------------|-----------|-----------|
| D-01 | Construction Engineering | % OF CI | 12.5% | \$111,500 | |
| D-02 | Construction Indirects | % OF CI | 13.5% | \$120,420 | |
| SUBTOTAL (D) | | | | 26.0% | \$232,000 |

PROJECT CONSTRUCTION BUDGET (A + B + C + D) \$1,124,000

PROJECT PRECONSTRUCTION COSTS:

E PRECONSTRUCTION ITEMS

| PCPT CAT | ITEM DESCRIPTION | UNIT | PERCENTAGE | COST | |
|--------------|--|---------|------------|------|-----|
| E-01 | Right-of-Way [Phase R] | % OF CI | 0.0% | \$0 | |
| E-02 | Utilities + Railroad Work [Phase U] | % OF CI | 0.0% | \$0 | |
| E-03 | Design & Engineering [Phase D] | % OF CI | 0.0% | \$0 | |
| E-03.1 | Subsurface Utility Engineering (SUE) Budget | % OF CI | 0.0% | \$0 | |
| E-03.2 | Transportation Systems Management & Operation (TSM&O) Budget | % OF CI | 0.0% | \$0 | |
| E-04 | Environmental (NEPA) [Phase E] | % OF CI | 0.0% | \$0 | |
| E-05 | Miscellaneous [Phase M] | % OF CI | 0.0% | \$0 | |
| SUBTOTAL (E) | | | | 0.0% | \$0 |

PROJECT BASE COST ESTIMATE (CONSTRUCTION + PRECONSTRUCTION) \$1,124,000

RISK RESERVE

PROBABILISTIC COST ESTIMATE RISK RESERVE DATE: **3/1/2022** RISK RESERVE **15.0% OF BASE COST** **\$169,000**

TOTAL PROJECT COST (P70) \$1,293,000

COST ESCALATION

Construction Start **Mar-24** Escalation from Estimate Date: **Mar-22** ESCALATION COST **7.4% OF PROJECT COST** **\$96,000**
 Duration (mo) **9.0** to Construction Mid-Point Date: **Jul-24**

ESCALATED PROJECT COST \$1,389,000

72.2%
of Base Cost

79.4%
of Base Cost

100.0%
of Base Cost

0.0%
of Base Cost

100.0%
of Base Cost

115.0%
of Base Cost

123.6%
of Base Cost



COLORADO

Department of Transportation

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

May 20, 2022

Stacey Proctor
Boulder County
PO Box 471
Boulder, CO 80306

Dear Ms. Proctor,

This letter is to inform you that the Colorado Department of Transportation (CDOT) concurs with Boulder County's DRCOG FY22-25 Subregional Call application for the **CO 119 Commuter Bikeway Segments 5&7 Project**. Additionally, CDOT Region 4 supports your funding request of \$280,000 with the CO 119 Corridor funds identified in the 10-Year Plan. It is important to note that CDOT is currently working through a 10-Year Plan update and is allocating funding to projects for FY23-26. For funds identified in FY23-26, funds are expected to be approved by the Colorado Transportation Commission in August 2022 (date is subject-to-change) and this funding commitment is contingent upon that formal approval.

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

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

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

Sincerely,

Heather Paddock, P.E.
CDOT Region 4 Transportation Director

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



Bicycle and Pedestrian Improvements

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

Navigator

Bicycle and Pedestrian Improvements

INPUT

(1) What is your project evaluation year?

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

| Daily Passenger Vehicle Trips | | |
|-------------------------------|-------|--------|
| Before | After | Change |
| 40000 | 39000 | 1000 |

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

Trip Distance Source

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

| Typical Trip Distance (miles one way) | Distribution of Trip Distances (daily fraction per mileage bin) | | | | | Sum |
|--|---|----------------|----------------|----------------|-------------------|-----|
| | $x < 1$ | $1 \leq x < 2$ | $2 \leq x < 3$ | $3 \leq x < 4$ | $4 \leq x \leq 5$ | |
| <input type="text" value="2"/> | | | | | | |

OUTPUT

EMISSION REDUCTIONS

| Pollutant | Total | *Units in kg/day unless otherwise noted |
|---|---------|---|
| Carbon Monoxide (CO) | 7.358 | |
| Particulate Matter <2.5 μm (PM _{2.5}) | 0.022 | |
| Particulate Matter <10 μm (PM ₁₀) | 0.077 | |
| Nitrogen Oxide (NOx) | 0.492 | |
| Volatile Organic Compounds (VOC) | 0.472 | |
| Carbon Dioxide Equivalent (CO ₂ e) | 649.557 | |
| Total Energy Consumption (MMBTU/day) | 8.431 | |



CITY OF LONGMONT | Office of the Mayor & City Council

June 9, 2022

Todd Cottrell, Senior Planner
Denver Regional Council of Governments
1001 17th Street, Suite 700
Denver, CO 80202

Dear Mr. Cottrell:

The City of Longmont is pleased to provide this letter supporting the Boulder County's Regional TIP application for the Regional Share Air Quality/Multimodal (AQ/MM) funding for the construction of 2.0 miles of a planned 9.12-mile commuter bikeway along CO 119 between Boulder and Longmont in Boulder County.

The project consists of a 2.0-mile segment from north of the 63rd Street intersection to south of the CO 52 intersection and north of the CO 52 intersection to south of the Niwot Road intersection. The two segments will connect to future underpasses planned at 63rd Street, CO 52, and Niwot Road intersections. The hard surface concrete commuter bikeway will be 12-foot wide and will be maintained for year-round use.

Construction of the separated bike facility and the CO 119 Commuter Bikeway is an integral element of the multimodal vision plan connecting Boulder and Longmont communities with the CO 119/the Diagonal Highway serving as a vital regional transportation corridor serving the economic health of Boulder County. This corridor is the primary connection between Boulder County's two largest municipalities, Boulder and Longmont, which together make up about 2/3 of the total population of Boulder County.

However, this vital link has no safe, direct, or comfortable bicycle connection. Survey data and bicycle count data indicate the lack of such a facility is severely limiting the number of people who would travel by bicycle on this corridor. The planned bikeway will also provide important first-and-final mile connections to transit, including RTD's planned Bus Rapid Transit along the corridor. Furthermore, the growth in popularity of electric assist bicycles, or e-bikes, is likely to further increase the number of people capable of bicycle commuting longer distances but will not do so without low-stress and safe facilities.

City Council

MAYOR:
Joan Peck
(303) 774-3619

MAYOR PRO TEM, AT-LARGE:
Aren Rodriguez
(303) 774-3615

WARD 1:
Tim Waters
(303) 774-3614

WARD 2:
Marcia Martin
(303) 774-3617

WARD 3:
Susie Hidalgo-Fahring
(303) 774-3612

AT-LARGE:
Shiquita Yarbrough
(303) 774-3613

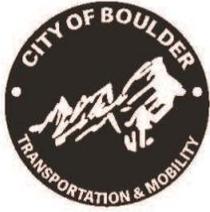
Completing a safe, reliable, and comfortable bicycle connection between Boulder and Longmont will unlock the numerous benefits of cycling to anyone travelling this key regional corridor: health benefits, greatly reduced transportation costs, increased access to educational and employment opportunities, improved air quality, and fewer vehicles on the road. Confirming the regional significance of this connection, the DRCOG Active Transportation Plan (adopted January 2019) identified the CO 119 corridor as a Future Regional Active Transportation Corridor.

For all these reasons we support funding these sections of the bikeway. Thank you for your consideration of Boulder County's application for this important project. The City of Longmont looks forward to the completion of these essential elements along this critical travel corridor.

Sincerely,

A handwritten signature in black ink, appearing to read "Joan Peck". The signature is fluid and cursive, with a prominent loop at the end.

Joan Peck
Mayor



City of Boulder Transportation & Mobility

May 27, 2022

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

RE: LETTER OF SUPPORT FOR THE CO 119 COMMUTER BIKEWAY DENVER REGIONAL COUNCIL OF GOVERNMENTS (DRCOG) SUBREGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (TIP) APPLICATION

Mr. Cottrell:

The City of Boulder is pleased to provide this letter of support of Boulder County's application for the 2022- 2025 Transportation Improvement Plan (TIP) Regional Share Air Quality/Multimodal (AQ/MM) to fund construction of a total of 2 miles of a planned 9.12-mile commuter bikeway along CO 119 between Boulder and Longmont in Boulder County.

The project consists of a 2-mile segment from north of the 63rd St. intersection to south of the CO 52 intersection and north of the CO 52 intersection to south of the Niwot Road intersection. Construction of the separated bike facility and the CO 119 Commuter Bikeway is an integral element of the multimodal vision plan connecting Boulder and Longmont communities.

CO 119 is a vital regional transportation corridor serving the economic health of Boulder County and the commuter bikeway project will be critical to optimizing regional connectivity and mobility by providing safe, direct, and comfortable bicycle connections. The planned bikeway will also provide important first-and-final mile connections to transit, including RTD's planned Bus Rapid Transit along the corridor.

A safe, reliable, and appealing bicycle connection between Boulder and Longmont will unlock the numerous benefits of cycling to those travelling this corridor, including health benefits, greatly reduced transportation costs, increased access to educational and employment opportunities, improved air quality, and fewer vehicles on the road.

Investing in multimodal improvements within the SH 119 corridor is essential to creating regional linkages and to building the multimodal network needed for our citizens and business community over the next 20 years. For these reasons we support funding construction of 2 miles of the CO 119 Commuter Bikeway.

Thank you for consideration of Boulder County's application for this important project.

Sincerely,

A handwritten signature in black ink, appearing to read "N. Stiffler". The signature is fluid and cursive, written in a professional style.

Natalie Stiffler
Interim Director of Transportation and Mobility

cc: Valerie Watson, Transportation Planning Manager



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

June 6, 2022

Mr. Cottrell:

The Boulder Chamber of Commerce and Boulder Transportation Connections are pleased to provide this letter of support of the Boulder County's application for the 2022- 2025 Transportation Improvement Plan (TIP) Regional Share Air Quality/Multimodal (AQ/MM) to fund construction of a total of 2 miles of a planned 9.12-mile commuter bikeway along CO 119 between Boulder and Longmont in Boulder County.

The project consists of a 2-mile segment from north of the 63rd St. intersection to south of the CO 52 intersection and north of the CO 52 intersection to south of the Niwot Road intersection.

Construction of the separated bike facility and the CO 119 Commuter Bikeway is an integral element of the multimodal vision plan connecting Boulder and Longmont communities.

The two segments will connect to planned underpasses at 63rd St., CO 52, and Niwot Road intersections. The hard surface concrete commuter bikeway will be 12-feet wide and will be maintained for year-round use.

CO 119 is a vital regional transportation corridor serving the economic health of Boulder County. This corridor is the primary connection between Boulder County's two largest municipalities, Boulder and Longmont, which together make up about 2/3 of the total population of Boulder County. However, this vital link has no safe, direct, comfortable, and appealing bicycle connection, which survey data and bicycle count data indicate is severely limiting the number of people who would travel by bicycle on this corridor; intersecting Boulder County roads see 300-500 daily cyclists while the shoulders of CO 119 average only 120. The planned bikeway will also provide important first-and-final mile connections to transit, including RTD's planned Bus Rapid Transit along the corridor.

Furthermore, the growth in popularity of electric assist bicycles, or e-bikes, is likely to further increase the number of people capable of bicycle commuting longer distances but will not do so without low-stress and safe facilities.

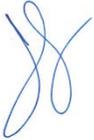
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identified the CO 119 corridor as a Future Regional Active Transportation Corridor and CDOT designated Co 119 as a Tier 1 High Demand Bike Corridor.

For all these reasons we support funding these sections of the bikeway. Thank you for your consideration of Boulder County's application for this important project.

Sincerely,

Boulder Chamber of Commerce
President John Tayer

A handwritten signature in blue ink, appearing to be 'JT', written in a cursive style.

Boulder Transportation Connections
Senior Manager of Transportation Amanda Mansfield

Handwritten initials 'AM' in blue ink, written in a simple, blocky style.

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

May 26, 2022

Mr. Cottrell:

Commuting Solutions is pleased to provide this letter of support of the Boulder County's application for the 2022- 2025 Transportation Improvement Plan (TIP) Regional Share Air Quality/Multimodal (AQ/MM) to fund construction of a total of 2 miles of a planned 9.12-mile commuter bikeway along CO 119 between Boulder and Longmont in Boulder County.

The project consists of a 2-mile segment from north of the 63rd St. intersection to south of the CO 52 intersection and north of the CO 52 intersection to south of the Niwot Road intersection.

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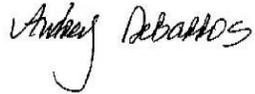
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road. Confirming the regional significance of this connection, the DRCOG Active Transportation Plan (adopted January 2019) identified the CO 119 corridor as a Future Regional Active Transportation Corridor and CDOT designated Co 119 as a Tier 1 High Demand Bike Corridor.

For all these reasons we support funding these sections of the bikeway. Thank you for your consideration of Boulder County's application for this important project.

Sincerely,

A handwritten signature in black ink that reads "Audrey DeBarros". The signature is written in a cursive style with a large, looping initial "A".

Audrey DeBarros

Executive Director



2601 SPRUCE ST, UNIT B
BOULDER, CO 80302

COMMUNITYCYCLES.ORG

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

6/2/2022

Mr. Cottrell:

Community Cycles is pleased to provide this letter of support of the Boulder County's application for the 2022- 2025 Transportation Improvement Plan (TIP) Regional Share Air Quality/Multimodal (AQ/MM) to fund construction of a total of 2 miles of a planned 9.12-mile commuter bikeway along CO 119 between Boulder and Longmont in Boulder County.

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For all these reasons we support funding these sections of the bikeway. Thank you for your consideration of Boulder County's application for this important project.

Sincerely,
Sue Prant
Executive Director

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

27 May 2022

Mr. Cottrell:

Cyclists 4 Community, 501(c)(3) is pleased to provide this letter of support of the Boulder County's application for the 2022- 2025 Transportation Improvement Plan (TIP) Regional Share Air Quality/Multimodal (AQ/MM) to fund construction of a total of 2 miles of a planned 9.12-mile commuter bikeway along CO 119 between Boulder and Longmont in Boulder County.

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For all these reasons we support funding these sections of the bikeway. Thank you for your consideration of Boulder County's application for this important project.

Sincerely,
Matt Muir
Operations Manager, Cyclists 4 Community, 501(c)(3)
matt@c4community.org